

Metro

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



Metro

Agenda - Final Revised

Wednesday, July 15, 2015

2:00 PM

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

Planning and Programming Committee

Mike Bonin, Chair

Sheila Kuehl, Vice Chair

James Butts

Jacquelyn Dupont-Walker

Hilda Solis

Carrie Bowen, non-voting member

Phillip A. Washington, Chief Executive Officer

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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.

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- b. A breach of the peace, boisterous conduct or violent disturbance, tending to interrupt the due and orderly course of said meeting.
- c. Disobedience of any lawful order of the Chair, which shall include an order to be seated or to refrain from addressing the Board; and
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NOTE: ACTION MAY BE TAKEN ON ANY ITEM IDENTIFIED ON THE AGENDA

CALL TO ORDER

ROLL CALL

17. RECEIVE report of the Chief Executive Officer. [2015-1051](#)

18. APPROVE Consent Calendar Items: 19, 20 and 21.

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

CONSENT CALENDAR

19. RECEIVE AND FILE this update on the **status of the HDC Project Approval/ Environmental Document.** [2015-0896](#)

Attachments: [Attachment A - High Desert Corridor Preferred Project/Alternative Decision Matr](#)
[Attachment B - High Desert Corridor Project Map](#)

20. RECEIVE AND FILE the **Regional Rail Update through June 2015.** [2015-0548](#)

Attachments: [Attachment A - Regional Rail Project Update](#)
[Attachment B -- Metrolink Ridership Data](#)
[Attachment C -- LOSSAN Map](#)
[Attachment D --LOSSAN Corridor Trends 1](#)

21. ADOPT the locally developed **2016-2019 Coordinated Public Transit-Human Services Transportation Plan** for Los Angeles County (see Attachment A for Executive Summary) to comply with the requirements of the federal Moving Ahead for Progress in the 21st Century Act (MAP-21). [2015-0877](#)

Attachments: [Attachment A - Executive Summary of the Coordinated Plan](#)

NON-CONSENT

22. RECEIVE AND FILE potential financial impacts of June 2015 Item 14 Board motions on **Metro Countywide Bikeshare.** [2015-0995](#)

Attachments: [Attachment A-1 Bikeshare Amendment #14 June 2015 \(6\) \(3\).doc](#)
[Attachment A-2 Motion Expo Vermont Bike Hub .docx](#)
[Attachment A3 update 06302015.pdf](#)
[Attachment B Accelerated Schedule](#)

22.1 APPROVE Ridley-Thomas Motion that the Metro Board of Directors
instruct the Chief Executive Officer to proceed as follows:

[2015-1093](#)

- A. Continue to work with the cities of Santa Monica and Long Beach, which have executed a contract and plan to move forward with an alternate bikeshare provider to achieve the Interoperability Objectives as presented at the June 2015 Board meeting, including title sponsorship, branding and marketing, membership reciprocity, reciprocal docks, a unified fare structure and data sharing;
- B. Consistent with the Interoperability Objectives, require that any city with an existing bikeshare vendor contract as of June 25, 2015, using a bikeshare system other than Metro's selected system, shall be eligible for up to 35% of operating and maintenance funding support from Metro on condition that the city or cities agree to fully participate in a Metro Countywide Bikeshare Title Sponsorship by reserving on bike title placement and associated branding for Metro's Sponsor (including branding, color, and ad space on baskets, skirt guards and bike frame) and agree to meeting the other Interoperability Objectives, consistent with the agreement developed between Metro and the City of Los Angeles for the pilot phase of Metro's Countywide Bikeshare Program. Such cities shall also agree to participate in and provide data for the evaluation study described in Directive 8 below;
- C. Proceed with awarding Call for Projects funding to the Cities of Beverly Hills, Pasadena and West Hollywood, consistent with the staff recommendations for the 2015 Call for Projects, for the capital costs associated with their proposed bikeshare programs.
- D. Include in the 2015 Call for Projects bikeshare funding contracts, that if any of the cities select a bikeshare system other than Metro's, operations and maintenance funding will not be provided unless each city agrees to the Interoperability Objectives outlined above. All costs associated with providing duplicative dock or other systems within adjacent jurisdictions to enhance interoperability shall be borne by such cities and shall not be funded with Metro funds.
- E. Specify in future Call for Projects applications that any city requesting bikeshare funding for either capital and operations and

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- maintenances expenses must commit to using Metro's selected vendor and Title Sponsorship, and other Interoperability Objectives;
- F. Engage Bicycle Transit Systems in accelerating the roll out of all identified project phases so that implementation can be accomplished no later than 2017. Staff shall work with each city to secure local funding commitments and report to the Board for specific approval of any expansion beyond the downtown Los Angeles Pilot, together with a proposed funding plan;
- G. Conduct additional feasibility studies and preliminary station placement assessments to incorporate the communities of Boyle Heights (centering around the Mariachi Plaza Gold Line Station), El Monte (centering around the Bus Station) and the Westside of Los Angeles (along the Exposition Line as well as Venice), as part of the Bikeshare Program; and
- H. Conduct an evaluation of the bike share systems operating within Los Angeles County after 12 months from the downtown Los Angeles Pilot launch date. Evaluation of the systems shall, at a minimum, address operations and user experience, including the following:
1. Timeliness and success of roll-out;
 2. Experience of the respective agencies in working with their respective vendors;
 3. Ability of bikeshare providers to meet performance criteria including bicycle distribution, removal and replacement of inoperable bicycles and cleanliness of bikeshare facilities;
 4. Customer satisfaction as measured by a survey;
 5. Fare structure;
 6. Equity/effectiveness serving disadvantaged community; and
 7. Bicycle use/behavioral change; and
- I. Once the independent evaluation of both systems is complete, the Board should consider funding for future bikeshare systems that opt to not use Metro's selected vendor on a case-by-case basis subject to the respective city fulfilling Metro's interoperability objectives.

23. AUTHORIZE the Chief Executive Officer to negotiate and execute a **grant agreement with the South Bay Cities Council of Governments (SBCCOG) to implement a ride share demonstration project for events**. Amount of funding to be granted to SBCCOG is not to exceed \$250,000. [2015-0556](#)
24. **WITHDRAWN:** APPROVE transitioning ~~Metro's fixed guideway system from color to letter designations~~. Approval of this designation system has no impact on current or future operating plans for the fixed guideway system. **2015-0671**
25. **WITHDRAWN:** REVISE the ~~Board's Unified Cost Management Process and Policy~~ to add a new Section 12 and a new Attachment A, directing that if cost increases to the specified Measure R highway projects cannot be mitigated, that 50 percent of cost increases will be addressed from the countywide program and 50 percent of the cost increases are subject to the corridor and subregional cost containment portions of the existing policy. [2015-0374](#)
26. AUTHORIZE the Chief Executive Officer (CEO) to: [2015-0809](#)
- A. award a seven-year cost-plus-fixed fee Contract No. PS298340011486 (RFP No. PS11486), to Gruen Associates for the **Airport Metro Connector (AMC) 96th Street Transit Station** for a not-to-exceed amount of \$17,789,897 for architectural and engineering services to design the AMC 96th Street Transit Station and provide design support services during construction; and
 - B. approve Contract Modification Authority specific to Contract No. PS298340011486 in the amount of \$3,557,979 to cover the cost of any unforeseen issues that may arise during the course of the contract.

Attachments: [Attachment A - Procurement Summary](#)
 [Attachment B - June 2014 Board Motion.docx](#)
 [Attachment C - AMC Project Map.docx](#)

27. AUTHORIZE the Chief Executive Officer to:

[2015-0706](#)

- A. execute Contract Modification No. 12 for Contract No. PS4320-2003, **Metro Eastside Transit Corridor Phase 2 Project Alternatives Analysis, Environmental Clearance and Conceptual Engineering Consultant Services, with CDM Smith/AECOM**, Joint Venture, in the amount of \$2,898,336 to address post-Draft Environmental Impact Statement/Draft Environmental Impact Report (DEIS/EIR) Cooperating Agency comments and investigate refinements as directed by the Metro Board in November 2014, increasing the total contract value from \$15,548,379 to \$18,446,715;
- B. increase Contract Modification Authority (CMA) specific to Contract No. PS4320-2003, Metro Eastside Transit Corridor Phase 2 Project Alternatives Analysis, Environmental Clearance and Conceptual Engineering Consultant Services in the amount of \$580,000, increasing the total CMA amount from \$1,952,711 to \$2,532,711;
- C. execute Contract Modification No. 11 for Contract No. PS4320-2006 Metro Eastside Transit Corridor Phase 2 - Outreach, with Arellano Associates, in the amount of \$296,533 to provide Outreach services in support of the Technical Study, increasing the total contract value from \$2,145,732 to \$2,442,247; and,
- D. increase Contract Modification Authority (CMA) specific to Contract No. PS4320-2006, Metro Eastside Transit Corridor Phase 2 - Outreach in the amount of \$40,000, increase the total CMA amount from \$515,000 to \$555,000.

Attachments: [Attachment A-1 Procurement Summary.docx](#)
[Attachment A-2 Procurement Summary.docx](#)
[Attachment B - November 2014 Board Motion](#)
[Attachment C - Project Area Map](#)

28. CONSIDER:

[2015-0878](#)

- A. approving the recommended **federal Section 5310 funding awards totaling \$4,713,220 for Traditional Capital Projects and up to \$1,615,177 for Other Capital and Operating Projects**, as shown in Attachments A and B, respectively;
- B. amending the fiscal year (FY) 2016 Budget to add the necessary revenues and expenses for the recommended and previously approved Section 5310 funded projects, once the Federal Transit

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- Administration (FTA) awards grant funds (see Attachment C for the Allocation Process);
- C. authorizing the Chief Executive Officer or his designee to negotiate and execute pass-through agreements with agencies as sub-recipients approved for funding once the FTA awards Section 5310 grant funds;
 - D. certifying that the Section 5310 funds were fairly and equitably allocated to eligible sub-recipients and that to the maximum extent feasible, Section 5310 funded services are coordinated with transportation services assisted by other federal departments and agencies; and
 - E. certifying that all projects recommended for Section 5310 funding are included in the locally developed 2016-2019 Coordinated Public Transit-Human Services Transportation Plan for Los Angeles County ("Coordinated Plan") that was developed and approved through a process that included participation by seniors and individuals with disabilities, as well as by representatives of public, private, and nonprofit transportation and human service providers and other members of the public.

Attachments: [Attachment A - Funding Recommendations for Traditional Capital Projects](#)
[Attachment B - Funding Recommendations for Other Capital and Operating Pro](#)
[Attachment C - Summary of Application Package & Allocation and Application P](#)

72. AUTHORIZE the obligation of \$90 million in **federal Regional Surface Transportation Program funds for the Interstate 405 Sepulveda Pass Improvements project.** [2015-1083](#)

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.

**Board Report**

File #: 2015-0896, **File Type:** Informational Report**Agenda Number:** 19.

**PLANNING AND PROGRAMMING COMMITTEE
JULY 15, 2015****SUBJECT: HIGH DESERT CORRIDOR (HDC) UPDATE****ACTION: RECEIVE AND FILE****RECOMMENDATION**

RECEIVE AND FILE this update on the **status of the HDC Project Approval/ Environmental Document.**

ISSUE

The HDC PA/ED is being prepared in partnership with California Department of Transportation (Caltrans). The purpose of this report is to update the Board on the current schedule and the selection of the Preferred Alternative (PA) for HDC.

DISCUSSION

In March 2011, Metro and Caltrans entered into a Measure R Program Funding Agreement for the development of the HDC PA/ED. The Project is a proposed 63-mile, east-west corridor linking State Route (SR) 14 in Los Angeles County and SR-18 in San Bernardino County. In March 2012 the HDC was identified by the Board as a strategic multi-purpose corridor. The project components include highway, bikeway, an energy production and/or transmission corridor along the freeway, and a high speed rail (HSR) feeder/connector service connecting a branch of the California High Speed Rail (CHSR) in north Los Angeles County to the proposed XpressWest high speed rail service to be constructed between the cities of Victorville in San Bernardino County and Las Vegas, Nevada. In October 2009 the HDC was also identified by the Board as a candidate project for Public-Private Partnership delivery method.

Caltrans serves as the lead agency responsible for compliance with the California Environmental Quality Act (CEQA) and the preparation of the Environmental Impact Report (EIR). Caltrans, under delegated authority by the Federal Highway Administration (FHWA) will also ensure compliance with the National Environmental Policy Act (NEPA) and the preparation of the Environmental Impact Statement (EIS).

The purpose of the PA/ED is to identify possible alignments for the project and evaluate the benefits,

costs, and impacts of various alternatives considered. The alternatives include a No-Build, Freeway/Expressway, Freeway/Tollway, Freeway/Expressway with HSR Feeder/Connector Service and Freeway/Tollway with HSR Feeder/Connector Service. Additional elements of the four build alternatives would include a possible bikeway and a green energy generation corridor.

During the PA/ED process, the Project Development Team (PDT) conducted detailed evaluation of all alternatives considered, conducted the appropriate analysis for various options and variations under each alternative, and identified potential impacts of alternatives as well as avoidance, minimization, and mitigation measures. Agency consultation and public participation were accomplished through PDT meetings, HDC Partners meetings, interagency coordination meetings, and an extensive public outreach program. The public participation plan established for HDC allowed public agencies and the general public to learn about the project and to provide suggestions on alternatives and the types of impacts to be evaluated.

The Draft EIS/EIR was released to the public on September 30, 2014 and the public hearings were held in November 2014. Four public hearings were held in Palmdale, Lake Los Angeles, Victorville and Apple Valley with a total of 375 participants, 291 in person and 84 online. The normally scheduled 45-day comment period was extended to 60 days for this project. The PDT (Metro, Caltrans, and the HDC Joint Powers Authority representing local Cities of the High Desert, and the Counties of Los Angeles and San Bernardino), with consideration of the results of the technical analysis of the various alternatives and the comments received during the comment period, has identified the PA. The selected PA consists of a Freeway/Tollway with HSR feeder/connector, bike lane, and a green energy generation corridor with the following details (Attachment A). The PA has been adopted by Caltrans in late June 2015 in order to meet the tight project schedule and release the Final EIS/EIR in spring 2016. In addition, comments received from both the general public and local agencies during the Draft EIR/EIS public review period showed positive support for the aforementioned multi-modal facility.

The proposed roadway will begin in Palmdale as a freeway, follow Avenue P-8 in Los Angeles County, run parallel to and south of El Mirage Road when entering San Bernardino County, turn east to Air Expressway Boulevard near I-15, transition to an expressway at Dale Evans Parkway, and end at SR-18/Bear Valley Road in the Town of Apple Valley. The following details will assist in further defining the project:

- Right-of-way to accommodate up to four lanes of travel in each direction will be protected. The number of lanes to be initially constructed will be determined by traffic analysis and funding capacity.
- The toll section, if adopted, would begin at 100th Street East in Palmdale and end at US-395 in Victorville.
- The HSR Feeder/Connector service will run between the Palmdale Transportation Center and the XpressWest HSR station in Victorville. The planned future passenger rail network would potentially connect San Francisco, Central Valley, Los Angeles, Las Vegas, and San Diego.

- HSR Option 1C to connect to the Palmdale Transportation Center was selected, which includes underground segments for both northbound and southbound wye connections to avoid conflicts with the Union Pacific Rail Road (UPRR) and Southern California Regional Rail Authority (SCRRA) tracks near Sierra Highway, Runway Protection Zones at the Plant 42 facility, and the St. Clair Parkway Section 4(f) open space property in Palmdale.

A series of variations were also analyzed and included throughout the environmental clearance process to avoid or minimize impacts to the community (Attachment B). Both the roadway and HSR service line will follow the PA alignment with variations listed below:

- Variation A in Palmdale did not meet the HSR alignment standards due to the presence of sharp horizontal curves. The main alignment was selected and would provide a horizontal tangent (strait line) section for approximately 4.5 miles.
- Variation D in Lake Los Angeles was selected as it will have fewer residential displacements and avoid an existing vineyard.
- Variation B1 in Adelanto will avoid impacts to several water wells owned by the Phelan Piñon Hills Community Services District.
- Variation E in Victorville would have cut through new residential areas and cause greater disruption to communities. The main alignment was selected, which will provide a more direct route and be more cost-effective because the tracks would stay within the HDC median longer and not require two separate additional crossings over the Mojave River.

Bike path between US-395 and 20th St. East in Palmdale

- Local residents supported a bicycle facility along the entire length of the HDC alignment. Analysis of bicycle facilities identified that community character and livability would be enhanced as a result of the proposed bike path.

Green energy production and/or transmission corridor

- A March 2012 Metro Board motion by Director Antonovich approved the project to assume a footprint that can accommodate an energy production and/or transmission facility along HDC. It was determined that this component would be recommended as part of this project.
- The green and renewable energy component would contribute to greenhouse gas and energy cost reductions.
- The green energy production and transmission facilities would be constructed within the study area footprint.

Attachment A, Draft High Desert Corridor Preferred Project /Alternative Decision Matrix, provides a detailed comparison of all alternatives considered.

FINANCIAL IMPACT

The FY 2016 Budget identifies \$2 million in Measure R fund in Cost Center 0442, Highway Capital, High Desert Corridor. Since this is a multi-year project, the cost center manager and the Managing Executive Officer of the Highway Program will continue to be responsible for budgeting the cost in

future years.

Impact to Budget

The source of funds for this project is Measure R 20% Highway Capital Funds.

NEXT STEPS

Metro will continue to work with Caltrans toward completion of the PA/ED in early 2016. The PDT will also work towards completing the Financial Plan that may be required by FHWA as a condition of issuance of a Record of Decision (ROD).

ATTACHMENTS

Attachment A - High Desert Corridor Preferred Project/Alternative Decision Matrix

Attachment B - High Desert Corridor Project Map

Prepared by: Robert Machuca, Transportation Planning Manager, (213) 922-4517

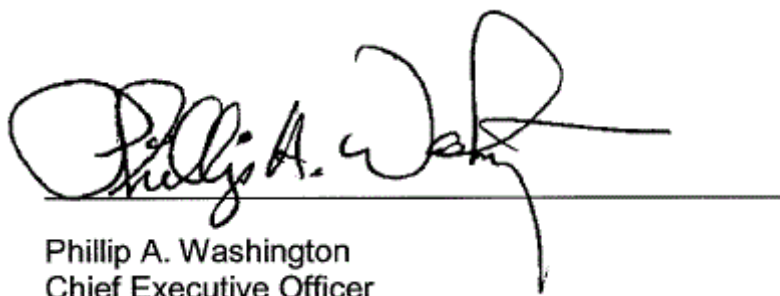
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Executive Director, Construction & Engineering



Phillip A. Washington
Chief Executive Officer

High Desert Corridor Preferred Project/Alternative Decision Matrix

Alternative	Pro	Con	Preferred Project/Alternative
Project			
Freeway-Expressway	<ul style="list-style-type: none"> • Would assist in achieving local general plan goals to attract investments to jobs/housing balance. • Would increase east/west mobility. • Would improve regional goods movement. • Would improve travel safety and reliability. 	<ul style="list-style-type: none"> • Would add 995 acres to impervious surface area. 	
Freeway-Tollway	<ul style="list-style-type: none"> • Would assist in achieving local general plan goals to attract investments to jobs/housing balance. • Would increase east/west mobility. • Would improve regional goods movement. • Would improve travel safety and reliability. 	<ul style="list-style-type: none"> • Would add 995 acres to impervious surface area. • Some additional burden could be placed on low-income population due to tollway vs. without. 	
Freeway-Expressway with HSR	<ul style="list-style-type: none"> • Potential to connect the San Francisco, Central Valley, Los Angeles, Las Vegas, and San Diego regions through an HSR system. • Improved access and linkages between various residential communities, businesses, and facilities. • Would assist in achieving local general plan goals to attract investments to jobs/housing balance. • Could help achieve smart growth required by SB 375: in that it could foster higher-density and mixed-use developments near the proposed rail stations in Palmdale and Victorville. • Would increase east/west mobility. • Would improve regional goods movement. • Would improve travel safety and reliability. • Would contribute to a reduction in GHG emissions. 	<ul style="list-style-type: none"> • Would add 1,335 acres to impervious surface area. • Permanent impacts on approximately 1.44 more acres of wetland than other build alts. • Additional 650 acres of sheep grazing land required with HSR than without. • Slightly greater impacts on Section 4(f) resources and cumulative impacts for HSR than other build alternatives without. 	

Alternative	Pro	Con	Preferred Project/Alternative
Freeway-Tollway with HSR	<ul style="list-style-type: none"> Potential to connect the San Francisco, Central Valley, Los Angeles, Las Vegas, and San Diego regions through an HSR system. Improved access to and linkages between various residential communities, businesses, and facilities. Could help achieve smart growth required by SB 375, in that it could foster higher-density and mixed-use developments near the proposed rail stations in Palmdale and Victorville. Would increase east/west mobility. Would improve regional goods movement. Would improve travel safety and reliability. Would contribute to a reduction in GHG emissions. 	<ul style="list-style-type: none"> Adds 1,335 acres to impervious surface area. More future operational energy consumption than Freeway-Exp Alt and Freeway-Toll Alt; slightly more energy consumption than Freeway-Expressway w/HSR. Additional 650 acres of sheep-grazing land required w/HSR than without. Some additional burden could be placed on low-income population due to tollway vs. without. Slightly greater impacts on Section 4(f) resources due to noise and visual proximity impacts on St. Clair Parkway in Palmdale due to relocation of the rail tracks closer to the parkway. Greater cumulative impacts for HSR feeder than other build alternatives without HSR. 	<p>This Alt would be preferred</p>
No Build	<ul style="list-style-type: none"> No funding would be required. No impact to various environmental resources from project construction and operation. 	<ul style="list-style-type: none"> No new transportation infrastructure would be built within the project area to connect Los Angeles and San Bernardino counties, aside from existing SR-138 safety corridor improvements in Los Angeles County and SR-18 corridor improvements in San Bernardino County. Traffic circulation and congestion currently experienced on Palmdale Boulevard, Pearblossom Highway, Air Expressway, Palmdale Road, and Happy Trails Highway (existing SR-18) would remain from increasing transportation demand. Accident rates on SR-138 would remain high or increase. Drivers would have no alternate route to avoid flooding along the SR-18/SR-138 corridor and other area roads during major rain events. The regional movement of goods would be slower due to an overloaded transportation network. Access to regional airports, rail facilities, and other means of transportation would be limited. Opportunities to contribute to State GHG reduction goals resulting from reduction in GHG emissions from the efficient movement of vehicles in the area, as well as green energy facilities that would be part of the HDC Project, would be lost. 	
Segment A			
A-Main	<ul style="list-style-type: none"> Facilitates the use of HSR through this area – the HSR alignment would be on a horizontal 	<ul style="list-style-type: none"> Alignment would encroach onto Los Angeles World Airport 	<p>A-Main would be preferred</p>

Alternative	Pro	Con	Preferred Project/Alternative
	tangent section for approximately 4.5 miles from the Wye connection to 70th St.	property.	
Variation A	<ul style="list-style-type: none"> Alignment would be within the Los Angeles World Airport dedicated easement. 	<ul style="list-style-type: none"> Alignment would not allow a southern wye connection to the CHST station platform without shifting the station platform further south. Track alignment would still be out of the LAWA dedicated easement because HSR alignment standards would not be able to follow tight horizontal curves of the easement. Variation A has three more parcels with hazardous waste than A-Main. 	
Segment B			
D-Main	<ul style="list-style-type: none"> The alignment is shorter than Variation D and would require less right-of-way and material (concrete, track) to build. Would create less impervious surface. HDC and HSR alignments would be on a horizontal tangent section for approximately 20 miles from 140th St to Mountain View Rd. 	<ul style="list-style-type: none"> Alignment would pass through an existing vineyard. Would have two more hazardous waste sites than Variation D. 	
Variation D	<ul style="list-style-type: none"> HDC and HSR alignments would avoid the existing vineyard. HSR would maintain a design speed of 180 mph. Variation D would have less of an impact on the community of Lake Los Angeles. 	<ul style="list-style-type: none"> Alignment would include a reverse curve to leave main alignment and another reverse curve to re-enter the main alignment. Is longer and would require more right-of-way and material (concrete, track) to build. Would create more impervious surface. 	Variation D would be preferred
Segment C			
B-Main	<ul style="list-style-type: none"> HSR alignment would be on a horizontal tangent section for approximately 20 miles from 140th St to Mountain View Rd. Is a shorter and more direct route than Variation B. Would require less right-of-way and material to build. 	<ul style="list-style-type: none"> Alignment would pass through property owned by the Phelan-Pinon Hills Community Conservation District. . 	
Variation B	<ul style="list-style-type: none"> HSR alignment would avoid property owned by the Phelan-Pinon Hills Community Conservation District. and Krey Field Airport. HSR would maintain a design speed of 180 mph. 	<ul style="list-style-type: none"> This variation would increase track and highway length and also introduce a reverse curve to leave main alignment and another reverse curve to re-enter the main alignment. 	

Alternative	Pro	Con	Preferred Project/Alternative
Variation B1	<ul style="list-style-type: none"> HDC and HSR alignments would avoid property owned by the Phelan-Pinon Hills Community Conservation District. Is a shorter and more direct route than Variation B. Would require less right-of-way and material to build. HSR would maintain a design speed of 180 mph. 	<ul style="list-style-type: none"> HDC and HSR alignments would pass through existing Krey Field Airport. The alignments would cut the straight tangent section from 20 miles down to 15 miles. Krey Field Airport may have unidentified hazardous waste. 	Variation B1 would be preferred
Segment E			
E-Main	<ul style="list-style-type: none"> HSR alignment is the more direct route and would require the least track length and right-of-way. Would provide a more direct access to the federal prison and SCLA. Would not disrupt the City of Victorville's rail spur. 	<ul style="list-style-type: none"> Right of way would be cut down to 290' between the federal prison and SCLA. Alignment would pass through numerous environmentally sensitive areas. There would be additional cost associated with installing crash barriers between the HSR and road. 	E-Main is preferred for both Highway and HSR
Variation E	<ul style="list-style-type: none"> HSR alignment would avoid the space constraints between the federal correction facility and the Southern California Logistics Airport. It also would bypass environmentally sensitive areas located before the Mojave River. Variation E would not need a <i>de minimus</i> determination for the Westwinds Golf Course. 	<ul style="list-style-type: none"> HSR alignment would require more track and right-of-way. It would cut through new residential area and cause greater disruption to communities than other variations. HSR alignment would have to leave the HDC R/W earlier which would require more R/W solely for the track. Variation E would also require 3 bridge structures, which have span lengths of 5,000', 4,500' and 9,000'. Variation E would result in impacts on a larger acreage of Waters of the U.S. wetlands than other variations. Variation E would have additional substantial impacts on the State and federally listed southwestern willow flycatcher and least Bell's vireo species. Would provide a less direct access to the federal prison and SCLA. Would disrupt the City of Victorville's rail spur. 	
Palmdale Rail Connection			

Alternative	Pro	Con	Preferred Project/Alternative
Rail Option 1 Variation A	<ul style="list-style-type: none"> • HSR alignment would be underground for both northbound and southbound wye connections. The northbound connection would be in bored tunnel leaving the HDC and would cross under the conventional UPRR and Metrolink tracks, avoiding any potential conflicts. • Being underground the northbound tracks would also avoid any Runway Protection Zone conflicts with the Air Force Plant 42 runways. • This alignment would require the least amount of R/W once it leaves the HDC median. • The southbound connector would terminate approximately at the current Palmdale Transportation Center therefore no shift of the PTC will be necessary. • The cost estimate for this Wye connection in 2014 dollars is \$2.87 billion. It will be the least cost alignment out of Alternative 1 options. 	<ul style="list-style-type: none"> • Exceptional grade of 3.5% had to be used for the southbound connector tracks to be able join the CHSR tracks out of the tunnel section. HSR profile standard grades of 1.5% are desirable. • The Sierra Hwy realignment would either need to go on a high aerial structure or deep tunnel to cross the conventional and high speed rail tracks. • Due to right-of -Way limitations, there would be 4F issues with St Clair Parkway at the 6 track section of the high speed rail station platforms. • Realignment of Sierra Hwy would be necessary to be able to fit in 6 high speed rail tracks and 4 conventional tracks at the station platform section. • Realigning Sierra highway would encroach onto the Palmdale Sheriff station at located on the southeastern corner of Ave Q and Sierra Hwy. 	
Rail Option 1 Variation B	<ul style="list-style-type: none"> • HSR alignment would be underground for both northbound and southbound wye connections. The northbound connection would be in bored tunnel leaving the HDC, and would cross under the conventional UPRR and Metrolink tracks, avoiding any potential conflicts. • Being underground, the northbound tracks would also avoid any Runway Protection Zone conflicts with the Air Force Plant 42 runways. • The southbound connector would terminate approximately 500' south of the current Palmdale Transportation Center. A minimal shift of the PTC would be necessary to accommodate this location of CHSR station platforms. • Realignment of Sierra Hwy at the Station platform would not be necessary due to the CHSR tracks being shifted approx. 50' to the west. • Profile grades climbing out of the tunnel section would be at maximum 2.5%, which is within minimum design criteria. 	<ul style="list-style-type: none"> • With this option, the Sierra Hwy realignment would either have to go on a high aerial structure or deep tunnel to cross the conventional and high speed rail tracks. • Due to Right of Way limitations there would be 4F issues with St Clair Parkway at the 6 track section of the high speed rail station platforms. • The cost estimate for this Wye connection in 2014 dollars is \$2.94 billion. It would be the most costly alignment out of Alternative 1 options due to the extended length of tunneling required. 	

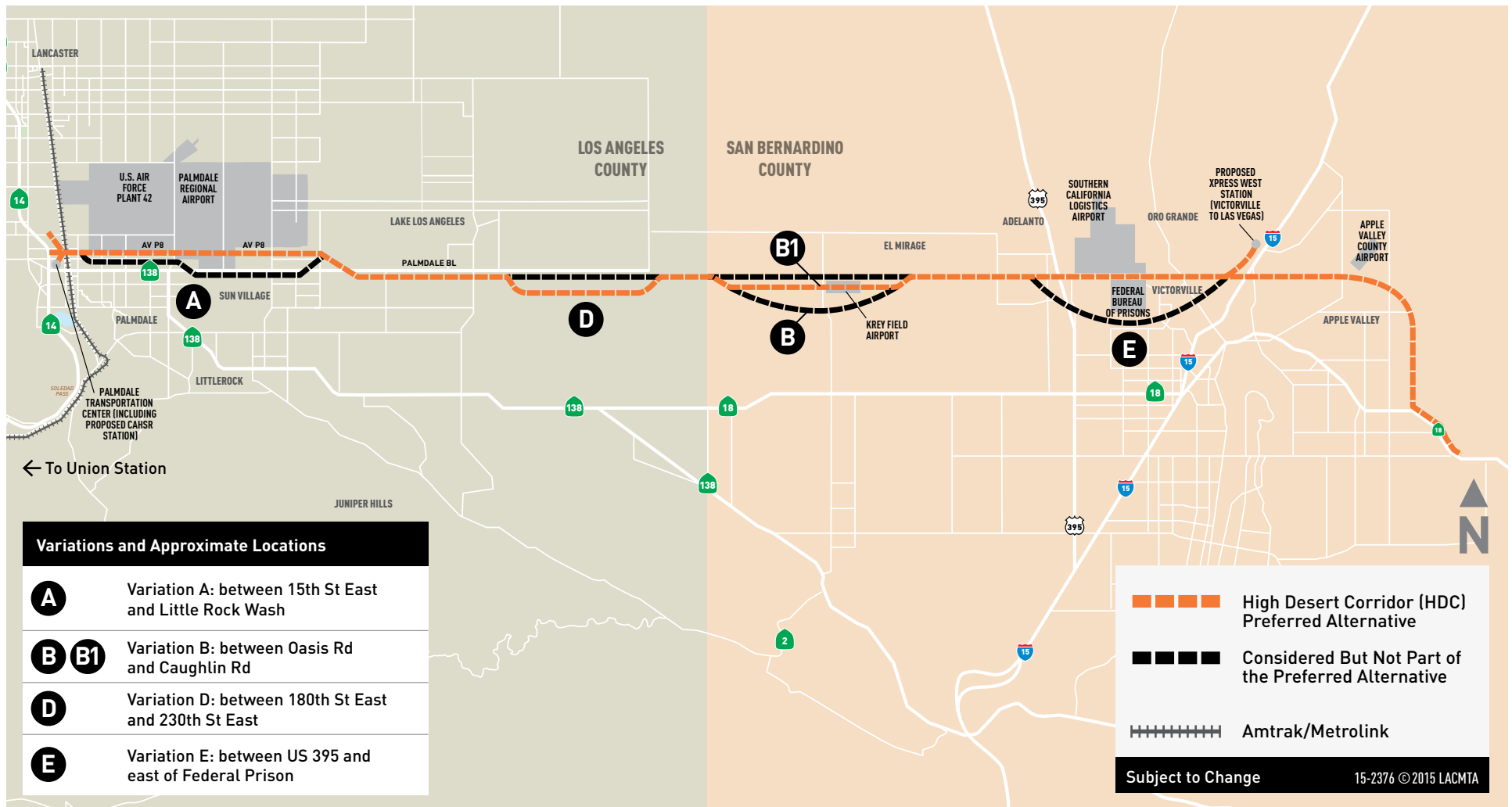
Alternative	Pro	Con	Preferred Project/Alternative
<p>Rail Option 1 Variation C</p>	<ul style="list-style-type: none"> • HSR alignment would be underground for both northbound and southbound wye connections. The northbound connection would be in bored tunnel leaving the HDC and would cross under the conventional UPRR and Metrolink tracks avoiding any potential conflicts. • Being underground, the northbound tracks would also avoid any Runway Protection Zone conflicts with the Air Force Plant 42 runways. • The southbound connector tracks would be approx. 500' west of the SCRRA right-of-way, which would completely avoid the 4F issues with St Clair Parkway. • The location of the tracks farther west would provide greater flexibility for the realignment and grade separation of Sierra Hwy. • Southbound and northbound connector tracks would be completely out of the UPRR right-of-way. 	<ul style="list-style-type: none"> • The Palmdale Transportation Center would need to be moved 500' west and 1,500' south of its current location. This would entail realigning the Metrolink tracks and moving the Metrolink station platform to follow. • Additional right-of-way would need to be taken along 6th St East, which would affect businesses and residential properties. 	<p>Palmdale Rail Connection Option 1 Variation C would be preferred.</p>
<p>Rail Option 7 Variation A</p>	<ul style="list-style-type: none"> • HSR alignment would have profile grades within the standard minimum limits. • The cost estimate for this Wye connection in 2014 dollars is \$1.44 billion. It is the least-cost alignment among the alignment options. • The HSR station platform would utilize the existing PTC location and layout. 	<ul style="list-style-type: none"> • HSR northbound and southbound wye connectors would be on at-grade embankment after leaving the HDC. • Major street crossings would be grade-separated, however the tracks would split parcels of land diagonally. • HSR alignment would fall within UPRR and SCRRA right of way, therefore careful coordination would be required with those two entities. • Existing storage facility would need to be removed completely to accommodate the realigned Metrolink and freight tracks. • A portion of St Clair Parkway would need to be taken, thereby causing 4F issues. • Northbound connector would be on an aerial structure crossing over the conventional tracks. Due to the required geometry, the aerial structure would encroach onto Plant 42 right of way. 	

Alternative	Pro	Con	Preferred Project/Alternative
Rail Option 7 Variation B	<ul style="list-style-type: none"> • HSR alignment would have profile grades within the minimum limits. • This option is almost identical to Option 7 Variation A except for the station platform being shifted 500' farther south. 	<ul style="list-style-type: none"> • HSR northbound and southbound wye connectors would be on at-grade embankment after leaving the HDC. • Major street crossings would be grade separated, however the tracks would split parcels of land diagonally. • HSR alignment would fall within UPRR and SCRRA right-of-way; therefore, careful coordination would be required with those two entities. • Half of St Clair Parkway would need to be taken, thereby causing 4F issues. • Northbound connector would be on an aerial structure crossing over the conventional tracks. Due to the required geometry, the aerial structure would encroach onto Plant 42 right-of-way. • CHSR station platform is approximately 500' south of the existing Palmdale Transportation Center; therefore the PTC will have to be shifted. 	
Rail Option 7 Variation C	<ul style="list-style-type: none"> • HSR alignment would have profile grades within the minimum limits. • The southbound connector tracks would be approx. 500' west of the SCRRA right-of-way, which would completely avoid the 4F issues with St Clair Parkway. • The location of the tracks farther west would provide greater flexibility for the realignment and grade-separation of Sierra Hwy. • Southbound and northbound connector tracks would be completely out of the UPRR right-of-way. • Also the northbound connector tracks would avoid Plant 42 property limits. 	<ul style="list-style-type: none"> • HSR northbound and southbound wye connectors would be on at-grade embankment after leaving the HDC. • The northbound connector would be in direct conflict with the Rancho Vista Grade Separation Project, because it would be on a high aerial structure. • The Palmdale Transportation Center would need to be moved 500' west and 1,500' south of its current location. This would entail realigning the Metrolink tracks and moving the Metrolink station platform to follow. • Additional right-of-way would need to be taken along 6th St East, which would affect businesses and residential properties. 	
XpressWest Rail Connection			

Alternative	Pro	Con	Preferred Project/Alternative
XpressWest Rail Main Alignment	<ul style="list-style-type: none"> Track alignment length for this alternative is 2,300' less than for Variation E. HSR alignment would require less R/W because the tracks would leave the HDC approximately 1.8 miles after the HDC crosses the Mojave River. This alternative would be more cost-effective because the tracks would stay within the HDC median longer and because two separate crossings over the Mojave River would not be required. 	<ul style="list-style-type: none"> HDC right-of-way would be reduced to 290' between Phantom West St and Phantom East St due to property constraints between SCLA and the Federal Prison. The area where the tracks would leave the HDC median also coincides with the Mojave Railroad freight crossing. This would require a complicated 3-level crossing, with the HSR tracks on the lowest level, the freight tracks in the middle, and the HDC highway on the upper level. HSR alignment design speed would be reduced to 150 mph after the tracks leave the median of the HDC to meet the XpressWest connection 	Main Alignment is preferred
XpressWest Rail Variation E Alignment	<ul style="list-style-type: none"> HDC would have a continuous 500' Right-of-way Track would maintain a 180-mph design speed throughout the segment 3 alignment. 	<ul style="list-style-type: none"> Track alignment length for this alternative is 2,300' more than the main alignment. This alternative would require two separate bridge crossings over the Mojave River that would be approximately 3,000' apart. Track alignment would cross over additional "Environmentally Sensitive Areas" once the tracks leave the HDC median. HSR alignment would cross over the HDC highway twice, once leaving the HDC median and then another crossing over the HDC and its eastbound and westbound connector ramps with I-15. Realignment of Stoddard Wells Road would be necessary because the track alignment would encroach onto the roadway. HSR alignment would require over 9000' of bridge structure at high elevation. 	
Bike Path			
Bike Path	<ul style="list-style-type: none"> Community character and livability would be enhanced as a result of the proposed bike path. Studies have highlighted the social benefits of paths that can accommodate pedestrians and bicycles, including contributing to healthier lifestyles, spaces to encounter neighbors, and enhanced civic pride. Incorporation of a bike path would provide the community with an additional transportation option. 	<ul style="list-style-type: none"> Riding a bicycle in the summer sun could lead to extreme dehydration. 	Bike path is preferred.

Alternative	Pro	Con	Preferred Project/Alternative
Green Energy			
Green Energy Corridor	<ul style="list-style-type: none"> The green and renewable energy component would contribute to greenhouse gas and energy cost reductions. The green energy production and transmission facilities would be constructed within the freeway/tollway right-of-way, thus resulting in no additional impacts on environmental resources. 	<ul style="list-style-type: none"> Due to the ongoing development of new green and renewable energy technologies and the unsecured funding at the present time, choosing any technology at this point may not be feasible. Also Caltrans is not in the business of operating and maintaining the renewable energy system, therefore funding and operation and maintenance of the system would have to be done through a PPP or a utility company. 	Green Energy should be considered a part of the project. Specific technologies, including funding, construction, and operation, would be selected by the PPP or utility company.

High Desert Corridor





Board Report

File #: 2015-0548, File Type: Informational Report

Agenda Number: 20.

PLANNING AND PROGRAMMING COMMITTEE JULY 15, 2015

SUBJECT: REGIONAL RAIL UPDATE

ACTION: RECEIVE AND FILE

RECOMMENDATION

RECEIVE AND FILE the **Regional Rail Update through June 2015**.

ISSUE

The Regional Rail unit of the Engineering and Construction 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.

BACKGROUND

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 42,000 riders per day throughout the southern California Region.

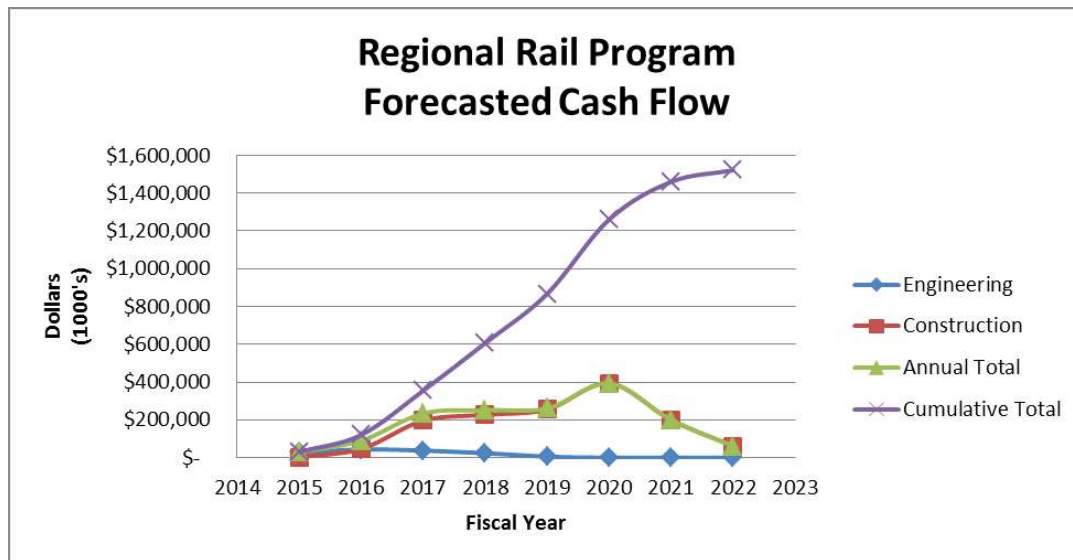
LACMTA is a member of the Los Angeles - San Diego - San Luis Obispo (LOSSAN) Rail Corridor Agency. This Joint Powers Authority (JPA) coordinates the passenger rail services of the three carriers (Amtrak, Metrolink, and COASTER) within this intercity rail corridor. In July, day-to-day management of the Pacific Surfliner intercity rail service was transferred from the State to local control.

LACMTA is instrumental in the planning and coordination efforts within the County of Los Angeles for the future high speed rail alignment 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 has 19 (capital improvement projects currently at various stages of development. The following graph shows the relative timeframe of project expenditures:



The Southern California Regional Interconnector Project is the major driver of the cash flows. This graph shows the annual fiscal year total forecasted cash flow for the department as well as the cumulative total. The projects are described in more detail in Attachment A. Of note are the following:

Southern California Regional Interconnector Project (SCRIP)

Four to six tracks from the south end of LAUS will be extended across the 101 freeway to connect with the main tracks along the Los Angeles River. This will complete a loop that will allow trains to enter and leave the station at either end, as opposed to the current single entrance and exit point. With this project, the capacity of the station will be significantly increased as well as sharply reduce the greenhouse gases associated with idling locomotives.

The SCRIP project was previously developed with the raising of just two platforms and related tracks, showing that the project can be completed and operated without raising the entire yard. However, a separate task has been added to the engineering contract to study the effects of raising the entire yard to accommodate the concourse that is part of the Union Station Master Plan as well as identifying any associated operational benefits. The study of the concourse is complete.

Staff is continuing to coordinate the development of SCRIP with the California High Speed Rail Authority (CHSRA). Meetings have been held between the SCRIP team and the CHSRA about accommodating the high speed rail program into the footprint of Union Station. Modeling has been done that shows that this high speed rail can be incorporated into the Union Station rail yard. Discussions are underway as to what this would look like and other issues regarding the joint use of the yard. Further meetings will discuss this further. Once additional information is ascertained, staff will come to the Board for further direction.

Bob Hope Airport/Hollywood Way Station, Antelope Valley Line

The coordination of the relocation and/or encasement of the utilities are underway and have delayed the project. The 100% design documents were submitted in January 2015 and have been reviewed by the various stakeholders. Comments are currently being addressed. Coordination with third parties is continuing. Procurement documents for construction are under development. This is scheduled to be out to bid for construction in the summer of 2015.

Vincent Grade/Acton Station Second Platform and Vincent Siding Extension

A second side platform will be added at the Vincent Grade/Acton Station. A 5,000 foot siding extension will be built near the Vincent Grade/Acton Station to create two miles of continuous double track. This project will create more capacity for trains to pass one another along the Metrolink Antelope Valley Line.

In December 2014, the California Transportation Commission (CTC) allocated \$8.2M in Proposition 1B Trade Corridor Improvement Funds (TCIF) for construction. Metro has programmed \$9.6M in Measure R funds for final design and construction.

In April 2015, SCRRA conditionally awarded the construction contract. In May 2015, the Metro board programmed additional funding to fully fund the project. SCRRA has executed the funding agreement with the State and expects to issue the Notice to Proceed (NTP) to start construction in July 2015. Construction will be completed by fall 2016.

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.

There are three alternatives under consideration. The first alternative closes the Doran Street grade crossing, replacing it with an overpass structure. The second alternative closes both Doran Street and the nearby Broadway/Brazil grade crossing, replacing them with a single overpass with a separate connector. Finally, the third alternative closes only the Doran Street grade crossing with two separate bridges. The first bridge spans across the Los Angeles River and the second bridge is a connector structure to the Fairmont Avenue Bridge.

LACMTA has been working with staff and elected officials from the cities of Glendale and Los Angeles to develop alternatives that minimize impacts to the communities while meeting the needs of the project. In addition, the team has been working with the stakeholders regarding the Los Angeles River Revitalization program on alternatives that follow those plans. A Project Study Report Equivalent (PSRE) was completed in April 2014. Staff went to the Board with a separate item in May for the selection of the recommended alternative. This item was deferred to June board meeting to enable staff study a proposed option by a community member. This proposal has been studied by staff in conjunction with the design consultants and a memorandum has been prepared documenting the findings.

Pending Board approval of a Locally Preferred Alternative in June of 2015, the Phase 2 environmental study and preliminary engineering is expected to be completed by spring 2016. Public outreach has begun with future outreach planned through the life of the project.

A contract amendment was issued to the Contractor in September 2014 to complete the engineering of the interim condition at Doran Street. This one - way westbound configuration will be in place through the development of the grade separation. Meetings have been conducted with emergency responders and the CPUC and a consensus has been reached on the design of the crossing. Additional funding is needed to complete the signal engineering related to these interim improvements. That funding is the subject of Board action in July 2015.

Van Nuys Second Platform

Currently, there is only one single side platform serving the two main line tracks at the Amtrak/Metrolink Van Nuys station. A center platform will be constructed, along with a pedestrian underpass to the platform, providing safe access to both main tracks. Preliminary engineering and environmental work are complete. In December 2013 LACMTA received an allocation of \$4M from the CTC for final design. Final design started in July 2014 and will take 15 to 18 months to complete.

Engineering design coordination with stakeholders and third parties is ongoing. Public meetings to discuss the project progress and station architectural vision were held with the community in November 2014. Metro received the 65% design submittal from the design consultant in May 2015. The 65% design submittal has been reviewed by Metro Engineering and Estimating and the stakeholders.

Raymer to Bernson Double Track

Six miles of second main line track will be constructed between Van Nuys and Chatsworth, completing double tracking between the Los Angeles/Ventura County Line and Los Angeles. A second side platform will also be built at the Metrolink Northridge Station as well as enhancements to nine at-grade crossings in the corridor. Preliminary engineering and environmental work is complete. In January 2014, LACMTA received an allocation of \$6.5M from the CTC for final design. Final design started in August 2014 and will take 12 to 15 months to complete.

Engineering design coordination with stakeholders and third parties is ongoing. In addition, potholing of utility locations, surveying and geotechnical engineering of the project site was substantially complete in November 2014. A public meeting to discuss the project progress and to receive input from the community was held in April 2015. Additional public meetings are planned for the summer of 2015. The project team is continuing to coordinate the activities of third parties such as the fiber optic carriers. Staff is working with Caltrans for the advance utility work related to the project. Metro received the 90% design submittal from the design consultant in May 2015. The 90% design submittal is currently under review by Metro Engineering and Estimating and the stakeholders.

Brighton to Roxford Double Track

This project will double track 10.4 miles of the Antelope Valley Line between Burbank and Sylmar. Once completed, Metrolink will be able to significantly improve on time performance and increase service levels on the Antelope Valley Line. This project includes construction of 3 new railroad bridges, modification of 15 at-grade crossings, and modifications to three stations. These

modifications will be designed in accordance with the latest Metrolink safety standards. The project will also be designed to be compatible with the future high speed rail alignment. With construction of this project, there will be 13.9 mile segment of continuous double track between Burbank Junction and CP Balboa. The RFP for the environmental and engineering work was released in September 2014. Staff has negotiated the final fee for the environmental and engineering work. The project was pulled from the agenda in May. Notice to Proceed is expected to be issued in July pending board award of contract in June.

Rosecrans/Marquardt Grade Separation

This project is the development of a grade separation at the Rosecrans and Marquardt intersection with BNSF/Metrolink rail tracks in Santa Fe Springs. This at-grade crossing has been ranked No. 1 on the California Public Utilities Commission (CPUC) Section 190 list as the most hazardous crossing in the state, making a grade separation eligible for funding under that statute.

This project is related to the 14.7 mile triple track project that the BNSF Railway is constructing in the area. This grade separation will allow the completion of the triple track project and positively affects capacity in the corridor with freight, intercity passenger, and commuter rail benefits. The environmental and final design was completed in 2003. However, the previous design does not meet the changing needs of the passenger and freight railroad operations in the corridor. Therefore, the project will be developed to meet the long term needs of the rail corridor.

Board award of contract was approved in March 2015 and Notice to Proceed was issued on April 15, 2015. The kick-off and PDT meetings with the stakeholders have been conducted and the consultant is currently working on Phase-1 (Alternative Analysis). The Grant Application requesting a grant in amount of \$25 million of TIGER funds was submitted by Caltrans to USDOT on June 5, 2015.

Burbank Bob Hope Airport Station Pedestrian Grade Separation, Ventura Line

In January 2014, LACMTA received \$7M in Interregional Transportation Improvement Program (ITIP) funds to support the development of an elevated passenger walkway from Bob Hope Airport Regional Intermodal Transit Center (RITC) to the existing train station on the Ventura Line/Ventura Subdivision. In June 2014, the LACMTA board approved an additional \$3.5 million in Measure R 3% funds to fully fund the project through engineering and construction.

Board award of contract occurred in March 2015 and Notice to Proceed was issued in April 2015. The project has been initiated with meetings and preliminary work.

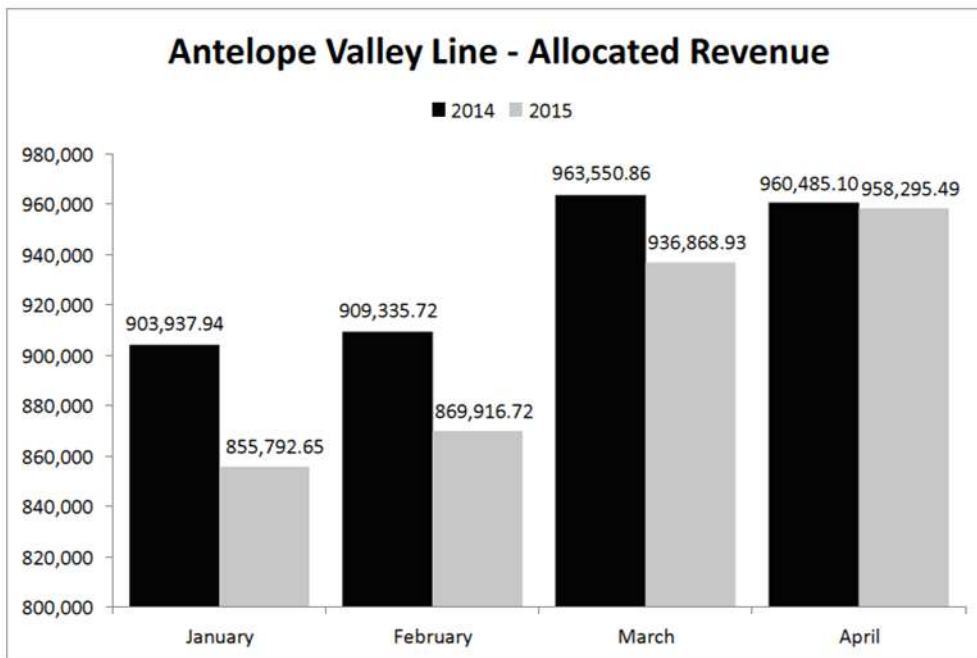
L.A. County Grade Crossing and Corridor Safety Program

This is a comprehensive grade crossing and corridor safety program. This project will analyze more than 150 at-grade crossings and 165 miles of LACMTA owned and Metrolink operated right of way. A strategy for the development of enhancements to the at-grade crossings and the railroad corridors will be part of the work. The program will include recommendations for advancing grade crossings for grade separation. The Request for Proposals was released in March 2015. Evaluations are underway.

Metrolink Commuter Rail

•Antelope Valley Line (AVL) Assistant Conductor Program

In December 2014, the Metro board approved \$1.7M in funding for 11 assistant conductors to provide 100% fare enforcement along the AVL. Data thru April 2015 indicates that ridership and revenues initially dropped; however, revenues are now even with 2014 and trending positive. This suggests that riders previously riding without a ticket are now paying proper fare, and that the program has been an overall success. Many passengers have expressed their support that the addition of a second conductor has enhanced customer service and passenger communications.

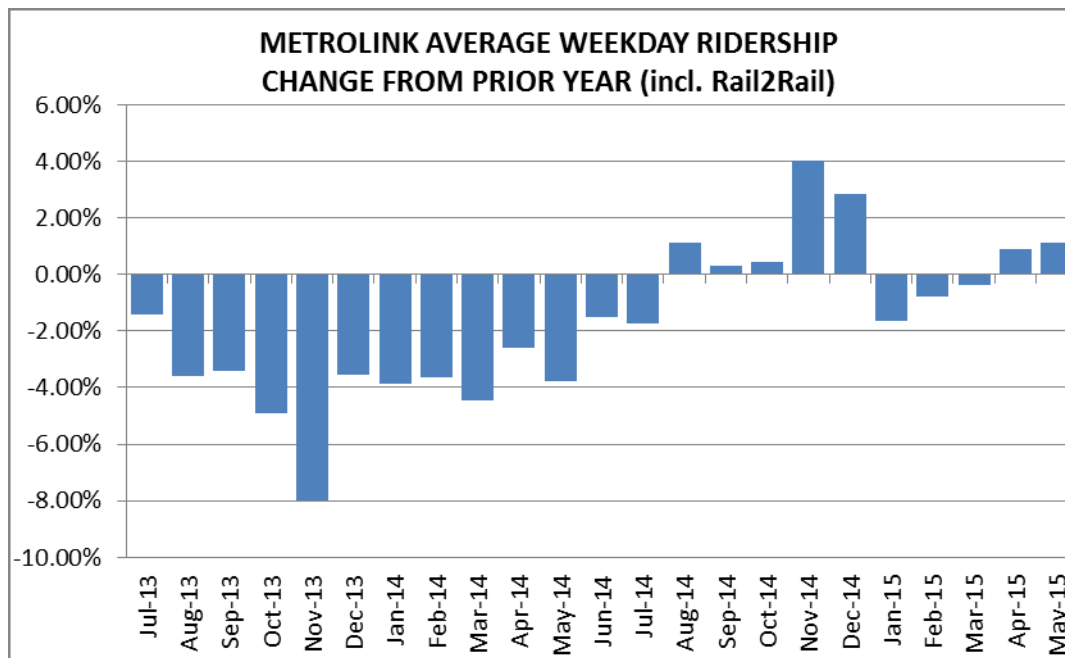


•AVL Fare Reduction Pilot Programs

In April 2014, the Metro board approved \$2.5M in funding for a six month pilot demonstration program to reduce fares by 25% on the AVL. A companion program will enable riders to ride for \$2 per station. The pilot programs began on July 1 and are expected to produce a significant increase in ridership on the AVL. This fall, staff will return to the board with an update on ridership, revenues, and recommendations to continue or modify the programs.

•Metrolink Ridership

The April 2015 ridership on Metrolink averaged 43,966 boardings per weekday, a less than one percent increase from April 2014. More information is available in Attachment B.



LOSSAN Intercity Rail (Amtrak Pacific Surfliner)

The Los Angeles - San Diego - San Luis Obispo (LOSSAN) rail corridor is the second busiest intercity rail corridor in the nation (see Attachment C). There are 41 stations and more than 150 daily passenger trains, with an annual ridership of 2.7 million on Amtrak Pacific Surfliner plus 4.5 million on Metrolink and Coaster commuter rail.

Ridership on the Pacific Surfliner continues to be strong, with ten consecutive months of year-over-year growth, including a 2% increase in May 2015. Revenues are even stronger, with year-over-year increases in 17 of the last 18 months, including 3% in May 2015. More detailed trends are included in Attachment D.

The LOSSAN Joint Powers Authority (JPA) continues to transition from State to local management of the intercity rail service. In June the LOSSAN Board approved the Interagency Transfer Agreement (ITA) with the State, in advance of the June 30, 2015 deadline. This formally transfers day-to-day management of LOSSAN from the State to the local managing agency, effective July 1, 2015. LOSSAN is in the process of hiring staff and working to implement a more robust and coordinated marketing campaign.

High Speed Rail

The Governor’s budget allocates 25% of Cap and Trade funds to high speed rail. This allows acceleration of the program.

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. LACMTA is developing the Brighton to Roxford Double Track Project in a manner that would be usable under any high speed rail scenario for this corridor. This will minimize or eliminate throw away work.

The Initial Operating Segment terminus will be located in Burbank near Burbank/Bob Hope Airport. This location further enhances plane to train connections in the region. Furthermore, the CHSRA is accelerating the development of the Palmdale to Burbank segment. Staff is working with the CHSRA to coordinate the development of the high speed rail system with commuter rail along Metro owned right of way.

NEXT STEPS

- Continue to develop the projects defined in Attachment A
- Develop projects for funding under the high speed rail MOU

ATTACHMENTS

Attachment A - Regional Rail Capital Projects

Attachment B - Metrolink Ridership Trends

Attachment C - LOSSAN Corridor Map

Attachment D - LOSSAN Corridor Trends

Prepared by:

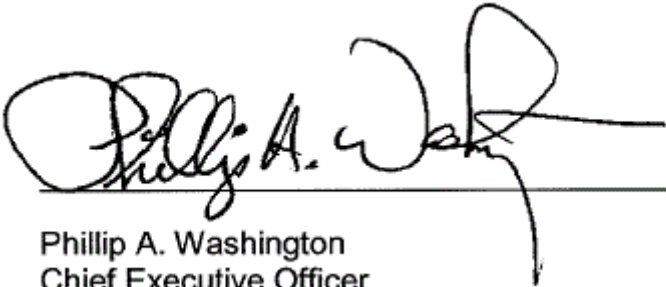
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Chief Executive Officer

**ATTACHMENT A
REGIONAL RAIL PROJECTS AND PROGRAMS
PROGRESS UPDATE AS OF JUNE 2015**

No.	Project	Description	Estimated Timeline	Estimated Cost	Funding		Status
					Source	Amount	
1	Bob Hope Airport/Hollywood Way Station <i>Env/Eng Design & Construction (2)</i>	Adds a new station on the Antelope Valley Line at Hollywood Way. The purpose of siting a station at this location would be to accommodate commuter rail and to provide a vital train to plane connection.	Env: 08/13 – 02/14 PS&E: 02/14 – 01/15 Const: 07/15 – 03/16	\$3.75M	Measure R 3% STURRA (BHA)	\$2M \$1.75M	Environmental work and design are complete. Metro procurement for construction is underway.
2	Vincent Grade/Acton Station Second Platform and Vincent Siding Extension <i>Env/Eng Design and Construction</i>	Extend the existing Vincent Siding by 4000 feet, and add a second side platform at the Vincent Grade/Acton Station. Provides for more freight and passenger train throughput.	PS&E: 11/13 - 05/14 Const: 05/15-07/16	\$17.4M	Measure R 3% TCIF Other	\$7.5M \$8.2M \$1.7M	Measure R 3% funds was approved by the MTA Board in 10/13. NTP for PS&E was issued in 11/13. PS&E was completed in 05/14. \$8.2M Prop 1B TCIF matching funds was programmed by the CTC in December 2014. SCRRA will release the RFP for construction in February 2015. Bids came in higher than estimated. \$391,000 in additional Measure R funding pending Board approval. NTP was issued by May 2015.
3	Doran Street Grade Separation <i>Env/Eng Design and Construction (1)</i>	Grade separates Doran Street in the cities of Glendale and Los Angeles. Options that are being explored include grade separations that will allow the closure of one or two at-grade crossings.	Env.: 07/13 – 03/16 PS&E: 03/16 – 03/17 Const.: 08/17 – 06/19	\$87M	Measure R 3% Prop 1A ARRA CHSRA & Other Sources TOTAL	\$6.6M \$45.0M \$15.8M \$19.6M \$87.0M	The Project is currently in the alternative analysis and Env. Clearance phase. The project study report was completed in March, 2015. Public outreach is ongoing. Interim improvements design is underway.
4	Van Nuys North Platform <i>Env/ Eng Design and Construction (1)</i>	Add a north platform to serve the two existing main tracks at the Van Nuys Station. Currently there are two main tracks served by a single side platform. This creates a bottleneck in the system. This project will allow both main tracks to be utilized for passenger rail operations at the station. A pedestrian undercrossing will be provided.	PS&E: 06/14 - 12/15 Const: 09/16-09/18	\$35.5M	Measure R 3% Prop 1B HSIPR	\$0.2M \$34.5M \$0.8M	The PE and Env. Clearance was completed in 07/13. The CTC allocated \$4M for the PS&E phase in 12/13. In 05/14, the MTA Board awarded the contract for the final design phase. NTP was issued in 06/14. Final design is ongoing. 65% plans have been submitted and reviewed.
5	Raymer to Bernson Double Track <i>Env/Eng Design and Construction (1)</i>	Adds 6.4 miles of second track between CP Raymer and CP Bernson. The second track will provide continuous double track service in L.A. County on the second busiest intercity passenger rail corridor in the country.	PS&E: 08/14 - 08/15 Const: 07/16-07/18	\$88M	Prop 1B 15/16 STIP Measure R 3% HSIPR	\$16.8M \$63.5M \$0.4M \$1.6M	The PE and Env. Clearance phase was completed in 03/14. In 01/14, the CTC allocated \$6.5M for the PS&E phase. The MTA Board awarded the contract for the final design phase in 06/14. NTP will be issued in 08/14. Programmed funds total \$82.3M. Source of remaining \$5.7 is TBD. Final design and public outreach are ongoing. 90% plans have been submitted and reviewed.

**ATTACHMENT A
REGIONAL RAIL PROJECTS AND PROGRAMS
PROGRESS UPDATE AS OF JUNE 2015**

No.	Project	Description	Estimated Timeline	Estimated Cost	Funding		Status
					Source	Amount	
6	Southern California Regional Interconnector Project (SCRIP) <i>Env/Eng Design and Construction (1,2)</i>	Creates run-through tracks at LAUS. Increases station capacity by 40% - 50% and significantly reducing greenhouse gas emissions by reducing the number of idling trains in the station.	Env.: 05/14 – 05/15 PS&E: 05/15 – 05/17 Const.: 11/17 – 09/20	\$350M	Measure R 3% Prop 1A ARRA TOTAL TBD	\$4M \$175M \$16.2M \$195.2M \$154.8M	In 04/14, the MTA Board approved a \$31 M contract award for the Env. clearance and Engineering phases. The Limited NTP for the Env. clearance and PS&E phase was issued in 05/14. Public outreach is ongoing.
7	Ramona Blvd, Citrus Avenue, CP Sonora Project	Crossing improvements at Ramona Blvd and Citrus Avenue on the San Bernardino Line and CP Soledad turnout replacement on the Antelope Valley Line. Crossing improvements will enhance safety, and the turnout improvement will increase train speed.	Env/PS&E: Summer 2015 Const.: Summer 2016	\$13.6175M	TCIF Measure R	\$5.6175M \$8M	Metro approval of Measure R funds occurred in February 2015. SCRRA acting on Metro's behalf, will seek TCIF funding from the CTC in May 2015.
8	San Bernardino Line Strategic Study (2)	Evaluation of the San Bernardino Line for strategic infrastructure improvements.	Study Comp. Date: 06/14	\$1M	Measure R 3%	\$1M	Draft final report was submitted in 06/14. SANBAG will reimburse MTA for 40% of the project cost. The Lone Hill to CP White Project was identified as a result of this study. Ridership modeling is being conducted and is anticipated to be complete in Spring 2015.
9	Rancho Vista Grade Separation Engineering	Grade separates Rancho Vista Blvd. at the Sierra Hwy/SCRRA/UP grade crossing and other crossing improvements in the City of Palmdale. Project is being led by the city of Palmdale and is underway.	PS&E: 04/13 – 04/15 Const: TBD	\$3.54M	Measure R 3% Federal Funds	\$3M \$0.54M	\$3M Measure R 3% was approved by the MTA Board in 09/12. The City of Palmdale also received \$0.54M Federal Demonstration Funds. PS&E is currently underway. Construction costs and schedule are TBD.
10	Bob Hope Airport Pedestrian Bridge <i>Env/Eng Design & Construction</i>	Provides an elevated pedestrian overcrossing connection between the Metrolink Bob Hope Airport Station and the Regional Intermodal Transportation Center (RITC).	RFP For PS&E November 2014 Board Approval: 03/15 NTP: 04/15	\$17.575M	Measure R PTMISEA ITIP	\$3.5M \$5.375 \$7M	A PSR was completed in 09/13. \$7M in ITIP funds was approved in 02/14. MTA Board approved \$3.5M in 06/14. NTP for final design was issued in April 15.
11	Rosecrans/Marquardt Grade Separation and Triple Track <i>Env/Eng Design & Construction</i>	Grade separates Rosecrans/Marquardt intersection with the BNSF Line in the City of Santa Fe Springs. The Project is related to the triple track project of the BNSF San Bernardino Subdivision.	RFP: 09/14 PS&E: 04/15 - 03/18 Const.: 03/18 - 03/20	\$120M	Measure R 20% BNSF Prop 1A	\$35M \$6-12M \$60M	Environmental clearance and final design were completed in 01/05. NTP for final design and environmental update services was issued in April 2015.

**ATTACHMENT A
REGIONAL RAIL PROJECTS AND PROGRAMS
PROGRESS UPDATE AS OF JUNE 2015**

No.	Project	Description	Estimated Timeline	Estimated Cost	Funding		Status
					Source	Amount	
12	Branford Street Crossing Improvements <i>Design & Construction</i>	Improvements to a crossing in the San Fernando Valley. The enhancements include: installation of pedestrian crossing gates, additional warning gates, roadway widening, and advanced timing preemption.	PS&E: Complete Const: In progress	\$2.85M	Measure R 3% HRCSA City Funds	\$1.325M \$1.325M \$0.2M	This Project was identified in the AVL Study. The PS&E was completed in 12/13. Construction is underway
13	Brighton to Roxford Double Track <i>Env/Eng Design & Construction (1,2)</i>	Double tracks the segment of the AVL between Burbank and Sylmar. Allows for the addition of HSR to the R/W.	Env: 05/15 – 05/16 PS&E: 05/16 – 05/18 Const.: 05/18 – 01/20	\$110M	Measure R 3% CHSRA Prop 1A Other Sources	\$3M \$55M \$52M	Project is currently part of the HSR Alternatives Analysis. MTA has requested to move ahead with the project separately. NTP for the environmental and design phase will be issued in May 2015.
14	Lone Hill to CP White Double Track <i>Env/Eng Design</i>	Add approximately 4 miles of double track between Lone Hill Avenue and CP White.	Env. RFP expected Summer 2015	\$3M	Measure R 3%	\$3M	This Project was identified in the SBL Study. \$3M for PE/Env. was approved by the MTA Board in 10/13. Project Study Report is being developed. The RFP for the Env. and PE phase will be issued in Summer 2015.
15	Station Needs Assessment (2)	Conduct a study of all Metrolink Stations in L.A. County to determine minimum standards for customer amenities.	Task Order: Spring 2015 NTP: 04/15	\$0.5M	Measure R 3%	\$0.5M	This will be a task order issued to the Regional Rail bench.
16	Project Study Reports (2)	Project Study Reports to define priority grade separations.	RFP: 03/15 NTP: 05/15	\$2M (assumes four reports)	Measure R 3%	\$2M	Target grade crossings will be determined with the L.A. County Grade Crossing and Corridor Safety Program. The RFP was issued in March 2015. NTP is anticipated to be released in May 2015.
17	L.A. County Grade Crossing and Corridor Safety Program (2)	Full analysis of Metro owned and Metrolink operated right-of-way for grade crossing enhancement priority and corridor safety measures.	RFP: 03/15 NTP: 05/15	\$2M (for first two task orders)	Measure R 3%	\$2M	Working with Metrolink and others to identify target issues. The RFP was issued in March 2015.
18	L.A. County Grade Separation Priority (2)	Will take the results of the Safety Program and advance grade separations through PS&E.	Part of Safety Program	\$500K (for prioritization)	Measure R 3%	\$0.5M	Will be part of the task for the L.A. County Grade Crossing and Corridor Safety Program.
19	Lancaster Station Expansion (2)	Expand the capacity at the Lancaster Station.	TBD	\$3M	Measure R 3%	\$3M	Pending City of Lancaster and City of Palmdale discussion of station work.

1 - Indicates project on the HSR regional MOU list.

2 - Indicates project is part of the Regional Rail Capital Program.

**ATTACHMENT A
REGIONAL RAIL PROJECTS AND PROGRAMS
PROGRESS UPDATE AS OF JUNE 2015**

No.	Project	Description	Estimated Timeline	Estimated Cost	Funding		Status
					Source	Amount	
	ARRA - American Recovery and Reinvestment Act AVL - Antelope Valley Line BHA - Bob Hope Airport CEQA - California Environmental Quality Act CHSRA - California High Speed Rail Authority Const - Construction CP - Control Point CTC - California Transportation Commission Env - Environmental Eng - Engineering HRCSA - Highway Railroad Crossing Safety Account HSR - High Speed Rail HSIPR - High Speed Intercity Passenger Rail ITIP - Interregional Transportation Improvement Program LAUS - Los Angeles Union Station		MOU - Memorandum Of Understanding NTP - Notice to Proceed NEPA - National Environmental Policy Act PE - Preliminary Engineering PSR - Project Study Report PS&E - Plans, Specifications, and Estimates RFP - Request for Proposals R/W - Right-of-Way SANBAG - San Bernardino Association of Governments SBL - San Bernardino Line SCRRA - Southern California Regional Rail Authority STIP - Statewide Transportation Improvement Program STURRA - Surface Transportation and Uniform Relocation and Assistance TBD - To Be Determined TCIF - Trade Corridor Improvement Funds				

SCRRA - METROLINK AVERAGE WEEKDAY PASSENGER TRIPS

ATTACHMENT B

THIRTEEN MONTH WINDOW - HOLIDAY ADJUSTED

4/1/2014

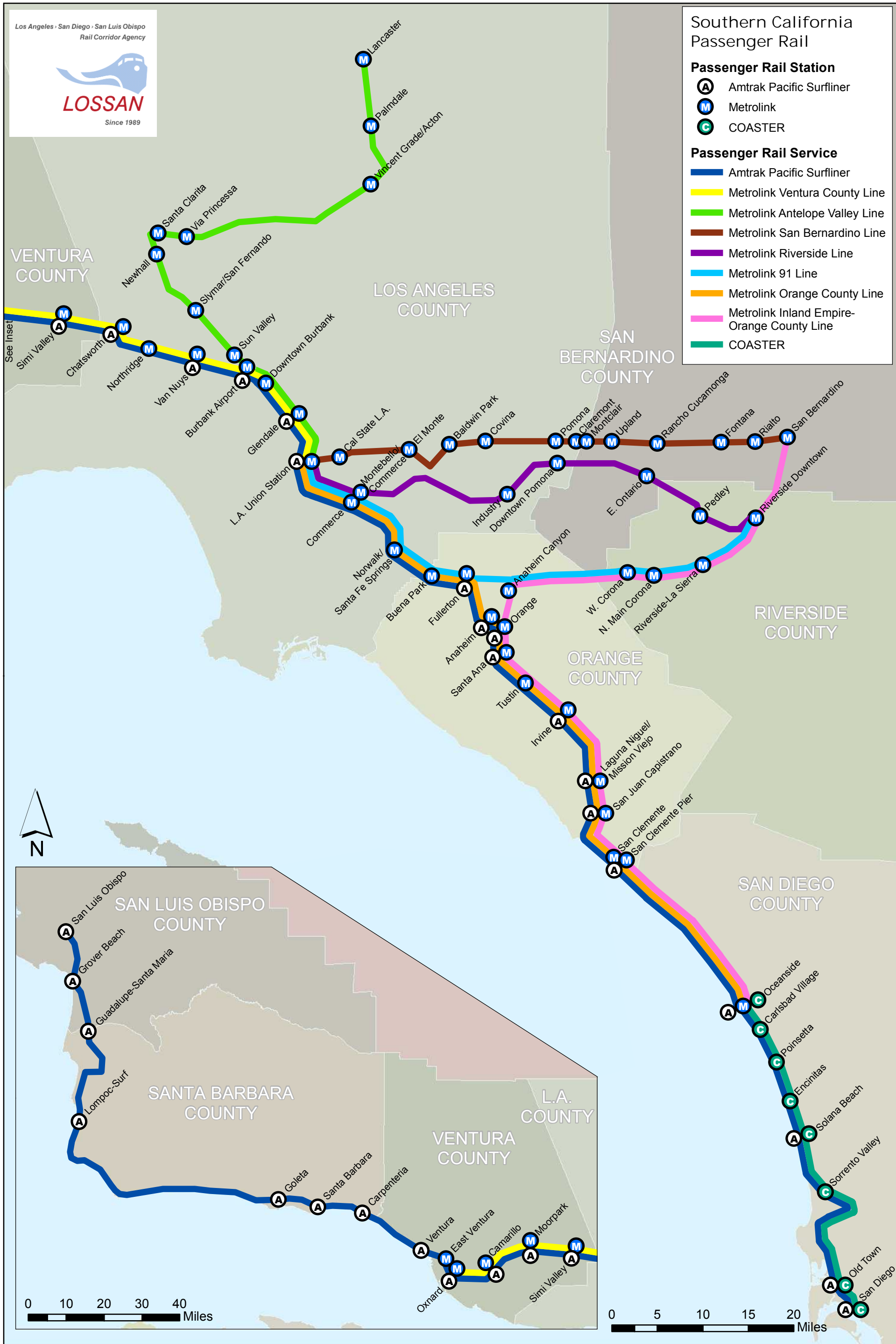
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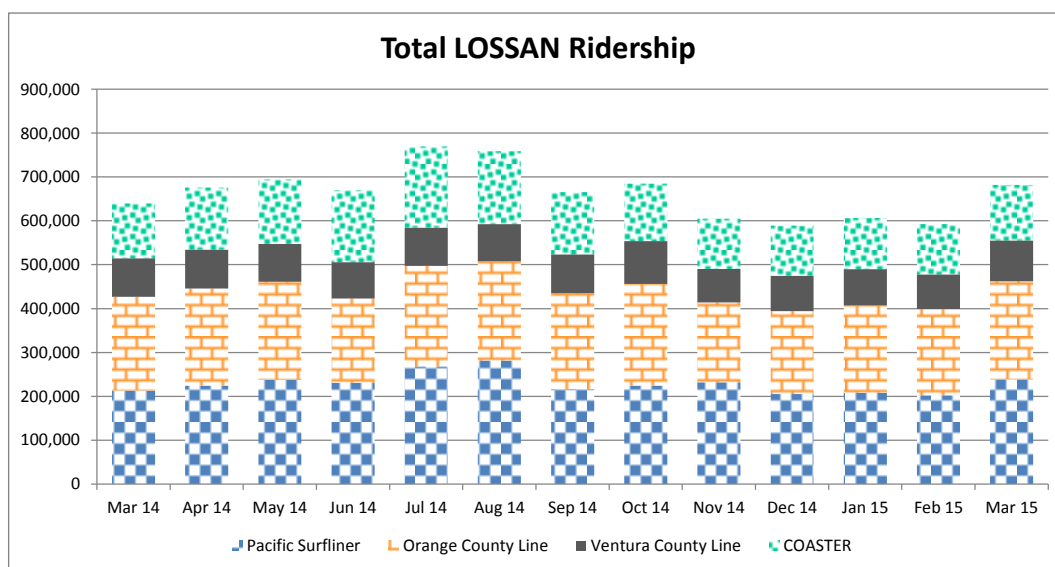
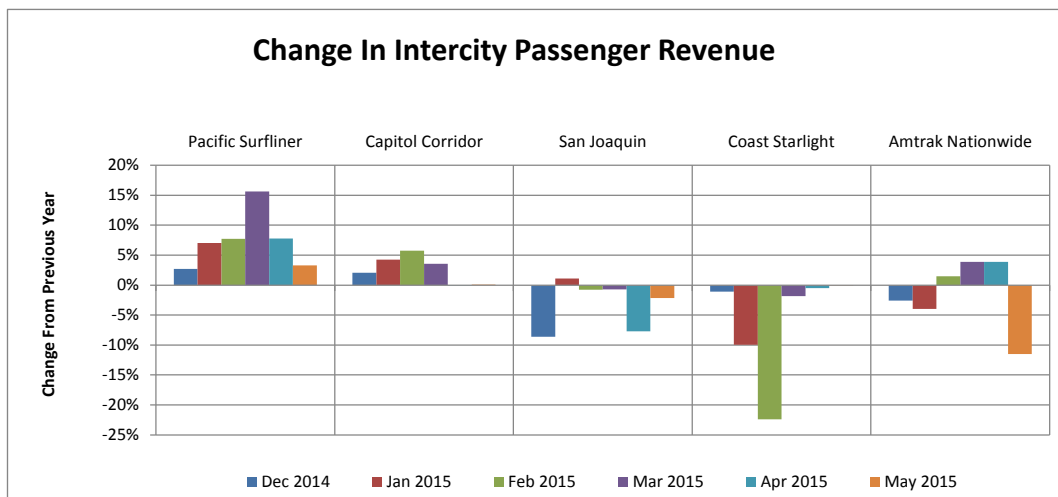
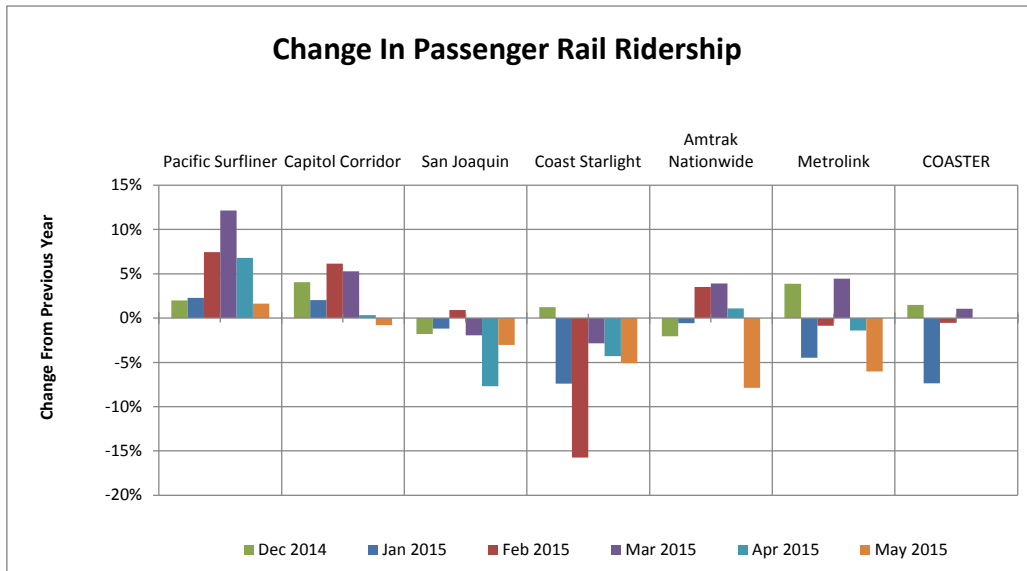
	VENTURA COUNTY	ANTELOPE VALLEY	SAN BERNARDINO	RIVERSIDE	ORANGE COUNTY	INLAND EMPIRE / OC	RIV-FULL-LA	BURBANK TURNS	TOTAL SYSTEM	%Change Vs Prior Month
Apr-14	3,676	5,838	11,559	5,038	8,319	4,704	2,549	516	42,200	0.0
May-14	3,691	5,730	11,522	4,913	8,583	4,685	2,589	515	42,230	0.1
Jun-14	3,679	5,994	11,012	4,878	8,243	4,686	2,416	516	41,423	-1.9
Jul-14	3,570	5,855	10,953	4,650	8,560	4,549	2,364	487	40,987	-1.1
Aug-14	3,585	5,955	10,919	4,897	8,539	4,799	2,320	558	41,572	1.4
Sep-14	3,803	5,887	11,212	4,953	8,449	4,846	2,418	474	42,043	1.1
Oct-14	3,772	6,045	11,393	4,855	8,448	5,136	2,475	499	42,622	1.4
Nov-14	3,787	5,894	11,206	4,987	8,066	4,794	2,616	510	41,860	-1.8
Dec-14	3,598	5,530	10,529	4,552	7,665	4,497	2,384	493	39,247	-6.2
Jan-15	3,609	5,537	10,812	4,752	7,837	4,641	2,405	487	40,080	2.1
Feb-15	3,647	5,628	11,184	4,781	8,067	4,831	2,607	502	41,247	2.9
Mar-15	3,803	5,667	11,113	4,828	8,073	4,873	2,499	517	41,372	0.3
Apr-15	3,720	5,725	11,385	5,074	8,668	4,783	2,624	453	42,432	2.6

% Change Mar-15 Apr-15	-2.2	1.0	2.5	5.1	7.4	-1.8	5.0	-12.4	2.6
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% Change Apr-15 Apr-14	1.2	-1.9	-1.5	0.7	4.2	1.7	2.9	-12.2	0.5
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Los Angeles – San Diego – San Luis Obispo Rail Corridor Map







Board Report

File #: 2015-0877, File Type: Plan

Agenda Number: 21.

PLANNING AND PROGRAMMING COMMITTEE JULY 15, 2015

**SUBJECT: COORDINATED PUBLIC TRANSIT-HUMAN SERVICES
TRANSPORTATION PLAN FOR LOS ANGELES COUNTY**

ACTION: ADOPT COORDINATED PLAN FOR LOS ANGELES COUNTY

RECOMMENDATION

PLANNING AND PROGRAMMING COMMITTEE RECOMMENDED (3-0) adopting the locally developed **2016-2019 Coordinated Public Transit-Human Services Transportation Plan** for Los Angeles County (see Attachment A for Executive Summary) to comply with the requirements of the federal Moving Ahead for Progress in the 21st Century Act (MAP-21).

ISSUE

Metro is the Designated Recipient of Federal Transit Administration (FTA) Section 5310 funds in urbanized areas of Los Angeles County (about \$6.9 million per year) and is responsible for the planning, programming, distribution, and management of these funds. To fulfill Designated Recipient obligations required by FTA, including awarding Section 5310 funds for eligible projects, the locally developed 2016-2019 Coordinated Public Transit-Human Services Transportation Plan for Los Angeles County ("Coordinated Plan") must be adopted. It will update and replace the 2008 Coordinated Plan that was approved by the Board as required by MAP-21.

POLICY IMPLICATIONS

The adoption of the Coordinated Plan by the Board would allow complying with FTA guidance requiring that such plans be developed and approved through a process that included participation by seniors and individuals with disabilities, representatives of public, private, and nonprofit transportation and human service providers, and other members of the public. By adopting the Coordinated Plan as recommended, Metro will be able to certify that projects recommended for Section 5310 funding are included in the adopted Coordinated Plan to be eligible for a grant award by FTA.

DISCUSSION

In January 2012, the Board approved the staff recommendation to update the 2008 Coordinated Plan. This task was delayed due to the uncertainty in the reauthorization of federal funding legislation

and FTA guidance (including Designated Recipient responsibilities). In July 2013, staff informed the Board of changes to federal transit formula programs as authorized by Congress in MAP-21, including the new Section 5310 Program. The goal of the Section 5310 Program is to improve mobility for seniors and individuals with disabilities throughout the country by removing barriers to transportation services and expanding the transportation mobility options available to them.

The Board subsequently approved pursuing Designated Recipient status for Section 5310 funds allocated to Los Angeles County for the Los Angeles-Long Beach-Anaheim, Lancaster-Palmdale, and the Santa Clarita Urbanized Areas (UZAs). On April 23, 2014, the Governor authorized Metro to be the Designated Recipient of Section 5310 funds for these UZAs, following our request for such designation. The goal of seeking this designation was to ensure that Los Angeles County would receive and have control over its formula share of Section 5310 funds and to allow Metro to select projects that would better address local and regional needs.

With FTA's publication of its final guidance for the Section 5310 Program in June 2014, staff consulted with Metro's Bus Operations Subcommittee (BOS), Local Transit Systems Subcommittee (LTSS), and Accessibility Advisory Committee (AAC) about: 1) determining which agency has the lead for the outreach and development of the Coordinated Plan; and 2) specifying the areas to be covered. As a result, Metro was confirmed to be lead agency responsible for the outreach and development of the Coordinated Plan. It was also agreed that the Coordinated Plan would cover all areas in Los Angeles County, including nonurbanized areas for which the California Department of Transportation is the Designated Recipient of Section 5310 funds apportioned by FTA for these areas in the state. Professional services were procured to assist staff with the extensive public outreach and overall development of the Coordinated Plan.

The Coordinated Plan

The Coordinated Plan was developed by taking into consideration planning assumptions consistent with those assumed in the development of other planning documents for Los Angeles County, including Metro's Long Range Transportation Plan and the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) of the Southern California Association of Governments (SCAG). In addition, the development of the Coordinated Plan also considered existing documentation relevant to the target populations of the Coordinated Plan (i.e., seniors, individuals with disabilities, veterans, and persons of low-income) from Metro, SCAG, Access Services, local governments and nonprofit organizations. Several activities were conducted countywide to comply with the federal requirement that the Coordinated Plan be developed and approved through a process that included participation by seniors and individuals with disabilities, representatives of public, private, and nonprofit transportation and human service providers, and other members of the public. Among these activities are the following:

- Developed a database of 6,300 stakeholder agencies, which were informed of the opportunities to participate in the development and approval of the Coordinated Plan and asked to share the information with the members of the public they serve.
- Conducted nine Stakeholder Forums, with active participation by 87 stakeholders, followed by some one-to-one interviews with some of the major stakeholders.
- Conducted ten Consumer Focus Groups that overall comprised 146 participants.

-
- Developed a survey that was sent electronically and by regular mail to 6,300 agencies to assess the services they currently provide, as well as their needs and potential strategies to address such needs, and their priorities for funding and implementation through 2019.
 - Conducted a Prioritization Workshop with participation of representatives from 45 agencies involved with the target populations of the Coordinated Plan.
 - Presented to Metro's TAC, BOS, LTSS, AAC, Service Councils, and General Managers.
 - Conducted eight public hearings and allowed a 30-day public comment period for the Draft Coordinated Plan.

The Coordinated Plan that is presented to the Board for adoption addresses all comments received at the public hearings and during the 30-day public comment period that lasted through June 12, 2015. In general, the comments that were received were positive. In summary, the Coordinated Plan:

- Identifies transportation providers and services available to the target populations;
- Identifies the transportation needs of individuals with disabilities, seniors, veterans and people with low incomes;
- Identifies strategies for meeting those needs; and
- Prioritizes transportation strategies for funding and implementation.

The Coordinated Plan maximizes the collective coverage of projects and services funded by the Section 5310 Program by minimizing duplication through the assessment and incorporation of activities offered under other programs sponsored by federal, state, and local agencies while ensuring that participation in coordinated service delivery will continue to meet the purposes of all programs. It identifies five goals and prioritizes 38 regional and Subregional strategies to meet them (as detailed in Attachment A). The five goals are the following:

1. Fund Mobility Options: Sustain, fund, and continue to expand the rich array of public, human services and private transportation services available in Los Angeles County.
2. Address Mobility Gaps: Improve coordination between public transportation and human services transportation to address identified mobility gaps.
3. Provide Support Services: Provide necessary support services to enable access to public and human service transportation services by older adult, disability, low income and veteran populations.
4. Promote and Improve Information Portals: Promote, improve and expand multi-lingual information portals on mobility options.
5. Enhance Accountable Performance Monitoring Systems: Build upon customer feedback and accountable performance monitoring system to ensure that responsive, high quality service is maintained.

DETERMINATION OF SAFETY IMPACT

Approval of the recommendation will have no impact on safety.

FINANCIAL IMPACT

Approval of the Coordinated Public Transit-Human Services Transportation Plan for Los Angeles

County will allow Metro to fulfill its Designated Recipient obligations, including securing FTA's approval of Section 5310 grant awards for eligible projects approved for funding by the Board. Designated Recipients can use Section 5310 funds to administer the program. The funding is included in the FY16 Budget in Cost Center 4440, Project Number 500005. No additional Metro funding will be required to administer the Coordinated Plan.

Impact to Budget

Administration of the Coordinated Plan is funded by federal Section 5310 administration funds that are only eligible for this purpose. Therefore, approving the recommended action will not impact Metro's bus and rail operating and capital budgets, as Section 5310 Program administration funds are not eligible for these purposes.

ALTERNATIVES CONSIDERED

The Board may choose not to approve the Coordinated Public Transit-Human Services Transportation Plan for Los Angeles County. Staff does not recommend this alternative because without Board approval, Metro cannot fulfill its responsibilities as the Designated Recipient of Section 5310 Program funds, including securing FTA's approval of Section 5310 grant awards for eligible projects approved for funding by the Board. Metro would risk losing about \$7 million per year in federal funding for transportation programs and services for seniors and individuals with disabilities and projects approved by the Board for funding will not be implemented.

NEXT STEPS

With Board adoption, we will file the Coordinated Plan with the FTA as applicable. This plan will be used to support Section 5310 Program funding awards.

ATTACHMENTS

Attachment A - Executive Summary of the Coordinated Plan

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Reviewed by: Martha Welborne, Chief Planning Officer, (213) 922-7267



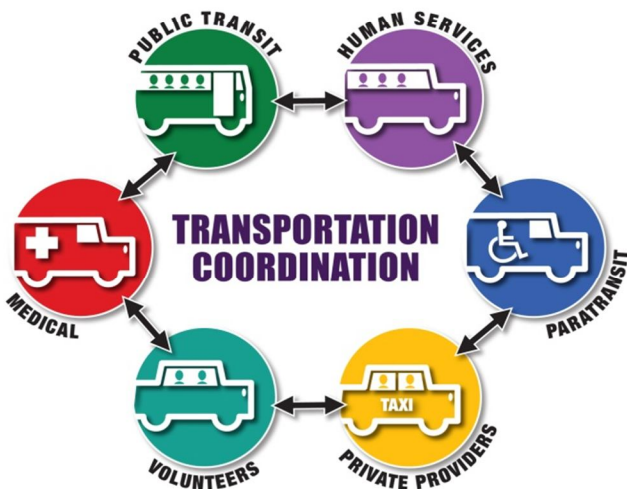
Phillip A. Washington
Chief Executive Officer



Metro™

2016-2019 Coordinated Public Transit-Human Services Transportation Plan for Los Angeles County

EXECUTIVE SUMMARY



July 2015

The 2016-2019 Coordinated Plan could not have been developed without the thoughtful input of many persons. These included individual consumers and personnel of public transit providers and human service agencies, of private sector and public agency representatives, as well as elected officials. This document is stronger because each of these persons took the time to consider the issues, report their experience and comment through the development and approval process.

Consulting Team

*AMMA Transit Planning
Transit Marketing, LLC
Mobility Planners, LLC
Ellen Blackman Consulting
GIS Workshop*

2016-2019 Coordinated Public Transit-Human Services Transportation Plan for Los Angeles County

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2016-2019 Coordinated Public Transit-Human Services Transportation Plan for Los Angeles County

1.0 Background

The Los Angeles County Metropolitan Transportation Authority (Metro) is the State of California designated Regional Transportation Planning Agency (RTPA) for Los Angeles County. As such, Metro is responsible for planning and programming in Los Angeles County. Metro also operates the third largest public transportation system in the United States with over 2,000 peak hour buses and nearly 88 miles of rail service within its service area of about 1,433 square miles. As the RTPA, the agency is responsible for developing and overseeing transportation plans, policies, funding programs and both short-term and long-range solutions that address the increasing mobility, accessibility and environmental needs of Los Angeles County.

Per the authority delegated by the Governor of the State of California in April 2014, Metro is the Designated Recipient of federal funds (about \$7 million per year) allocated to three large urbanized areas (UZAs) within Los Angeles County from the federal Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program. The Section 5310 Program was authorized in 2012 by the Moving Ahead for Progress in the 21st Century Act (MAP-21). The California Department of Transportation (Caltrans) is the Designated Recipient of Section 5310 funds apportioned to California for small UZAs and nonurbanized areas (including those in Los Angeles County). The goal of the Section 5310 Program is to improve mobility for seniors and individuals with disabilities by removing barriers to transportation services and expanding the availability of transportation mobility options. Section 5310 funds are available for capital and operating expenses, including those that exceed the requirements of the Americans with Disabilities Act of 1990 (ADA). A detailed description of the Section 5310 Program is included in the guidance published by the Federal Transit Administration (FTA) in June 2014 (Circular 9070.1G). As determined by the U.S. 2010 Census: i) large UZAs comprise at least 200,000 people; ii) small UZAs have populations between 50,000 and less than 200,000 people; and iii) nonurbanized areas (all other areas in a state) have less than 50,000 people.

Metro is also the Designated Recipient of federal funds (about \$10.7 million per year) allocated during the period 2006-2012 to two large UZAs within Los Angeles County from the federal Section 5316 Job Access and Reverse Commute (JARC) Program and the federal Section 5317 New Freedom Program. These two programs were authorized in 2005 by the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). As authorized, the goal of the JARC Program is to improve access to transportation services to employment and employment related activities for welfare recipients and eligible low-income individuals and to transport residents of urbanized areas and nonurbanized areas to suburban employment opportunities. Similarly, the goal of the New Freedom Program is to reduce barriers to transportation services and expand the transportation mobility options available to people with disabilities beyond ADA requirements.

MAP-21 repealed the New Freedom Program and merged previously eligible activities into the Section 5310 Program. MAP-21 also repealed the JARC Program and merged previously eligible activities into the Section 5307 Urbanized Area Formula Grant Program and the Section 5311 Formula Grants for Rural Areas Program.

2.0 Objectives

MAP-21 requires that projects selected for Section 5310 funding awards be included in a locally developed, coordinated public transit-human services transportation plan (“Coordinated Plan”). It also requires a Coordinated Plan to be developed and approved through a process that included participation by seniors, individuals with disabilities, representatives of public, private and nonprofit transportation and human services providers, and other members of the public (e.g., veterans, persons of low-income, etc.).

FTA maintains flexibility in how projects appear in a Coordination Plan. Accordingly, projects may be identified as strategies, activities, and/or specific projects addressing an identified service gap or transportation coordination objective articulated and prioritized within the plan. MAP-21 also requires, to the maximum extent feasible, that funded services be coordinated with transportation services assisted by other federal departments and agencies. MAP-21 also requires updating an approved Coordinated Plan every four years in air quality nonattainment areas, such as those comprised within Los Angeles County. Due to changes in MAP-21 compared to SAFETEA-LU, the Coordinated Plan for Los Angeles County that was adopted by the Metro Board of Directors in 2008 (“2008 Coordinated Plan”) cannot be used to comply with federal requirements and needs to be updated. The updated Coordinated Plan for Los Angeles County covers the four-year period during 2016-2019 (“2016-2019 Coordinated Plan”). It comprises all urbanized and nonurbanized areas in Los Angeles County, as shown in Exhibit 1.

The 2016-2019 Coordinated Plan will allow:

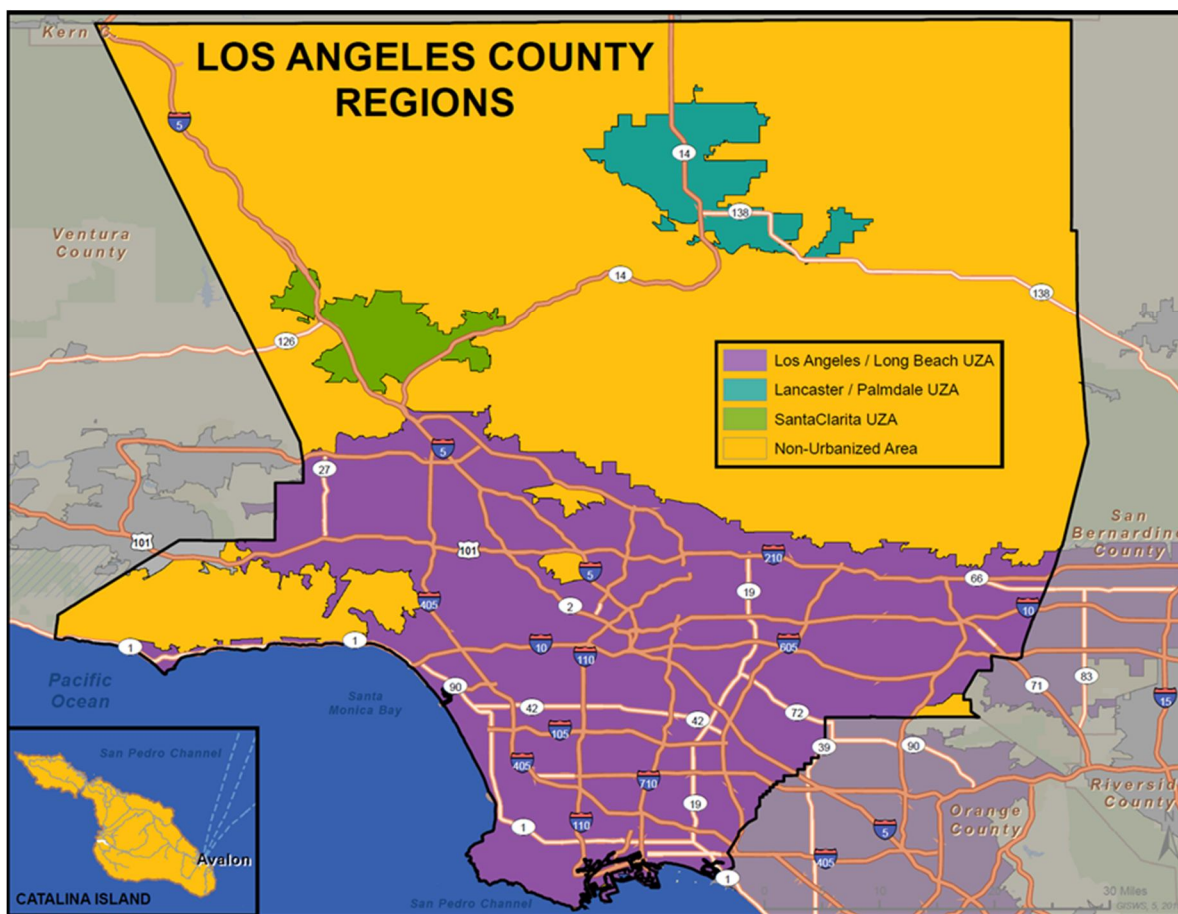
- Metro to fulfill its responsibilities as the Designated Recipient of federal funds;
- FTA to make grant awards to projects selected for funding by Metro;
- Metro’s subgrantees to implement their projects;
- Individuals with disabilities, seniors, people with low incomes, and military veterans (“Target Populations”) to benefit from enhanced mobility;
- Transit and human services agencies to better coordinate transportation services; and
- Stakeholders to pursue other federal, state and local funding sources to address the mobility needs of the Target Populations.

3.0 Funding

MAP-21 authorized funds for the Section 5310 Program for federal fiscal year (FFY) 2013 and FFY2014 for a combined total of about \$13.9 million allocated to urbanized areas located within Los Angeles County as follows: about \$13.2 million to areas in Los Angeles County within the Los Angeles-Long

Beach-Anaheim UZA, about \$0.4 million to the Lancaster-Palmdale UZA, and about \$0.3 million to the Santa Clarita UZA. The funds are allocated based on the number of seniors and individuals with disabilities in large urbanized areas. The funding that is available for large UZAs in Los Angeles County represents about 32% of all Section 5310 funds apportioned to large UZAs in California and about 24% of all Section 5310 apportioned to all areas in the state (including small UZAs and nonurbanized areas). Short-term extensions of MAP-21 partially funded the Section 5310 Program in FFY2015 at the same funding level authorized for FFY2014. It is anticipated that any additional short-term extension(s) of MAP-21 or new long-term federal reauthorizing legislation would: i) fund the Section 5310 Program at about the same annual funding level authorized by MAP-21; and ii) continue to require that projects selected for Section 5310 funding awards are included in a Coordinated Plan, while maintaining the flexibility in how projects appear (i.e., strategies, activities, and/or specific projects).

Exhibit 1: Los Angeles County Urbanized and Nonurbanized Areas



In November 2014, the Metro Board of Directors approved the process for allocating Section 5310 funds for which Metro is the Designated Recipient, which consists of: i) funding for projects selected competitively (including the application package for the 2015 Solicitation for Proposals); ii) funding for Access Services to support complementary paratransit services required by the ADA; and iii) funding for Metro (5% of total allocations) to support administrative costs (including administration, planning, and technical assistance) to fulfill its responsibilities as the Designated Recipient of Section 5310 funds

allocated to large UZAs in Los Angeles County. Due to Metro's status as the Designated Recipient of Section 5310 funds allocated to large urbanized areas within Los Angeles County, the Metro Board of Directors has now the authority to select projects for a funding award from the FTA. The California Transportation Commission (CTC), as recommended by Caltrans, will continue to have the authority to select projects for a funding award in small UZAs and nonurbanized areas following a statewide competitive selection process. As authorized by SAFETEA-LU, Caltrans administered the Section 5310 Program for all areas in the state (large UZAs, small UZAs, and nonurbanized areas). Caltrans followed a competitive process to recommend projects for a funding award to the CTC. The Metro Board of Directors was not involved in the approval process. During the period 2006-2012, only 12% (about \$10.4 million) of the total funding awards approved by the CTC were for projects in Los Angeles County. This funding share represents less than half of Los Angeles County's share of the total population of California, as well as of the number of seniors and persons with disabilities in the state. Per the U.S. 2010 Census, Los Angeles County does not have small UZAs, but it does include nonurbanized areas. The 2016-2019 Coordinated Plan comprises nonurbanized areas in Los Angeles County to allow Metro (as the RTPA for Los Angeles County) to verify and provide a certification to potential applicants submitting funding proposals to Caltrans/CTC that their projects are included in this plan.

Additional funding may become available to Los Angeles County through federal legislation reauthorizing the JARC and/or New Freedom programs or authorizing new programs to address the transportation needs of the Target Populations. It is also anticipated that federal law and FTA guidance applicable to these programs will require that projects selected for funding awards are included in a Coordinated Plan, while maintaining the flexibility in how projects appear (i.e., strategies, activities, and/or specific projects). The 2016-2019 Coordinated Plan will also be used to support the award of about \$5.8 million in JARC funds and about \$0.6 million in New Freedom funds authorized by SAFETEA-LU for eligible projects in Los Angeles County within the Los Angeles-Long Beach-Anaheim UZA.

4.0 Development and Approval Process

The 2016-2019 Coordinated Plan was developed in compliance with federal requirements and consistent with the applicable planning process. It was developed and approved through a process that included participation by seniors, individuals with disabilities, people with low incomes, military veterans, other members of the public, and representatives of public, private, nonprofit transportation and human service providers. After FTA's publication of its final guidance for the Section 5310 Program in June 2014, Metro consulted with agencies represented at the Bus Operations Subcommittee (BOS), Local Transit Systems Subcommittee (LTSS), and Accessibility Advisory Committee (AAC) about: i) determining which agency has the lead for the outreach and development of the 2016-2019 Coordinated Plan; and ii) specifying the areas to be covered in this plan. As a result of the inter-agency consultation process, Metro received support to its initiative to be the lead agency responsible for the outreach and development of the 2016-2019 Coordinated Plan. It was also agreed that this plan would cover all areas in Los Angeles County, including nonurbanized areas for which Caltrans is the Designated Recipient of Section 5310 funds apportioned by FTA.

The 2016-2019 Coordinated Plan was developed by Metro with assistance provided by AMMA Transit Planning and its subcontractors, including conducting extensive outreach to comply with FTA requirements and applicable metropolitan and statewide planning public participation and stakeholder consultation provisions. It was developed by taking into consideration relevant planning documents, including: i) Metro's 2009 Long Range Transportation Plan (2009 LRTP) and 2014 Short Range Transportation Plan (2014 SRTP); and ii) the 2012 Regional Transportation Plan/Sustainable Communities Strategy (2012 RTP/SCS) of the Southern California Association of Governments (SCAG), the Metropolitan Planning Organization for the six-county region that includes Los Angeles County. The development of the 2016-2019 Coordinated Plan also considered existing documentation relevant to its Target Populations from Access Services, local governments and nonprofit organizations, as well as from Metro and SCAG.

Several activities were conducted countywide to comply with federal requirements and Metro's public involvement process, as well as to support the analysis. Due to the large geographical area of Los Angeles County, and with the objective to promote the coordination of transportation services to address the mobility needs of the Target Populations, outreach and other activities supporting the analysis were conducted to ensure coverage of the five regions represented by Metro's five Service Councils: San Fernando Valley, San Gabriel Valley, Gateway Cities, South Bay, and Westside/Central. This approach was followed due to the relevance of the objective of the Metro Service Councils (i.e., improve bus service and promote service coordination with municipal and local transit providers) with one of the objectives of the 2016-2019 Coordinated Plan (i.e., improve coordination of transportation services provided by transit and human services agencies). Other areas of Los Angeles County were analyzed at the urbanized/ nonurbanized area level (i.e., Santa Clarita UZA, Lancaster-Palmdale UZA, and nonurbanized areas).

The following is a listing of the main activities that were conducted as part of the development and approval process of the 2016-2019 Coordinated Plan:

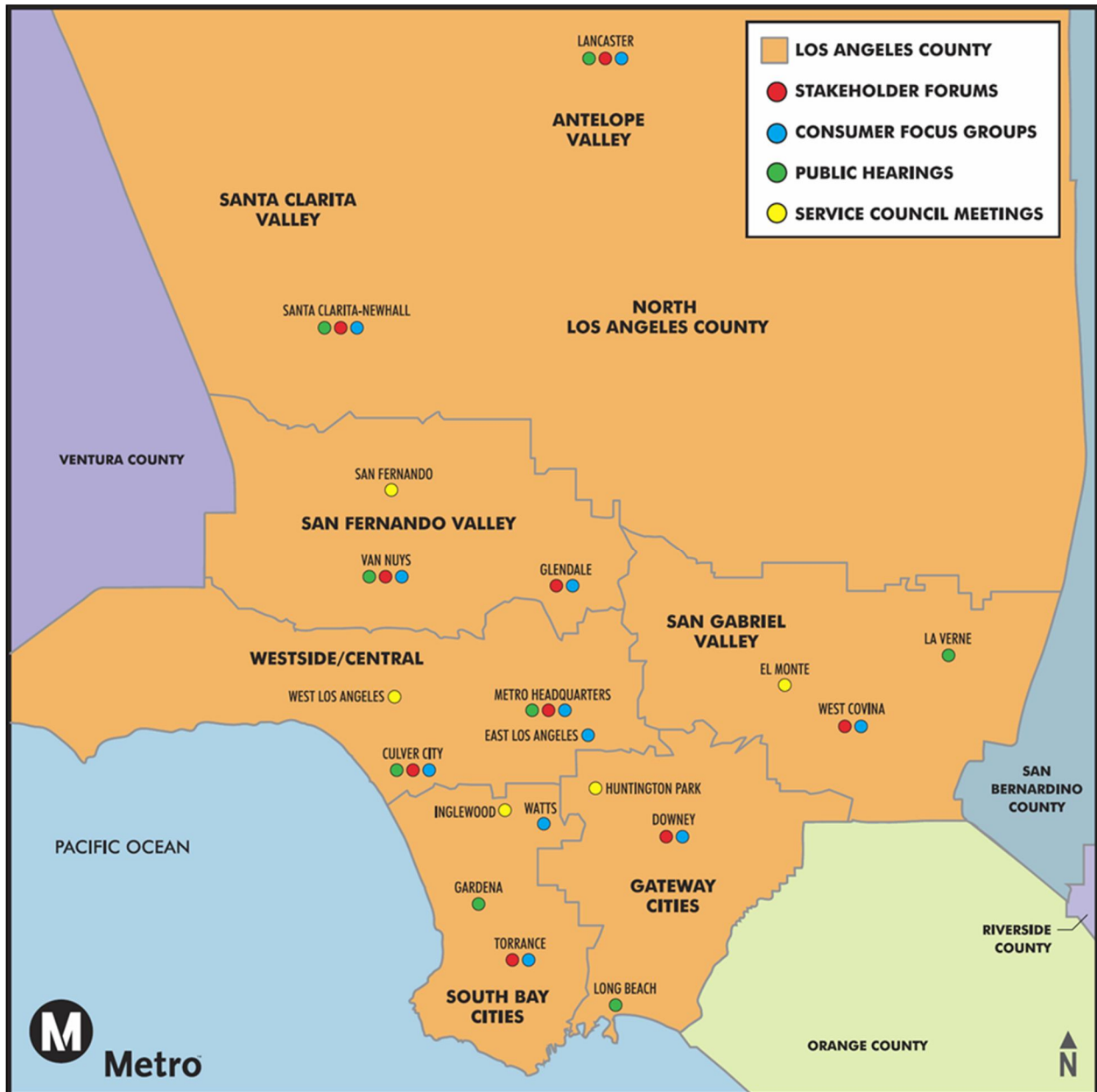
- Developed a database consisting of 6,300 unique stakeholder agencies contacts of either physical addresses or email addresses built from email contact lists provided by 211 LA County.
- Organized nine Stakeholder Forums with participation of representatives from 87 agencies and organizations, which were preceded by extensive recruitment that included contacting about 1,800 persons by telephone and email.
- Conducted one-to-one interviews with representatives from six major stakeholders.
- Conducted ten Consumer Focus Group meetings involving 146 consumers who were recruited through agency stakeholders.
- Developed an Agency Survey that was sent electronically and by regular mail to 6,300 agencies to assess the services they currently provide, as well as their client's needs and potential strategies to address such needs, and their priorities for funding and implementation through 2019.
- Conducted a Prioritization Workshop with participation by representatives of 45 agencies, which was preceded by active recruitment to ensure representation of the Target Populations.
- Analyzed population demographics of the Target Populations and developed travel demand projections through 2019.

- Conducted outreach targeted to military veterans through the LA Veterans Collaborative, a presentation to the Los Angeles County Veterans Advisory Commission, and distribution of the Agency Survey through the Los Angeles Chapter of the National Veterans Foundation.
- Reviewed sixteen studies, plans and documents of relevance to the Target Populations.
- Developed a framework of five goals and thirty-eight priority strategies that were prioritized for implementation to address identified mobility needs and gaps for the Target Populations.
- Presented the Draft 2016-2019 Coordinated Plan to Metro’s Technical Advisory Committee (TAC), BOS, LTSS, AAC, Service Councils, and at the General Managers meeting.
- Conducted eight public hearings and circulated the Draft 2016-2019 Coordinated Plan for a 30-day public review and comment period, inviting comments to be submitted at the public hearings, through the plan’s website, by email, or by regular mail.
- Presented an overview of the Draft 2016-2019 Coordinated Plan at public hearings.
- Published the Notice of Public Hearings for the Draft 2016-2019 Coordinated Plan in two major local newspapers (in English and Spanish).
- Provided the Notice of Public Hearings in English and in Spanish to 156 libraries across Los Angeles County as an additional tool to inform the general public and stakeholders of the availability of the Draft 2016-2019 Coordinated Plan and the opportunity to provide comments.
- Provided a hard copy of the Draft 2016-2019 Coordinated Plan to sixteen major libraries and community-based agencies to make it available to the general public and informed libraries of the possibility to obtain a hard copy of the plan upon request.
- Ensured that all meetings and public hearings were held at facilities that were ADA accessible, in addition to being accessible by transit.
- Provided the opportunity to request accessible formatted copies of the Draft 2016-2019 Coordinated Plan.
- Provided Spanish translation at all ten Consumer Focus Group meetings and all eight public hearings.
- Provided the opportunity for translation to additional languages (other than Spanish) and for special ADA accommodations upon request at least 72 hours in advance of any scheduled meeting or public hearing.
- Addressed public comments received through the public involvement and outreach process, including those submitted during the 30-day public review and comment period.

Exhibit 2 shows the distribution of public involvement and outreach activities conducted throughout Los Angeles County in each one of Metro’s Service Council subregions and in the North Los Angeles County Region, which includes the Lancaster-Palmdale and Santa Clarita UZAs and nonurbanized areas.

In culmination of the development and approval process, the 2016-2019 Coordinated Plan was presented for adoption to Metro’s Planning and Programming Committee and to the Metro Board of Directors in July 2015. The Metro Board of Directors that was presented with the 2016-2019 Coordinated Plan for adoption was comprised of: four City of Los Angeles representatives, five Los Angeles County Supervisors, four members representing the other 87 cities in Los Angeles County, and the Director of Caltrans District 7 (non-voting member appointed by the Governor of California).

Exhibit 2: Public Involvement and Outreach Activities



5.0 Elements

In compliance with FTA guidance, the 2016-2019 Coordinated Plan includes the following four elements:

- An assessment of available transportation services that identifies current providers (public, private, and nonprofit) for the Target Populations;
- An assessment of transportation needs for the Target Populations;
- Strategies, activities, and/or projects to address the identified gaps between current services and needs, as well as opportunities to achieve efficiencies in service delivery; and

- Priorities for implementation based on resources (from multiple program sources), time, and feasibility for implementing specific strategies and/or activities identified.

The development of these four elements was based on: i) the analysis of socio-economic and demographic data, including U.S. Census data and that from local/regional sources; ii) input received through the Agency Survey; iii) input received from agencies that were represented at the Stakeholder Forums and Prioritization Workshop; iv) input received from members of the public who participated at the Consumer Focus Groups; v) input received from agencies and members of the public during the 30-day review and comment period and at public hearings; vi) input from agencies represented at Metro's Service Councils, TAC, BOS, LTSS, AAC, and General Managers meeting; vii) the analysis of transit service data from National Transit Database (NTD) and of data used by FTA in the apportionment formulas for several of its programs (including the Section 5310 Program); viii) the use of 211 LA County's database of human services agencies and transit providers; ix) the use of Access Services' database of service providers that was developed as part of the 2014 Social Services Transportation Inventory and Survey; x) the analysis of Section 5310 projects funded by Caltrans during the period 2006-2012, as well as of JARC and New Freedom projects funded by Metro during the period 2007-2014; and xi) the review of sixteen studies, plans and documents of relevance to the Target Populations of the 2016-2016 Coordinated Plan.

5.1 Socio-economic and Demographic Analysis

Los Angeles County is a diverse region that is home to about 10 million people living in 88 incorporated cities as well as the unincorporated areas. It comprises a land area of about 4,058 square miles of which about 35% is urbanized. Per U.S. 2010 Census data (which reported about 9.82 million people living in Los Angeles County in 2010), about 9.72 million people live in the three large UZAs comprised within Los Angeles County, distributed as follows: i) about 9.12 million people live on an area of about 1,227 square miles within the Los Angeles-Long Beach-Anaheim UZA; ii) about 0.34 million people live on an area of about 116 square miles within the Lancaster-Palmdale UZA; iii) about 0.26 million people live on an area of about 77 square miles within the Santa Clarita UZA . The rest of the population of Los Angeles County lives in nonurbanized areas. Nonurbanized (including rural areas) are mainly located in the North Los Angeles County Region surrounding the Lancaster-Palmdale and Santa Clarita UZAs.

The population of Los Angeles County includes significant numbers of individuals that are within the Targeted Populations of the 2016-2019 Coordinated Plan. The analysis of data revealed changes among the Target Populations since the 2008 Coordinated Plan was developed and compared to the U.S. 2000 Census. The following is a summary of relevant changes in population characteristics in Los Angeles County based on 5-year estimates from the 2009-2013 American Community Survey (also shown in Exhibit 3 and Exhibit 4) compared to data from the U.S. 2000 Census:

- The population increased by about 4%.
- About 18% of the population of Los Angeles County lives at or below the federal poverty level.
- Children (0-17 years old) comprise about 24% of the overall population, with one child out of four living at or below the federal poverty level.
- About 3% of children 5-15 years old have a disability.

- Seniors (65 years of age or older) comprise 11% of the county’s population, with 37% having a disability and about 13% living at or below the federal poverty level.
- The number of seniors grew by 20% since the U.S. 2000 Census, but those living at or below of the federal poverty level increased by about 48% during the same period.
- Adults (18-64 years old) represent 65% of the population of Los Angeles County, with about 7% having a disability and about 16% living at or below the federal poverty level. This age cohort increased by 7% since the U.S. 2000 Census.
- Persons with disabilities represent about 9% of the countywide population. Of this total:
 - About 227,435 of adults younger than age 65 have an ambulation difficulty.
 - About 282,452 of adults older than age 65 have an ambulation difficulty.
- There are about 332,000 military veterans in Los Angeles County, of which:
 - 32% are from the Vietnam era (about 106,000 persons).
 - 11% are from the two Gulf wars (about 35,000 persons).

Exhibit 3: Demographic Data for the Target Populations

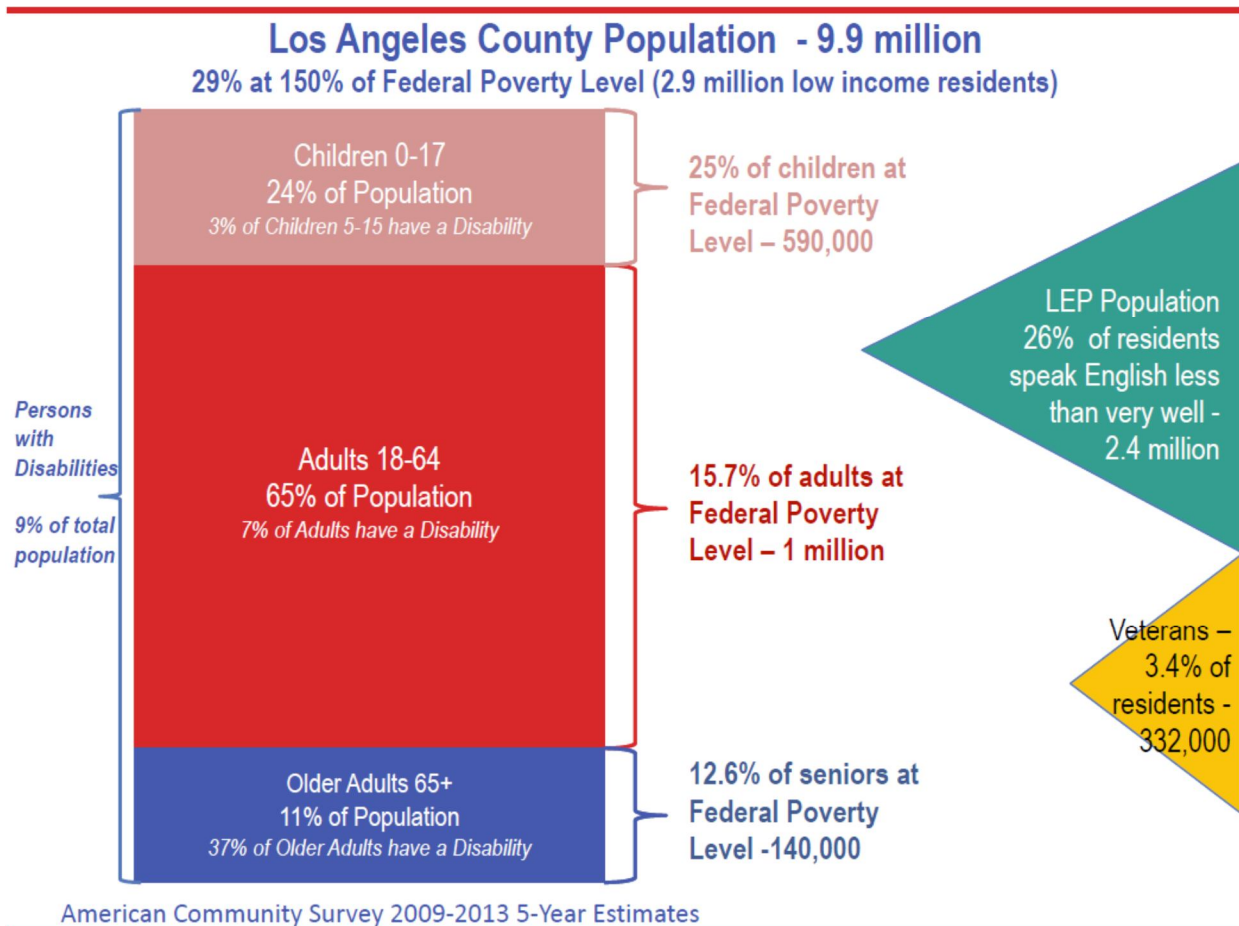


Exhibit 4: Demographic Data Changes for the Target Populations

COORDINATED PLAN TARGET POPULATIONS IN LOS ANGELES COUNTY					
Seniors, Persons with Disabilities, Persons of Low-Income and Veterans					
2000 Census Attribute, Summary File 3 2009-2013 American Community Survey 5-year Estimates	[2000 Census] Los Angeles County People by Category	% of Total County Population	[2013 ACS] Los Angeles County People by Category	% of Total County Population	% Change from 2000 to 2013
TOTAL POPULATION [1]	9,519,338	100%	9,893,481	100%	3.9%
CHILDREN AND YOUTH ages 0 -17	2,659,802	27.9%	2,371,472	24.0%	
Children with a Disability, Ages 5 to 15	n/a		68,712	2.9%	
% of Children age 17 and under			590,526	24.9%	
Children living in poverty age 17 and under					
% Childrind living in poverty age 17 and under					
ADULTS 18-64 [2]	5,932,566	62.3%	6,410,987	64.8%	8.1%
Low-income Adults, Ages 18-64 - 100% Federal Poverty Levels [3]	940,899	9.9%	1,007,230	10.2%	7.0%
% of Adults 18-64	15.9%		15.7%		
Disability [4] (non-institutionalized) Ages 16-64 "go-outside-home" disability (2000)	628,422	6.6%			
% of Adults 18-64	10.6%				
Disability [4] (non-institutionalized) Ages 18-64 (2010)			450,160	4.6%	
with a hearing difficulty			79,289	0.8%	
with a vision difficulty			87,864	0.9%	
with a cognitive difficulty			184,431	1.9%	
with an ambulatory difficulty			227,435	2.3%	
with a self-care difficulty			101,568	1.0%	
with an independent living difficulty			172,864	1.7%	
SENIORS [2]	926,970	9.7%	1,111,022	11.2%	19.9%
Seniors, ages 65-74	497,496		600,620		
with % of all seniors	53.7%		54.1%		
Seniors, ages 75-84	323,893		350,713		
with % of all seniors	34.9%		31.6%		
Seniors, ages 85+	105,581		159,689		
with % of all seniors	11.4%		14.4%		
Low Income Seniors, Ages 65+ - 100% Federal Poverty Levels [3]	93,555	1.0%	139,468	1.4%	49.1%
with % of all seniors	10.1%		12.6%		
Disability [4] (non-institutionalized) Ages 65+ "go-outside-home" disability (2000)	212,452	2.2%			
with % of all seniors	22.9%				
Disability [4] (non-institutionalized) Ages 65+ (2010)			413,597	4.2%	
with a hearing difficulty			146,206	1.5%	
with a vision difficulty			81,833	0.8%	
with a cognitive difficulty			130,818	1.3%	
with an ambulatory difficulty			282,452	2.9%	
with a self-care difficulty			139,449	1.4%	
with an independent living difficulty			229,664	2.3%	
VETERANS [5]			331,642	3.4%	n/a
Civilian Population 18 years and over			7,517,783	76.0%	
Veterans Period of Service					
Gulf War (9/2001 or later) veterans			10.5%		
Gulf War (8/1990 to 2001) veterans			12.1%		
Vietname era veterans			31.9%		
Korean War veterans			12.7%		
World War II veterans			11.3%		
Veterans ages 18 to 34 years			31,174	0.3%	
Veterans age 35 to 54 years			69,976	0.7%	
Veterans age 55 to 64			68,318	0.7%	
Veterans age 65 to 74			71,635	0.7%	
Veterans age 75 years and older			90,538	0.9%	
Veteran population unemployment rate			11.7%		
Veteran population poverty status in the past 12 months			7.8%		

[1] Census 2000 Summary File 3, Total Population P001. / B01003 Total Population 2013 American Community Survey 5-year Estimates.
 [2] Extrapolated from Census 2000 Summary File 3, Sex by Age P008 / B01001 Sex by Age, 2013 American Community Survey 5-year Estimates.
 [3] Extrapolated from Census 2000 Summary File 3, Poverty Status in 1999 by age P087 / B1701 Poverty Status in the Past 12 Months by Sex by
 [4] Extrapolated from Census 2000 Summary File 3, Age by types of disability for the civilian non-institutionalized population 5 years & over with
 disabilities P041 / S1810 Disability Characteristics - 2013 American Community Survey 5-year Estimates.
 [5] Extrapolated from S2101 Veteran Status - 2013 American Community Survey 5-year Estimates.

5.2 Review of Relevant Studies, Plans and Documents

The development of the 2016-2019 Coordinated Plan included a thorough review of sixteen plans, studies, and other documents relevant to the Target Populations. This was done to ensure consistency with planning assumptions, to prioritize potential strategies for funding and implement, and to address identified mobility needs. In addition to Metro's 2009 LRTP and 2014 SRTP, and SCAG's 2012 RTP/SCS, other planning documents of regional scope that were reviewed include: Metro's 2008 Coordinated Plan, First/Last Mile Strategic Plan, Bicycle Transportation Strategic Plan, and Complete Streets Policy. Reports of regional scope were also reviewed, including Metro's 2014 Final Report on Access Services Customer Survey and Metro's Quarterly Wheelchair Accessibility Reports. Overall, these plans and reports document mobility needs and emphasize the importance of public transportation (including ADA complementary paratransit service provided by Access Services) to address these needs by proposing strategies and projects for funding and implementation, while also taking into consideration funding availability and uncertainties.

While fixed route bus and rail transit are options for some individuals in the Target Populations, paratransit services and those provided through the operation of alternatives to public transportation address the mobility needs of those who require more specialized transportation services. Human service organizations and institutions of higher education document the need for specialized transportation services in their studies. Studies that were reviewed include the Los Angeles County Area Agency on Aging Area Plan Update and the City of Los Angeles Department of Aging 4-Year Area Plan on Aging, as well as the Door Assistance Transportation Needs Assessment that was prepared by the County of Los Angeles Community and Senior Services (CSS). All three studies identified the need for door-assistance transportation for frail seniors and the need to better address the challenges seniors face in accessing information needed to use transit and specialized transportation services. Studies conducted by some cities also document these needs. The review of The State of the American Veteran study that was prepared by the University of Southern California (USC) School of Social Work provided valuable information on the transportation needs of military veterans. The USC study found clear differences between the reported needs of military veterans who served before or after September 2001, but identified transportation as an essential service to both groups to access health and other services, as well as work and job-related opportunities.

6.0 Assessment of Available Transportation Services

This first element of the 2016-2019 Coordinated Plan was developed through the analysis of the most recent public transit data reported in the NTD (for FY2013 due to a two-year lag for publishing the data). As the NTD only requires mandatory reporting from recipients or beneficiaries of FTA's Section 5307 and Section 5311 funds, information obtained through the Agency Survey was also used to document trips provided by human service agencies. The analysis revealed that a diverse network of public transit and human transportation services that benefits the Target Populations exists within Los Angeles County. About 621 million passenger trips are provided each year within Los Angeles County on a wide array of public transit and specialized transportation services. This total excludes trips provided by taxi and Transportation Network Companies (TNCs), such as Uber and Lyft.

In aggregate, these services represent the wealth of transportation resources available to Los Angeles County residents, commuters, and visitors. Exhibit 5 details the annual passenger trips in Los Angeles County summarized by mode: rail, fixed route bus, paratransit demand response services, and specialized transportation provided by human service agencies. Combined, these services result in about 63 passenger trips per year for each resident of Los Angeles County using public transit and transportation services provided by human service agencies.

Exhibit 5: Los Angeles County Annual Transit Trips Provided by Mode

LOS ANGELES COUNTY PUBLIC and SPECIALIZED TRANSPORTATION						
National Transit Database Reporting, FY 2013						
*2016-2019 Coordinated Plan Agency Survey						
MODES	Operator Totals		Mode Level Totals			
	Passenger Trips	Vehicles in Max. Service	Passenger Trips	% of Total	Vehicles in Max. Service	% of Total
RAIL	126,613,414	excluded	126,613,414	20.4%	excluded	n/a
Metrolink (Heavy Rail)	13,444,752					
Metro Rail (Heavy Rail - Purple/Red Lines)	49,516,465					
Metro Rail (Light Rail - Blue/Green/Gold/Expo)	63,652,197					
BUS - Core Regional Network	375,995,480	2,267	486,646,259	78.4%	3,233	67%
Metro (Bus)	350,385,593	1,860				
Metro (Bus Rapid Transit)	9,118,437	32				
Commuter Bus	2,432,521	109				
Foothill Transit	14,058,929	266				
BUS - Inter-Community and Community Service	110,650,779	966				
Municipal/City (Bus) 13 cities	99,730,950	782				
Small operators (Bus) - 32 of 48 city programs	10,919,829	184				
PARATRANSIT - Regional Demand Response Services	3,481,204	674	5,727,107	0.9%	1,228	25%
Access Services	3,481,204	674				
PARATRANSIT - Municipal Demand Response Service	2,245,903	554				
Demand Response	813,453	277				
Small Operators DR (Dial-A-Ride)	1,432,450	277				
TOTAL ALL NTD REPORTED PUBLIC TRANSIT			618,986,780	99.7%	4,461	92%
* Coordinated Plan Agency Survey - Human Services	1,678,596	374	1,678,596	0.3%	374	8%
Contracted Services	1,226,232					
Directly Operated	428,928					
Volunteer Provided	23,436					
TOTAL ALL LOS ANGELES COUNTY TRANSPORTATION DOCUMENTED			620,665,376	100%	4,835	100%

*Human service totals exclude survey reported trips and vehicles from city operated services and school districts to avoid double counting.

Of the total of about 621 million annual passenger trips reported in Exhibit 5:

- Rail trips accounted for about 20.4%.
- Fixed route bus trips represented 78.4%, including ridership on Metro Bus, Metro Bus Rapid Transit and Commuter Bus, Foothill Transit, and large and small municipal fixed route bus operators.
- Paratransit trips accounted for about 0.9%, including about 3.5 million passenger trips provided by Access Services and about 2.2 million passenger trips provided by municipal Dial-A-Ride systems.

- Specialized trips through human service agencies transportation programs represent about 0.3%, and are mainly trips that are difficult to serve with either fixed route or traditional paratransit service.

Among the 4,835 transit vehicles (other than rail) documented, about 67% are fixed route buses operated by public transit providers (including Metro), about 25% are paratransit vehicles operated by public transit providers, and almost 8% are owned by human service agencies.

An inventory of public transit and human services transportation providers was prepared for the 2016-2019 Coordinated Plan. This inventory (included in the 2016-2019 Coordinated Plan Technical Document) details the transportation services offered by each regional transportation provider, municipal transit operators, and human service agencies. Responses from the Agency Survey supplement the inventory by providing details about the service provided by 102 agencies that reported having a transportation function (out of 224 agencies that completed the survey, other than Metro). The transportation services that were reported are provided by different types of agencies, including: i) public agencies that only provide public transit (34%); ii) other public agencies (16%); iii) non-profit organizations (36%); iv) faith-based non-profit organizations (5%); v) for-profit transportation contractors (2%); and vi) other for-profit organizations (7%). Combined, these agencies reported about 14.7 million annual passenger trips. Of this total, about 12% are trips provided by human services agencies that provide transportation services to one or more groups of the Target Populations (excluding trips reported by school districts and municipalities). About 39% of all the trips are provided through a contractor compared to 30% directly provided by the agency. The number of trips completed through volunteer transportation services (e.g., mileage reimbursement/ volunteer driver programs, etc.) represents only 7% of the total. Regarding their service areas, about 25% of all agencies reported providing service countywide compared to 75% providing service in a locally defined service area (either within a city, groups of cities or a particular region).

Agency Survey respondents reported the use of 4,382 vehicles and almost 4,000 drivers to provide transportation services. Overall, about 53% of the vehicles that were reported are ramp or lift equipped, and therefore, are wheelchair accessible. Of these totals, 374 vehicles and 936 drivers were reported by human service agencies, including 178 volunteer drivers who were reported by six agencies (about 5% of all drivers reported). The comparatively small number of volunteer drivers and the number of trips they provide is noteworthy, as the role of this type of service is gaining importance as an alternative to public transportation to meet the travel needs of the Target Populations.

Funding plays an important role in the availability and operation of transportation services, particularly for specialized transportation services, and has an impact on the assessment of transportation needs. Survey respondents (other than Metro) reported spending about \$158 million in 2014 on transportation. Expenditures reported by human service agencies represent about 15% of this total. A variety of funding sources were used to pay for these transportation costs, distributed as follows: federal (20%), state (30%), local (27%), and donations and fares (23%).

Specialized transportation services within Los Angeles County are supported by a variety of funding sources and programs, including: i) FTA's JARC, New Freedom, and Section 5310 funds; ii) voter-

approved countywide sales tax increases dedicated to transportation (Proposition A, Proposition C, and Measure R); and iii) subsidy programs funded by Metro and other transit agencies, as well as by human service agencies.

FTA's JARC, New Freedom, and Section 5310 funds have helped agencies across Los Angeles County to address the hard-to-meet transportation needs among the Target Populations of the 2016-2019 Coordinated Plan, including public agencies, cities and non-profit human and social services agencies. Metro funded 79 projects using about \$66.2 million in JARC and New Freedom funds authorized by SAFETEA-LU during the seven-year period during FFY2006-FFY2012. This includes the procurement of 117 vehicles to expand the services available to persons with disabilities beyond those required by the ADA and improve the accessibility of persons of low income seeking access to jobs and job-related opportunities. The projects that Metro funded, some of which are still providing transportation services to the Target Populations, included capital and operating assistance for eligible activities, such as: i) mobility management; ii) travel training; iii) volunteer driver programs; iv) procurement of replacement vehicles; v) procurement of vehicles for service expansion; vi) bus route extension and service expansion, including evening service; vii) door-through-door, door-to-door, and travel voucher programs; viii) mobility hubs and other first mile- last mile improvements ; ix) Dial-A-Ride and rideshare programs; and x) trip brokerage, referral services, and development of information portals. During the same period, Caltrans funded the procurement of 233 vehicles in Los Angeles County with about \$10.4 million in Section 5310 funds to meet the special needs of seniors and individuals with disabilities where public transportation is insufficient, inappropriate, or unavailable.

Other major non-federal sources of funding used to support specialized transportation in Los Angeles County include the following:

- Metro's spends approximately \$10.5 million per year to subsidize transit fares for disadvantaged populations through three programs: Support for Homeless On Re-entry (SHORE) Program, Rider Relief Transportation Program and Immediate Needs Transportation Program.
- Access Services annual budget for FY2016 is approximately \$167.4 million to provide ADA complementary services throughout Los Angeles County. This budget includes \$84.2 million in Proposition C funds in addition to \$62.0 million in Federal Highway Administration Surface Transportation Program funds that are flexed as FTA Section 5310 funds. An additional \$2.0 million in Proposition C is allocated directly to Metrolink's commuter rail service for the Access Free Fare Program.
- Voter-approved countywide sales tax increases: 25% of the Proposition A tax revenues, 20% of the Proposition C tax revenues, and 15% of Measure R tax revenues are earmarked for the Local Return Programs to be used by cities and the County of Los Angeles in developing and/or improving local public transit, paratransit and related transportation infrastructure. A combined total of about \$445 million was allocated by Metro for FY2016.
- The Proposition A Incentive Program earmarks 5 percent of the 40 percent Proposition A Discretionary funds to promote projects that encourage the development of an integrated public transportation system that addresses the varied transportation needs of Los Angeles County residents. This includes subregional paratransit, eligible fixed-route services, locally funded

community based transportation services and other specialized transportation services. About \$14.7 million was allocated in FY2016 by Metro to 67 subregional and other local transit operators according to defined funding priorities.

- Some human service agencies, such as the County of Los Angeles Department of Public Social Services, use non-transit funding to subsidize transit fare media for their clients.
- For-profit businesses use funds from private sources to offer escorted transportation and other services relevant to consumers with specialized transportation needs.

7.0 Assessment of Transportation Needs

This second element of the 2016-2019 Coordinated Plan was developed through the analysis of 224 fully completed Agency Surveys that were returned by organizations representing all groups of the Target Populations and all regions of Los Angeles County. The assessment was supported by the input received from members of the Target Populations who participated at the ten Consumer Focus Groups, a well from agencies participating at the nine Stakeholder forums that were organized countywide. Key findings include the following:

- ***Los Angeles County residents enjoy a wealth of public transportation option.*** Consumers demonstrated a heavy reliance on both the local and regional transit services among the Target Populations. Agency survey respondents also indicated that their clients use a wide variety of transportation services ranging from fixed route to specialized services such as escorted door-through-door transportation.
- ***The North County communities have additional transit needs.*** Residents in the Santa Clarita Valley and Antelope Valley areas have additional transit needs that are not fully met by local transportation services. In addition, consumers and stakeholders strongly expressed the need for increased connectivity to the San Fernando Valley and other activity centers in Los Angeles County. Stakeholders and consumers in the North County area were particularly eager to talk about service gaps and needs, as they perceive an “invisible wall” separating the North County area from the rest of Los Angeles County.
- ***Specific mobility challenges exist in using the established transportation network effectively.*** Although it is very clear that Metro, other regional transportation providers and the various jurisdictions in Los Angeles County have worked hard to put a robust network of transit and paratransit services into place, there are still transportation needs to be addressed, including:
 - **Connectivity**: The most commonly heard concerns related to the need for improved connectivity among the various transit services.
 - **Information**: Closely related to the issue of connectivity is the question of how to navigate the multiple transportation options and how to know what is available for a given trip or set of circumstances. Human service agencies emphasize this need. Although 90% of the agencies responding to the Agency Survey report that they provide some type of transportation information assistance to clients, there is need for improvement. Overall, there is a need to improve existing information portals to provide a better tool to

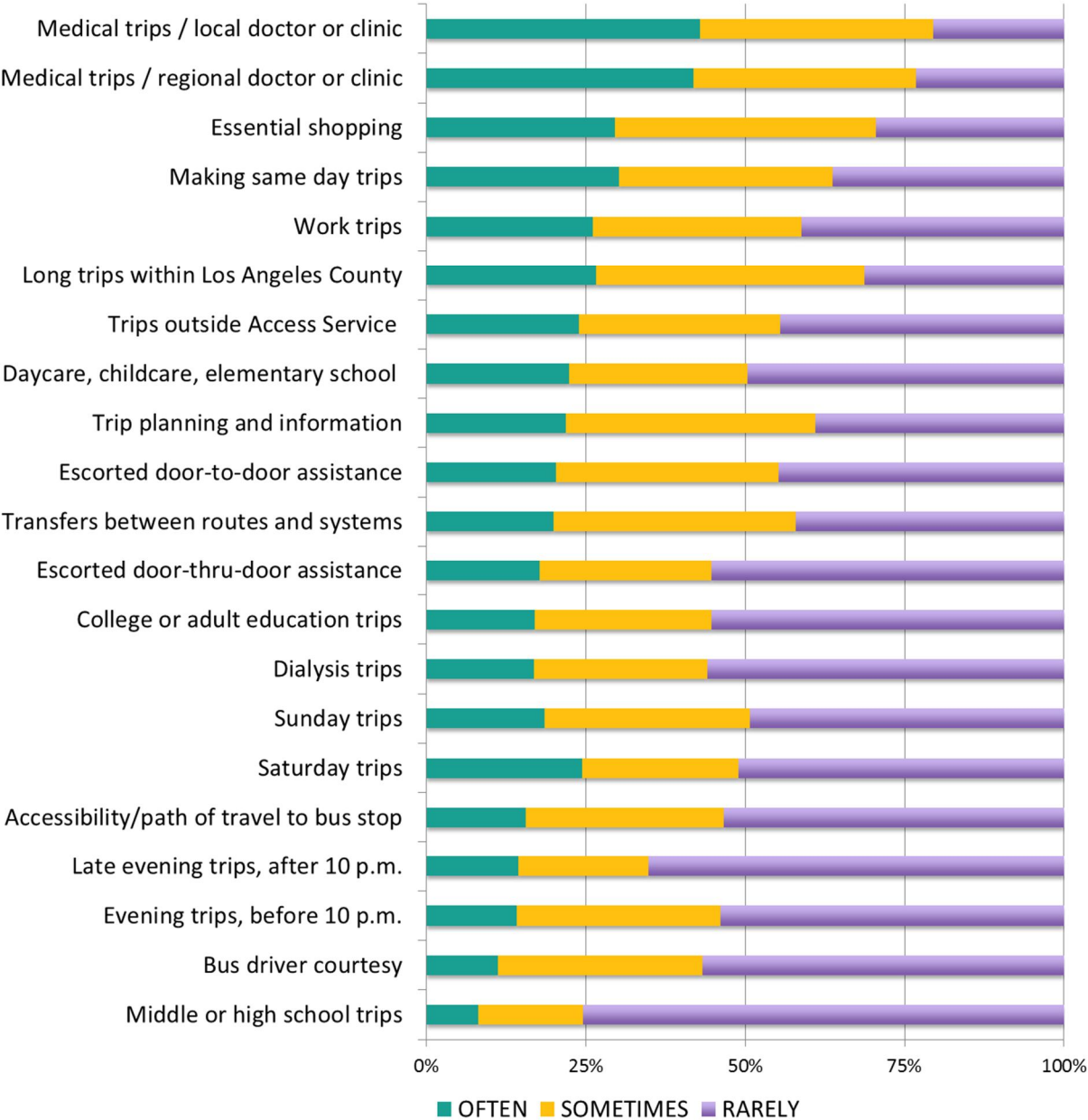
consumers to plan their trips from origin to destination that incorporates transportation services provided by both public transit agencies and human service agencies.

- **Travel Training**: For many individuals new to public transportation, more than just information is needed. They need to learn to use the transit network, with consideration given to their individual abilities and circumstances. The need for travel training has now evolved to include the large number of seniors who are no longer able to drive, as well as persons with disabilities who want to enjoy more freedom of travel by not depending on complementary ADA transportation.
- **Mobility Management**: Although senior centers and many human services systems have some knowledge of Los Angeles County's myriad of transportation services, need was expressed for greater institutional knowledge of where and how to access available services and transportation programs and for improving coordination among public transportation and other transportation service providers.
- **Affordability**: For very low income populations, affordability is an additional challenge to access transportation services. This was the most frequently cited "barrier" to accessing transportation in the Agency Survey responses. When possible, consumers make decisions about which transportation services to use based on their out-of-pocket costs and select the option with the lowest cost/fare. Both the outreach efforts and the Agency Survey demonstrated a wide variety of programs which have been put in place by Metro, other transit agencies, cities and human service agencies to provide subsidized or free transit fare media to consumers.
- **Aging Fleet**: Agencies are operating vehicles well beyond their useful lifespans due to inadequate funding to procure replacement vehicles. The total of 350 vehicles that were funded by Metro and Caltrans using JARC, New Freedom, and Section 5310 funds during the seven-year period FF2006-FFY2012 contrasts markedly with the nearly 1,000 vehicles that were reported through the Agency Survey as needing replacement (about 22% of the total number of vehicles reported). This underscores the importance of identifying additional or expanded funding sources to support vehicle replacement, as well as operations, for specialized transportation programs.
- ***Changes in demographics are increasing the challenges of providing needed transportation.***
 - **Aging Population**: As the population continues to age and more people age-in-place, there is an increasing need for door-to-door, door-through-door and escorted trips. Persons with disabilities and seniors who are very frail or have dementia require higher levels of service than can be provided by either fixed route or traditional paratransit services. A significant number of Agency Survey respondents either provide or subsidize escorts or travel aides.
 - **Language**: With over 120 languages spoken in Los Angeles County, the Target Populations comprise persons from diverse language groups who need to access transportation services. This need presents a special communications challenge to transportation providers, both public transit and human service agencies.

- **Difficulty in accessing medical trips:** More than three quarters of Agency Survey respondents report medical trips as often or sometimes difficult for their clients to make. Other areas of difficulty which were reported as “often” or “sometimes” difficult by 55% to 70% of agency respondents include essential shopping trips, same day trips (without prior day reservation), long trips, and work trips.

Exhibit 6 presents the ratings of agency responses about how often their clients communicate difficulty with transportation needs by trip purpose.

Exhibit 6: Consumer Reported Difficulty with Transportation Needs



- **Challenges in meeting operational needs within their communities.** The following are some of these challenges, as expressed by agency representatives who participated at the Stakeholder Forums or completed the Agency Survey:
 - Demand for transportation service is outstripping supply: This is evidenced by fixed routes that are overcrowded and Dial-A-Ride services that are fully booked days in advance.
 - Medical trips are increasingly regional: This is mainly due to changes in health insurance and provider networks that require long distance travel to reach medical facilities or specialists within and outside Los Angeles County. The Agency Survey ranked “difficulty with making medical trips” as the greatest transportation need communicated by consumers.
 - Demand for transportation does not adhere to city boundaries: In addition to better accessibility to medical trips, members of the Target Populations want to travel beyond their city boundaries to shop or do business at locations. These destinations may be close to the consumers spatially, but because they are located in another jurisdiction, they are not eligible to obtain Dial-A-Ride or other paratransit services or those provided through alternatives to public transportation (such as volunteer driver programs).
 - Demand for same-day demand response services is growing: Although this applies to most trip purposes, the need to address medical trips is growing at a faster rate than other trips.
 - Los Angeles County’s 24/7 economy: Economic activity is driving the desire for transportation services, public transportation in particular, later at night and on weekends. This is particularly true in areas with lower transit service levels, such as the Antelope Valley and the Santa Clarita Valley.
 - Increasing number of persons travelling with mobility devices: This trend, including larger mobility aids that exceed the dimensions and weight ratings established for wheelchairs under the ADA regulations, creates operating challenges. Not only it reduces the seating capacity of vehicles, but it also results in fixed route operators not being able to stop for passengers with mobility devices due to the lack of additional designated spaces to accommodate such devices.
- **Seniors are using a diversity of transportation services to meet their needs.** The desire for improved mobility is evident from their use of multiple transportation services for different trip purposes, even on a single day, as described by many Consumer Focus Group participants. Staff at human service agencies throughout Los Angeles County, particularly at senior centers, is playing an important role in connecting seniors with appropriate transportation services. However, more needs to be done to improve trip brokerage, referrals, and coordination.
- **Persons with disabilities also are using a mix of services.** The following is a listing of some of the main transportation services used to meet their travel needs in the most convenient and affordable manner.
 - Taxi services and the emerging transportation network companies: They play an important role in augmenting local and regional paratransit services, particularly for same day travel.

- ADA complementary transportation service: Consumers acknowledge the important and difficult role that Access Services plays in Los Angeles County by serving thousands of trip origins and destinations over a huge geographic area. However, users would like to see continued attention to service quality.
- New programs: A number of initiatives are being implemented to enhance service and customer satisfaction. For example, Access Services is currently implementing the “Beyond the Curb Transportation Program” (as opposed to curb-to-curb service) and allowing on-line reservations. Fixed route transit operators are also allowing Access Services’ clients to use their service without paying a fare, which is an enormous benefit to persons with disabilities (especially those living on limited disability incomes) and provides a strong incentive for individuals to use fixed route services whenever viable.
- Dial-A-Ride service: This type of transportation service also plays an important role in meeting the travel demand of persons with disabilities and reduces the demand for trips provided by Access Services. Because Dial-A-Ride fares are generally lower than those charged by Access Services, persons with disabilities are more likely to use this type of service for trips within their local communities, while relying on Access Service when necessary for longer trips.
- ***Military veterans’ access to quality health care and adequate housing.*** This is an issue of major concern for many military veterans, including adequate access to mental health support. Although many of them use the public transit network to meet these needs, there is need for transportation service improvements that address their specific needs, including better access to jobs and job related opportunities.
- ***Importance of station and stop facilities.*** The need for improving station and stop transportation amenities was communicated strongly by those members among the Target Populations who are striving to use fixed route and rail services. Amenities at transit and paratransit stops and stations increase the attractiveness of the transportation services provided and improve perceptions about safety and comfort from using such services.
- ***Better options for inter-county paratransit trips.*** These are desired among highly active consumers who have learned to use the transportation network to travel effectively throughout Los Angeles County, including to/from the Santa Clarita and Lancaster-Palmdale UZAs. The most frequent destinations for trips outside Los Angeles County are in Orange and San Bernardino counties.
- ***Roadblocks to further coordination.*** Several were identified, including the following:
 - Funding restrictions;
 - Capacity constraints;
 - Residency requirements for local Dial-A-Ride systems;
 - Quality concerns regarding taxi providers;
 - The increasing difficulty of recruiting volunteer drivers;
 - Agency jurisdiction issues related to service area boundaries, place of residence, and transporting consumers of other transit or human service agencies.

8.0 Strategies to Address Identified Gaps

For the third element of the 2016-2019 Coordinated Plan, a set of thirty-eight strategies (shown in Exhibit 7) were developed to address the needs and gaps of the Target Populations that were previously identified. These strategies are the core of the 2016-2019 Coordinated Plan. Each strategy is clearly illustrated by making reference to several eligible projects and activities. As applicable, strategies are also identified as being regional or subregional. These strategies are organized around five main goals aimed enhance the mobility of the Target Populations:

- ▶ **Goal 1- Fund Mobility Options:** Sustain, fund and continue to expand the rich array of public, human services and private transportation available in Los Angeles County.
- ▶ **Goal 2- Address Mobility Gaps:** Improve coordination of transportation services provided by public transit operators, human service agencies, and private sources to address identified mobility gaps.
- ▶ **Goal 3 – Provide Support Services:** Provide necessary support services to enable better accessibility to transportation services by seniors, disability, low-income and military veteran populations.
- ▶ **Goal 4 – Promote and Improve Information Portals:** Promote, improve and expand multi-lingual information portals on mobility options.
- ▶ **Goal 5 – Enhance Accountable Performance Monitoring Systems:** Build upon customer feedback and accountable performance monitoring systems to ensure that responsive, high quality service is maintained.

9.0 Priorities for Implementation

For the fourth and last element of the 2016-2019 Coordinated Plan, a three-step prioritization process was used to prioritize the strategies that were identified for implementation. Forty-five agency representatives who attended the Prioritization Workshop rated the thirty-eight strategies that were identified based on perceived importance to their clients’ needs. The priority ratings were further adjusted based on the results of the qualitative and quantitative analysis and the findings from the outreach activities that were performed. Finally, an assessment of each strategy’s impact on the overall mobility of the Target Populations of the 2016-2019 Coordinated Plan was made. As the result of this process, three levels of priority were established:

Priority 1 – Critical, immediate priority

Priority 2 – Important, medium-term priority

Priority 3 – Important, long-term priority

Exhibit 7 presents the five goals, thirty-eight strategies and priority ratings. Projects and activities to be implemented with federal Section 5310 funds must address one or more of these strategies to be eligible for funding. The Metro Board of Directors, as well as FTA, and other federal, state, regional or local agencies may have a similar requirement for other funding programs.

Exhibit 7: Prioritization of Strategies for Implementation by Goal

GOAL	STRATEGY	PRIORITY
GOAL 1 FUND MOBILITY OPTIONS		
Sustain, fund and continue to expand the rich array of public, human services and private transportation service available in Los Angeles County.		
REGIONAL STRATEGIES		
1.1	<u>Strategy:</u> Fund regional services of Metro, Foothill Transit and municipal operators, as well as Access Services, vanpool, and other travel assistance services, while addressing recommendations included in SCAG’s Regional Transportation Plan/ Sustainable Communities Strategy (RTP/SCS) and Metro’s Short Range Transportation Plan (SRTP) and Long Range Transportation Plan (LRTP) to support regional trip making and address capacity and service level issues.	1
1.2	<u>Strategy:</u> Fund projects and activities that address high priorities identified in the 2016-2019 Coordinated Plan to enhance the mobility of seniors, persons with disabilities, persons of low income and veterans, including through dedicated funding from potential voter approved countywide sales tax measures.	1
1.3	<u>Strategy:</u> Develop profiles of best practices for improving mobility options for the Target Populations of the 2016-2019 Coordinated Plan to increase adoption by interested agencies and programs.	2
1.4	<u>Strategy:</u> Broaden cost-effective mobility choices that support achieving goals included in applicable regional plans, including SCAG’s RTP/SCS and Metro’s SRTP and LRTP.	1
SUBREGIONAL STRATEGIES		
1.5	<u>Strategy:</u> Improve bus service within/between the Santa Clarita Valley and the Antelope Valley and to provide better connections to the San Fernando Valley and the rest of Los Angeles County.	1
1.6	<u>Strategy:</u> Develop first and last mile access improvements to Metro’s expanding light rail network, including bicycle and transit connections to Metro rail stations.	2
1.7	<u>Strategy:</u> Fund city-based and other local short range transit plans and service-level improvements to address capacity and service level issues.	1
1.8	<u>Strategy:</u> Upgrade human service agency vehicle fleets to become accessible by persons with disabilities and encourage private sector taxi companies and Transportation Network Companies, such as Uber and Lyft, to operate accessible vehicles.	2
1.9	<u>Strategy:</u> Institute vehicle replacement for human service agencies to serve the Target Populations.	2
1.10	<u>Strategy:</u> Institute vehicle replacement for public transportation agencies to serve the Target Populations.	2
1.11	<u>Strategy:</u> Institute vehicle expansion for human service agencies to serve the Target Populations.	1
1.12	<u>Strategy:</u> Institute vehicle expansion for public transportation agencies to serve the Target Populations.	2

GOAL	STRATEGY	PRIORITY
Goal 2 Address Mobility Needs		
Improve coordination between public transportation and human service organizations to address identified mobility gaps.		
REGIONAL STRATEGIES		
2.1	<u>Strategy:</u> Improve county-to-county paratransit trips through best practice solutions and formalized inter-agency agreements.	3
2.2	<u>Strategy:</u> Expand incentive programs to encourage subregional coordination of specialized transportation services and promote mobility management strategies to connect riders with local and subregional transportation options.	1
SUBREGIONAL STRATEGIES		
2.3	<u>Strategy:</u> Provide same-day transportation for critical transportation needs of the Target Populations, such as for medical care, job interviews, training and education.	1
2.4	<u>Strategy:</u> Address connectivity, including transfer and fare issues, to improve the customer experience with trips involving multiple operators.	2
2.5	<u>Strategy:</u> Improve first and last mile bus access connections within local communities, including sidewalks, and enhance safety of transit users who are also pedestrians or bicyclists.	1
2.6	<u>Strategy:</u> Provide enhanced incentives and support collaborative partnerships to better address the need for medical trips and other hard-to meet trip purposes.	1
2.7	<u>Strategy:</u> Increase span of service on weekdays and weekends on public transportation services, recognizing riders' needs for evening community college classes, retail work shifts and others.	2
2.8	<u>Strategy:</u> Fill mobility gaps for low-income job seekers to assist transition to stable employment.	2
Goal 3 Provide Support Services		
Provide necessary support services to enable access to public and human service transportation services by seniors, persons with disabilities, persons of low-income and the veteran population.		
3.1	<u>Strategy:</u> Increase resources for travel training programs, and related rider campaigns, to encourage use of fixed route transportation by seniors and persons with disabilities when feasible.	1
3.2	<u>Strategy:</u> Develop, fund and support additional volunteer driver/mileage reimbursement programs for difficult-to-serve trips for seniors and persons with disabilities, replicating mileage reimbursement models already successful with these populations.	1
3.3	<u>Strategy:</u> Broaden availability of best practice solutions for door-to-door and door-through-door transportation for persons who are frail or isolated and/or need additional assistance at the trip origin or destination.	2
3.4	<u>Strategy:</u> Develop bus stop, path-of-access and other pedestrian or bicycle improvement projects.	2
3.5	<u>Strategy:</u> Incorporate lower-cost ridesharing options including Transportation Network Companies (such as Uber and Lyft) into subsidy and voucher based programs that benefit users and support other activities that promote cost-efficient, cost-effective, coordinated transportation.	2
3.6	<u>Strategy:</u> Support and broaden means-based fare discounts to very low income populations to enhance their accessibility and use of public transportation services.	2

GOAL	STRATEGY	PRIORITY
Goal 4 Promote and Improve Information Portals		
Promote, improve and expand multi-cultural information portals and mobility management tools to increase mobility options.		
REGIONAL STRATEGIES		
4.1	<u>Strategy:</u> Enhance trip planning to incorporate transportation services offered by public transit agencies, human service agencies, and private sources to provide current and specific origin and destination trip plans, providing current and updated information to the Target Populations and other users. This includes establishing an easily accessible multi-modal “find-a-ride” function and maintaining it with up-to-date information.	1
4.2	<u>Strategy:</u> Increase the effectiveness in use of social media to promote mobility options to the Target Populations.	3
SUBREGIONAL STRATEGIES		
4.3	<u>Strategy:</u> Support local and regional public transportation services by providing real-time transit information.	2
4.4	<u>Strategy:</u> Provide route/schedule information, including bus stop identification information at the bus stop, including for low-frequency routes.	3
4.5	<u>Strategy:</u> Ensure that transit information is available in multiple languages and formats due to the diverse populations of Los Angeles County, including via call centers, to address the transportation needs of members of the Target Populations who may not be proficient in English.	3
4.6	<u>Strategy:</u> Develop mobility management functions at subregional major transit centers and other locations.	3
4.7	<u>Strategy:</u> Promote agency-based mobility management functions to assist seniors and other members of the Target Populations connect with available transit and other transportation options, as well as to establish agency-level knowledge of local and regional transportation and effective specialized transportation programs.	1
Goal 5 Enhance Accountable Performance Monitoring Systems		
Enhance customer feedback and accountable performance monitoring systems to ensure that high quality is maintained.		
5.1	<u>Strategy:</u> Expand annual passenger satisfaction surveys to include all publicly funded transportation services.	2
5.2	<u>Strategy:</u> Ensure continued attention to the quality of the ride for specialized transportation users.	2
5.3	<u>Strategy:</u> Adopt standard complaint resolution policies that are also applicable to municipal transit and Dial-A-Ride services, as well as to human service agencies that provide transportation services.	3
5.4	<u>Strategy:</u> Establish a performance measurement monitoring and reporting program for specialized transportation projects based on agency-established performance goals that also includes a customer satisfaction component and provides technical support to encourage the funding and implementation of projects that best address the transportation needs of the Target Populations.	3
5.5	<u>Strategy:</u> Develop connectivity performance standards among all service modes.	2

10. Moving Forward

The 2016-2019 Coordinated Plan has described the mobility needs and challenges of Los Angeles County's seniors, persons with disabilities, persons of low income and military veterans. It has also provided strategies for how these can be addressed. It has also documented the considerable investment in transportation which has been made within Los Angeles County and its significant benefits to address some of the mobility needs of the Target Populations.

Addressing the remaining mobility gaps and needs of the Target Populations will require maintaining the breadth of existing transportation options that are already in place and expanding these to accommodate demographic and other changes. It will also require supporting non-traditional modes that provide transportation alternatives to the Target Populations of the 2016-2019 Coordinated Plan and encouraging innovation and pilot efforts to meet some hard-to-serve trip needs. Finally, it will require more collaboration and coordination among the different transportation service providers. It will also require coordination with agencies that fund, but which do not necessarily operate the services.

Whether it involves addressing the needs of a senior who had to give up her driver's license last week or a military veteran who is not yet employed and does not own or have access to a car, a key factor in the success of the 2016-2019 Coordinated Plan is connecting individuals with the appropriate transportation option. The thirty-eight strategies that are identified and prioritized in the 2016-2019 Coordinated Plan will assist in achieving this objective and enhancing the overall mobility of members of the Target Populations. In addition to more funding dedicated for transportation to address identified needs of the Target Populations, also critical to the achievement of the goals of the 2016-2019 Coordinated Plan is to establish and maintain up-to-date information for a multi-modal "find-a-ride" function that reflects the full breadth of available transportation services provided by public transit operators, human service agencies, and the private sector.

The 2016-2019 Coordinated Plan was developed and approved through an extensive process that included participation by seniors, individuals with disabilities, representatives of public, private and nonprofit transportation and human services providers, and other members of the public. It allows Metro to fulfill its responsibilities as the Designated Recipient of federal JARC, New Freedom, and Section 5310 funds. Metro can also certify that projects selected for a funding award from the federal JARC, New Freedom, and Section 5310 programs (or from any other federal, state, or local funding program with the same or similar requirement) are included in the 2016-2019 Coordinated Plan, and therefore, are eligible for a grant award by the Federal Transit Administration (or other by other funding agencies, as applicable).

Metro, as the Designated Recipient of federal JARC, New Freedom, and Section 5310 funds in urbanized areas of Los Angeles County, will conduct competitive solicitations for proposals to select projects for funding. Metro will also allocate Section 5310 funds to Access Services to support complementary paratransit services required by the Americans with Disabilities Act of 1990. Metro will also prepare and submit grant applications to the Federal Transit Administration on behalf of all agencies approved by the Metro Board of Directors to receive a Section 5310 funding award, and as applicable, on behalf of agencies selected to receive a funding award from the JARC, New Freedom, or other federal programs.



Board Report

File #: 2015-0995, File Type: Program

Agenda Number: 22.

**PLANNING AND PROGRAMMING COMMITTEE
JULY 15, 2015**
SUBJECT: METRO COUNTYWIDE BIKESHARE**ACTION: RECEIVE AND FILE****RECOMMENDATION**

PLANNING AND PROGRAMMING COMMITTEE FORWARDED WITHOUT RECOMMENDATION receiving and filing potential financial impacts of June 2015 Item 14 Board motions on **Metro Countywide Bikeshare**.

ISSUE

At the June 25, 2015 meeting, the Board adopted the Regional Bikeshare Implementation Plan (Plan) for Los Angeles County and awarded a two-year contract to Bicycle Transit Systems, Inc. (BTS) for the equipment, installation and operations of the Metro Countywide Bikeshare Phase 1 Pilot in downtown Los Angeles (Pilot). During the discussion period, several motions (Attachment A) were introduced as they relate to regional interoperability and expediting the implementation of the expansion communities. Portions of these amendments were referred to in an omnibus motion put forward by the Chair and approved by the Board. The specifics of the omnibus motion were not clear to staff. The following summarizes the potential financial impacts of the motions as expressed at the June meeting.

DISCUSSION**Motion by Directors Butts, Dubois, Knabe and Najarian**

At the June 2015 meeting, Directors Butts, Dubois, Knabe and Najarian introduced Motion Item 14 addressing regional interoperability and funding (Attachment A-1). The following addresses the potential financial impact of some of the provisions included within the motion.

“3) Do not require cities receiving any grant funds (such as Metro’s Call for Projects or operating subsidies) to use Metro’s chosen bicycle technology.

Allow cities the discretion to choose the most cost-effective and locally-appropriate technology between BTS/BCycle and CH/SoBi; two systems selected through a competitive process with vendor contracts executed prior to Metro’s NTP.”

Potential Financial Impact: The 2015 Call for Projects (CFP) Preliminary Recommendations

includes three bikeshare projects for Metro funding. The City of Pasadena is recommended to receive \$1,527,416, City of West Hollywood is recommended to receive \$510,500 and the City of Beverly Hills is recommended to receive \$412,731. These amounts reflect only Metro's discretionary allocation and is not inclusive of each city's local match. In total, Metro would award \$2,450,647.

Cities that applied under the 2015 call were evaluated with the understanding that they would become a part of Metro's Countywide system. The CFP application specified that "Bikeshare programs must have interoperability and interchangeability with the Regional Bikeshare System. The program should strive to utilize the same products and services used by the Regional Bikeshare System. " In addition, the cities that submitted for CFP funding based their project costs and allocation requests on numbers indicated in the Metro Plan. Staff's evaluation and related scoring reflects the assumption that these cities would join Metro's system. A decision to join another vendor calls into question their evaluation scores and funding amounts.

Funding cities to select a bikeshare vendor other than Metro's may lead to two or more different systems. Multiple vendors further jeopardizes the likelihood of achieving interoperability, increases economic inefficiencies, requires duplication of bikeshare stations in overlapping service areas and risks the user experience. The full cost of addressing interoperability is unknown at this point, however it is anticipated that costs would increase depending on how many systems would need to be integrated. Staff will return to the Board with cost information.

"4) Recognize that cities must make sound business decisions in order to afford providing on-going bike share operations, even when fully committed to regional integration.

- a. Allow cities to pursue other revenue sources and retain the option for primary sponsorship, and be identified with the regional system in an alternative way."

Potential Financial Impact: a. In an effort to ensure Metro's Bikeshare system is financially sustainable and fiscally responsible, the January 2015 Receive and File (Attachment D) presented to the Board noted that as part of Metro's business structure, Metro would retain on-bike title sponsorship and reserve the right to sell to sponsor(s) as a source of Metro's funding commitment. Title sponsorship is the only source of revenue available to Metro that would allow us to fulfill our funding commitment of providing cities with ongoing capital and O&M support. Failure to retain title sponsorship would risk Metro's funding commitment, make the program financially unsustainable, reduce the opportunity to expand the system to other communities and may require the use of already strained local revenues used to fund rail and bus operations.

Additionally, Metro is best positioned to secure and manage a regional bikeshare title sponsor since Metro has an existing regional advertising contract that we can utilize for bikeshare. The experience and resources leveraged by Metro in this arena will prove to be an essential asset towards securing a regional long-term lucrative title sponsorship.

As the bikeshare market in Los Angeles County is yet untested, it is unclear what the

region's revenue potential may be. However, an average of other system title sponsorships, including Denver Bcycle, Minneapolis Nice Ride, New York CitiBike and Philadelphia Indego shows an average of title sponsorship revenue of approximately \$2 million per year based on a system of 1000+ bicycles. Retaining and selling the title sponsorship as a regional package may also be the most lucrative approach and would further secure Metro's ability to continue to invest in communities by sustaining and expanding bikeshare.

Retaining a steady source of revenue via a title sponsor, allows Metro to continue to invest in the bikeshare program, and sustain and expand the program to other communities. Under the terms of the MOU being negotiated with the City of Los Angeles, the City has agreed to this provision, and the agreement permits allocation of excess title sponsorship revenues to local partners once the Metro cost have been covered. Allowing local communities to seek their own title sponsorship would eliminate or severely reduce the funds available to Metro by as much as \$2 million per year.

"6) Accept Metro's responsibility for collecting and sharing data from all system owners, and funding technology upgrades necessary to facilitate that sharing of information for the purposes of regional integration."

Potential Financial Impact: Meeting these interoperability objectives will be complex and require staff and financial resources. And is dependent upon cooperation of Santa Monica and Long Beach vendors. As the full cost of achieving this has not been finalized, staff will return to the Board at the appropriate time with a cost estimate.

Motion by Director Ridley-Thomas

At the June 2015 meeting, Director Ridley-Thomas introduced a motion directing staff to include the Exposition/Vermont station area as part of the pilot effort (Attachment A-2).

Potential Financial Impact: The downtown Los Angeles Pilot includes stations that are adjacent to the Exposition/Vermont station. As such, including a station at the Exposition/Vermont station fits within the parameters of the Pilot and can be absorbed as one of the 65 station locations at no additional cost.

Motion by Directors Bonin and Kuehl

At the June 2015 meeting, Directors Bonin and Kuehl introduced a motion directing staff to accelerate bikeshare implementation (Attachment A-3). The motion which directs staff to compress a six-year bikeshare expansion program into two years, thereby launching all five phases by 2017 aims to ensure interoperability by not delaying roll out and reducing the risk of cities opting-out of Metro's system. Furthermore, in addition to expediting Venice's implementation, the motion also calls for the inclusion of the Playa Vista community.

Potential Financial Impact: Accelerating a six-year program into two years will be a labor intensive goal to achieve and will require additional staffing resources. Coordination with the City

of Los Angeles for the Pilot, oversight of the BTS contract and day-to-day administration of the program is requiring approximately two full time employees. With the award of contract to BTS, staff will now shift into implementation phase. As a nine-month roll out for the Pilot is contingent on several critical path items, amongst several other tasks, staff will be focused on coordinating with the City of Los Angeles on finalizing station locations and permitting processes, securing a title sponsor, working with the Bikeshare cities on identifying a recommended fare structure, and addressing interoperability objectives.

Moving towards an expedited implementation will require that staff engage each of the nine communities and at a minimum, conduct preliminary station siting, provide technical assistance to each city in regards to their respective permitting process and intra-departmental coordination and facilitate the implementation of bicycle infrastructure that will support the use of bikeshare and pursue grant funding in partnership with each city.

In response to Director Solis' interest of studying the feasibility of having a bikeshare network in Boyle Heights, particularly at the Mariachi Plaza station area and other communities within the San Gabriel Valley, staff would need to carry out preliminary station siting, develop the financial plan and work with the local jurisdiction to identify funding for a network in Boyle Heights. Staff will also reach out to the San Gabriel Valley cities through the Council of Government as we proceed with identifying bikeshare ready communities in the sub-region.

Pending Board resolution of the Amendments, staff will return with a proposed staffing plan to meet the Board's requirements.

In addition, conducting new feasibility studies and station siting for an accelerated launch will also require that staff modify the existing Implementation Plan contract. It is anticipated that the cost of this additional work would not exceed \$200,000.

The capital and annual operating cost of implementing all five phases, including interested Westside cities for a total of 4,012 bicycles and 269 stations is currently proposed to cost approximately \$22 million and \$13.5 million annually, respectively. As this cost reflects a later year launch with associated escalation rates, staff would engage BTS in renegotiating an expedited launch. In line with Motion 58, Metro's funding commitment would be approximately \$11 million for the capital commitment and \$4.7 million annually for O&M. The ability to quickly expand the system will also require the local communities to identify and commit capital and operating funding that will need to be accelerated and enter into an MOU with Metro. Attachment B includes each participating city's financial obligation.

To date, Metro has secured \$2.9 million for the Metro capital cost of the downtown Los Angeles Pilot, leaving approximately \$8.2 million to be found as Metro's capital cost for balances of the five phases identified in the capital plan. In partnership with the City of Pasadena and the City of Los Angeles, two ATP applications have been submitted. The City of Pasadena request is in the amount of \$5.171 million to cover capital and some

operating costs and the City of Los Angeles expansion to South Los Angeles and South downtown Los Angeles is in the amount of \$2.805 million for capital costs. We anticipate learning of funding awards in the fall.

It is anticipated that user fees and sponsorship revenue will cover a portion, but not all of the annual operating cost. It is anticipated that a combination of user fees and title sponsorship may reduce Metro's funding responsibility.

In response to Director Kuehl's interest of Metro conducting an evaluation of the bikeshare systems operating in Los Angeles County after an initial operating period, staff would contract a consultant to at a minimum evaluate the experience of the respective agency working with their respective vendors, the ability to meet performance criteria including bicycle distribution, removal and replacement of inoperable bicycles and system cleanliness, conduct a customer satisfaction survey, evaluate impact of bike share on businesses near bike share stations and evaluate fare structure. It is anticipated that this evaluation study would not exceed \$150,000.

DETERMINATION OF SAFETY IMPACT

The Countywide Bikeshare Phase 1 Pilot will not have any adverse safety impacts on our employees and patrons.

FINANCIAL IMPACT

The cost of implementing all five phases is currently a one-time capital cost of \$22 million and O&M is \$13.5 million annually. As this cost reflects a later year launch with associated escalation rates, staff would engage BTS in renegotiating an expedited launch. In line with Motion 58, Metro's funding commitment would be approximately \$11 million for the capital commitment and \$4.7 million annually for O&M. Of this amount, \$2.9 million has been secured for the Metro capital cost of the downtown Los Angeles Pilot, leaving approximately \$8.2 million to be found as Metro's capital cost for balances of the five phases identified in the capital plan. Staff is pursuing additional grant funds through the ATP program. However, funding awards will not be known until fall.

It is anticipated that user fees and sponsorship revenue would cover a portion, but not all of the annual operating cost. It is anticipated that a combination of user fees and title sponsorship may reduce Metro's funding responsibility.

Metro would need to work with interested cities in identifying grant funds and confirming their capital and O&M commitment. Staff will return to the Board once each city has confirmed funding and an MOU has been executed with a recommended funding source (s).

Impact to Budget

The additional funds needed for the accelerated implementation plan would be Proposition A, C and TDA Administration, which is not eligible for bus/rail operating or capital expense.

NEXT STEPS

Staff will engage the Bikeshare communities and begin to meet on a monthly basis. Staff will return to the Metro Board in September with an oral report on progress made.

ATTACHMENTS

Attachment A-1 - June 2015 Amendment by Directors Butts, Dubois, Knabe, Najarian

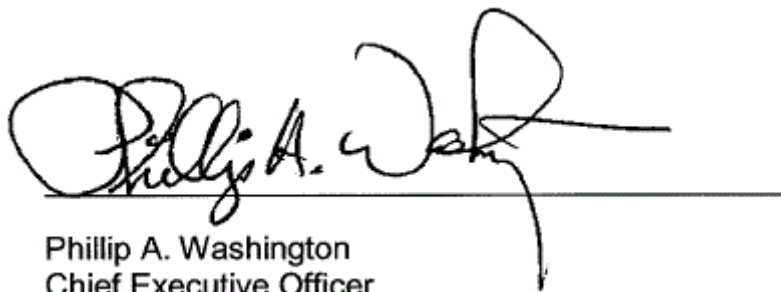
Attachment A-2 - June 2015 Motion by Director Ridley-Thomas

Attachment A-3 - June 2015 Motion by Directors Bonin and Kuehl

Attachment B - Countywide Bikeshare Expansion Cost

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Phillip A. Washington
Chief Executive Officer

June 25, 2015

Amendment to Item No 14**by****Directors Butts, Dubois, Knabe and Najarian**

The item before this Board is to approve a two year “pilot program” in downtown Los Angeles to test the feasibility of a Countywide Bikeshare system and the adoption of the Regional Bikeshare Implementation Plan for Los Angeles County.

By definition, a pilot program is used to test the design of the full-scale envisioned program which then can be subsequently adjusted. In the case of Metro Bikeshare, the cities of Santa Monica and Long Beach, as well as probably Beverly Hills and West Hollywood, are offering a parallel opportunity to further test variations of the proposed Metro business model using alternative Bikeshare technology.

Contained within the Bike Share Implementation Plan recommendation are a number of still unresolved areas such as Interoperability Objectives, fare structures and sponsorship management and revenue distribution where Metro is envisioned as the “single-point.. lead agency...that will manage and procure a robust bicycle share program...” on a countywide regional basis. We believe it is premature for the Board to adopt this singular agency approach, a concern that has been echoed in letters from the City Managers of Beverly Hills, Santa Monica, Culver City and West Hollywood and Assemblymember Richard Bloom. If the acceptance by small cities of Metro’s proposed terms is imposed as a condition of regional participation, we fear it is unlikely that the Los Angeles county region will successfully achieve the development of a user-friendly, integrated system.

Instead, we believe the most constructive path is to continue to further involve the cities in the resolution of outstanding issues presented in the Plan through regular monthly meetings, accompanied by monthly oral reports by Metro staff to the Planning and Programming Committee, and for a willingness on all sides to make concessions on these matters in an effort to resolve the concerns expressed by the participating cities.

This is an historic moment for Metro and the cities to embark on a pilot program with the City of Los Angeles in Phase 1 and Pasadena in Phase 2 and to support a growing, successful and integrated bike share system in the Westside cities and Long Beach, and eventually throughout all of Los Angeles County.

We, Therefore, Move that the Board Approve the staff Recommendations contained in Sections B and C and proceed with the recommended Countywide Bikeshare Phase 1 Pilot.

We Further Move that the Board continue the adoption of the **Regional Bikeshare Implementation Plan for Los Angeles County** as described in Section A for a period of five (5) months as follows:

Coordinate a monthly meeting, beginning in July, 2015 with the cities of Long Beach, Santa Monica, Beverly Hills, West Hollywood, Culver City, Pasadena and City of Los Angeles in an effort to reconcile and incorporate the principles outlined below (and in the letter from the city managers) for inclusion in the Regional Bikeshare Implementation Plan for Los Angeles County.

- a. Report back with an oral report to the Planning and Programming Committee on a monthly basis beginning in September, 2015; and
 - b. Return to the Board in the November/December, 2015 cycle with a revised Regional Bikeshare Implementation Plan for Los Angeles County reflecting the progress towards resolution and incorporation of the principles described below.
- 1) Recognize the right for cities to operate independently while still being part of a regional system. Cities need to be able to make choices that best fit their needs without being excluded from the option of participating in a regional system.
 - 2) Acknowledge that bike share systems are already being developed by several cities in collaboration with Metro, and facilitate those systems as part of a regional system, rather than being viewed as in competition with Metro, and without imposing a singular model.
 - 3) Do not require cities receiving any grant funds (such as Metro's Call for Projects or operating subsidies) to use Metro's chosen bicycle technology.
 - a. Allow cities the discretion to choose the most cost-effective and locally-appropriate technology between BTS/BCycle and CH/SoBi; two systems selected through a competitive process with vendor contracts executed prior to Metro's NTP.
 - 4) Recognize that cities must make sound business decisions in order to afford providing on-going bike share operations, even when fully committed to regional integration.
 - a. Allow cities to pursue other revenue sources and retain the option for primary sponsorship, and be identified with the regional system in an alternative way.
 - b. Require revenue decisions, including membership and fare structures, to be established in a cooperative, fair and equal decision-making process with local cities. Recognize the need to coordinate with existing revenue structures.

- 5) Create a decision-making structure for day-to-day countywide bike share oversight and collaboration that represents all system owners, similar to governance structures established for Arlington, Virginia/D.C. bike share.
- 6) Accept Metro's responsibility for collecting and sharing data from all system owners, and funding technology upgrades necessary to facilitate that sharing of information for the purposes of regional integration.

INCLUSION OF EXPOSITION/VERMONT STATION HUB IN BIKESHARE PILOT

Motion by Director Ridley-Thomas

June 25, 2015

The Metro Countywide Bikeshare Program will undoubtedly provide increased accessibility and connectivity to our public transit system, while also furthering our goals to reduce vehicle miles travels and improve the livability of the region. Downtown Los Angeles is an ideal location to pilot this effort, given the density, diverse work centers, thriving academic institutions and number of residential units.

While the pilot phase includes a significant number of hubs throughout Downtown Los Angeles and outlying areas, a hub at the Exposition/Vermont Station is not included. A hub at this location would create a significant resource for the surrounding low-income residential communities, facilitate improved access to the significant network of local, Rapids and DASH bus lines at that intersection, as well as improve connections to the Exposition Line, Exposition Park and the University of Southern California. Additional study is merited to determine whether to include this location as part of the pilot project.

I Therefore Move that the Metro Board of Directors:

Direct the Chief Executive Officer to assess the feasibility of including the Exposition/Vermont Station as one of the hubs for the Metro Countywide Bikeshare Downtown Los Angeles Pilot Program and report back to the Board of Directors in writing by September 2015 with his recommendation.

MOTION TO ACCELERATE BIKESHARE IMPLEMENTATION

Director Bonin and Director Kuehl

The Metro Board has made clear its desire for regional interoperability of any bikeshare program that it authorizes for implementation. We believe that intelligent transportation systems and integration of various components of transportation technology can provide a seamless user experience across multiple transportation modes. That is our goal.

Metro staff recommends implementation of a two-year pilot bikeshare program using vendor BTS beginning in 2015 in Downtown LA, and further recommends implementation of four additional phases in areas outside of Downtown starting in 2017 and ending in 2021. A six-year wait for bike share in communities with a large population of cyclists and active transportation makes little sense and encourages other communities to opt-out of the Metro system, undermining efforts at interoperability.

Additionally, With the opening of Expo Line in 2016, and with the need for greater first-mile/last-mile opportunities, it makes sense to accelerate implementation of bike share on the Westside of Los Angeles including the bike-ready areas of Venice and Playa Vista. Possible funding sources for acceleration include title sponsorships.

WE, THEREFORE, MOVE THAT THE METRO BOARD:

Instruct the CEO to direct staff to explore funding sources, including title sponsorships, that would accelerate the rollout of all five phases of bikeshare so that implementation is accomplished no later than 2017, and to include both Venice and Playa Vista in the phasing list for the Westside.

Accelerated Bikeshare Plan Costs

City	Bikes	Stations	Capital*		O&M *		Community
			Total	50% Share	Annual	65% Share	
Beverly Hills	72	5	\$420,428	\$210,214	\$270,000	\$175,500	Westside
Culver City	144	10	\$840,856	\$420,428	\$540,000	\$351,000	Expo Line
Huntington Park	144	10	\$840,856	\$420,428	\$540,000	\$351,000	South LA
Los Angeles	1,090	65	\$5,806,034	\$2,903,017	\$3,201,330	\$2,080,865	DTLA
Los Angeles	936	65	\$5,145,040	\$2,572,520	\$3,119,688	\$2,027,797	Expo / Central / University Park
Los Angeles	605	42	\$3,423,036	\$1,711,518	\$2,024,870	\$1,316,166	Metro Red Line Corridor
Los Angeles	144	10	\$840,856	\$420,428	\$540,000	\$351,000	SFV - Noho
Los Angeles	101	7	\$588,599	\$294,299	\$378,000	\$245,700	Venice & Marina Del Rey
TOTAL - Los Angeles				<u>\$7,901,782</u>		<u>\$6,021,527</u>	
Los Angeles County	144	10	\$840,856	\$420,428	\$540,000	\$351,000	East LA
Pasadena	490	34	\$2,618,574	\$1,309,287	\$1,771,350	\$1,151,378	Pasadena
West Hollywood	158	11	\$896,509	\$448,255	\$530,323	\$344,710	Metro Red Line Corridor
TOTAL	4,028	269	\$22,261,643		\$13,455,562		

Metro Share 50% capital / 35% O&M \$11,130,821 \$4,709,447
Cities Share 50% capital / 65% O&M \$11,130,821 \$8,746,115

* Costs based on BTS Original 5 phase proposal implemented by FY21. A Board directed accelerated schedule would require renegotiations with BTS.

**Board Report**

File #: 2015-0809, **File Type:** Contract**Agenda Number:** 26.

**REVISED
PLANNING AND PROGRAMMING COMMITTEE
JULY 15, 2015****SUBJECT: AIRPORT METRO CONNECTOR 96th STREET TRANSIT STATION****ACTION: AWARD CONTRACT****RECOMMENDATION**

PLANNING AND PROGRAMMING COMMITTEE FORWARDED WITHOUT RECOMMENDATION DUE TO ABSENCES AND CONFLICTS authorizing the Chief Executive Officer (CEO) to:

- A. award a seven-year cost-plus-fixed fee Contract No. PS298340011486 (RFP No. PS11486), to Gruen Associates for the **Airport Metro Connector (AMC) 96th Street Transit Station** for a not-to-exceed amount of \$17,789,897 for architectural and engineering services to design the AMC 96th Street Transit Station and provide design support services during construction; and
- B. approve Contract Modification Authority specific to Contract No. PS298340011486 in the amount of \$3,557,979 to cover the cost of any unforeseen issues that may arise during the course of the contract.

ISSUE

On June 26, 2014, the Board approved adding a new transit station at 96th Street to the Crenshaw/LAX Transit Corridor as the preferred alternative for the AMC project. The new Metro station is planned to connect with the future Automated People Mover (APM) system, to be built and operated by the Los Angeles World Airports (LAWA). The APM will provide direct service to and from the terminal area at Los Angeles International Airport (LAX). At the same June 2014 meeting, the Board directed staff to procure a qualified architectural firm to design the new Metro station and provided some design guidelines to be coordinated with LAWA. Attachment B contains the June 2014 Board Motion.

In February 2015, Metro released Request for Proposals (RFP) PS11486 seeking architectural and engineering services to design the AMC Transit Station. Staff is requesting Board authorization to award the design contract for the AMC 96th Street Transit Station.

BACKGROUND

In parallel with the procurement activities for the design contractor, staff has worked with internal and external stakeholders to better define the various transit operations planned for the new Metro station and how those operations influence the design of the intermodal transit facility. In addition to meetings with Metro Rail and Bus Operations, staff met with local municipal bus operators, including LAWA, to gather input on the design and operation of the planned bus facility.

In response to the Board directed design guidelines for the new station, staff met with Metro departments to gather initial input on the services, amenities and ancillary space that may be needed on the planned station site and within the transit facilities. With a preliminary list of Metro requirements, staff continues to work with LAWA to identify airport-specific functions and amenities that may share space at the new Metro station. This programming of station elements will be advanced as part of the environmental review and design processes.

Project Site and Components

The AMC 96th Street Transit Station project area is generally bounded by Manchester Avenue on the north, Aviation Boulevard to the east, Century Boulevard to the south and Bellanca Avenue to the west. Attachment C contains the AMC Project Map. The station is envisioned to include an at-grade light rail station that is served by the Crenshaw/LAX and Metro Green lines; a new bus plaza sized to accommodate bus terminal and layover functions for Metro buses as well as municipal bus operators that serve the LAX area; private vehicle pick-up/drop-off area; bicycle station; pedestrian amenities, including clear signage and passenger information; and an enclosed transit center/terminal building that connects the at-grade transit services with LAWA's aerial APM station. The recommended firm is tasked with developing the conceptual design for all station elements and advancing that design to construction documents. During construction of the AMC transit station, the firm shall also provide design support services to the construction contractor.

Design Coordination

The design for the AMC 96th Street Transit Station will require extensive coordination with LAWA during the environmental review, design and construction phases for the LAX Landside Access Modernization Program, with particular focus on integration with LAWA's APM system. The design team will also coordinate with Metro's environmental consultant team preparing the environmental impact analysis and mitigation requirements for the AMC 96th Street Transit Station. Other additional design activities include coordination with the Crenshaw/LAX project during construction of the new light rail corridor and maintenance facility as well as consultation with third party entities during development, review and/or approval of design documents.

DETERMINATION OF SAFETY IMPACT

Award of contract will have no adverse impacts to the safety of our customers and/or employees.

FINANCIAL IMPACT

The FY16 budget includes \$3,490,000 for the AMC project in Cost Center 4350 (Transit Corridors-Westside), Project 460303 (Airport Metro Connector). Since this is a multi-year contract, the cost center manager and Chief Planning Officer will be responsible for budgeting funds in future years.

Impact to Budget

The source of funds is Measure R Transit Capital 35% and federal funds. No other sources of funds were considered because these funds are designated for the Airport Metro Connector project. These funds are not available for use on bus and rail capital or operations.

ALTERNATIVES CONSIDERED

Postponing the contract award is not recommended as design coordination with LAWA and the Crenshaw/LAX project is ongoing and increasing in detail and complexity. Additionally, this would not be consistent with prior Board direction to hire the architectural and design services for this transit station.

NEXT STEPS

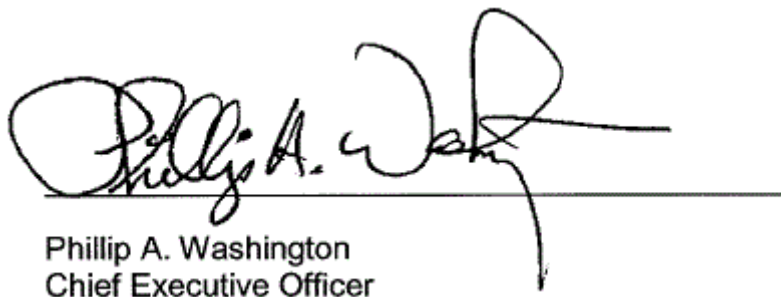
Upon approval, staff will execute the contract and issue a Notice to Proceed to initiate the design work.

ATTACHMENTS

- Attachment A - Procurement Summary
- Attachment B - June 2014 Board Motion
- Attachment C - AMC Project Map

Prepared by: Cory Zelmer, Transportation Planning Manager, (213) 922-1079
Renee Berlin, Managing Executive Officer, (213) 922-3035

Reviewed by: Martha Welborne, FAIA, Chief Planning Officer, (213) 922-7267
Ivan Page, Interim Executive Director, (213) 922-6383



Phillip A. Washington
Chief Executive Officer

PROCUREMENT SUMMARY

AIRPORT METRO CONNECTOR 96th STREET TRANSIT STATION

1.	Contract Number: PS298340011486 (RFP No. PS11486)	
2.	Recommended Vendor: Gruen Associates	
3.	Type of Procurement (check one): <input type="checkbox"/> IFB <input type="checkbox"/> RFP <input checked="" type="checkbox"/> RFP-A&E <input type="checkbox"/> Non-Competitive <input type="checkbox"/> Modification <input type="checkbox"/> Task Order	
4.	Procurement Dates:	
	A. Issued: February 2, 2015	
	B. Advertised/Publicized: February 2, 2015	
	C. Pre-proposal Conference: February 10, 2015	
	D. Proposals Due: March 13, 2015	
	E. Pre-Qualification Completed: May 20, 2015	
	F. Conflict of Interest Form Submitted to Ethics: March 18, 2015	
	G. Protest Period End Date: July 22, 2015	
5.	Solicitations Picked up/Downloaded: 191	Proposals Received: 7
6.	Contract Administrator: Lily Lopez	Telephone Number: (213) 922-4639
7.	Project Manager: Cory Zelmer	Telephone Number: (213) 922-1079

A. Procurement Background

This Board Action is to approve Contract No. PS298340011486 (RFP No. PS11486) for Architectural and Engineering (A&E) services to design the Airport Metro Connector (AMC) 96th Street Transit Station. The project will be implemented in three (3) phases for a term of seven (7) years as follows:

- Phase 1: Conceptual Design and Schematic Design (approximately 18 months).
- Phase 2: Design Development and Construction Documents (approximately 24 months).
- Phase 3: Bid and Design Support during Construction (approximately 42 months).

The RFP was issued in accordance with Metro's Acquisition Policy and Procedure Manual and the contract type is cost plus fixed fee. This solicitation is exempt from the Small Business Set-Aside Program guidelines. Therefore, the contract may be awarded to a non-SBE firm.

Three (3) amendments were issued during the solicitation phase of this RFP:

- Amendment No. 1, issued on February 17, 2015, provided documents related to the Pre-Proposal conference convened on February 10, 2015, revisions to the evaluation criteria, responses to questions received and extended the proposal due date;

- Amendment No. 2, issued on February 20, 2015, provided responses to questions received and supplemental reference material;
- Amendment No. 3, issued on March 2, 2015, provided responses to questions received.

A pre-proposal conference was held on February 10, 2015, attended by one hundred and ten (110) participants representing sixty-six (66) firms. Thirty (35) questions were asked during the pre-proposal conference and an additional twenty-six (26) questions were asked during the solicitation phase.

One hundred ninety-one (191) firms downloaded the RFP and were included in the planholders list. A total of seven (7) proposals were received on March 13, 2015.

B. Evaluation of Proposals

A Proposal Evaluation Team (PET) consisting of staff from Metro’s Countywide Planning and Development, Metro’s Engineering and Construction and LAWA was convened and conducted a comprehensive technical evaluation of the proposals received.

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

- | | |
|--|-----|
| • Degree of Skills and Experience of Team | 25% |
| • Experience and Capabilities of Personnel of the Team | 20% |
| • Effectiveness of Team Management Plan | 20% |
| • Understanding of Work and Appropriateness of Approach for Implementation | 35% |

The evaluation criteria are appropriate and consistent with criteria developed for similar A&E procurements. Several factors were considered when developing these weights, giving the greatest importance to the understanding of work and appropriateness of approach for implementation. The PET evaluated the proposals according to the pre-established evaluation criteria.

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

During the week of April 2, 2015, the PET completed its independent evaluation of the seven (7) proposals received and determined that four (4) were deemed the most highly qualified to provide the services required. The four (4) firms within the competitive range are listed below in alphabetical order:

1. Gensler
2. Gruen Associates (Gruen)
3. Hellmuth, Obata, & Kassabaum, Inc. (HOK)
4. RNL Interplan, Inc. (RNL)

Three (3) firms, Anil Verma Associates, Inc., Michael Maltzan Architecture and McKissack & McKissack Midwest, Inc. were determined to be outside the competitive range and were not included for further consideration as proposals did

not demonstrate having the required experience on transit/multi-modal projects similar in scale.

After evaluations of the written proposals, the PET determined that oral presentations by the four firms deemed to be the most qualified were required. During the week of April 6, 2015, the firms were scheduled for oral presentations. The firms' project managers and key team members had an opportunity to present each team's qualifications and respond to the PET's questions. In general, each team addressed the requirements of the RFP, experience with all aspects of the required scope, and stressed each firm's commitment to the success of the project. Each team was asked questions relative to each firm's proposed staffing plans, perceived project issues, implementation of similar projects and previous experience.

The final scoring, after the oral presentations, determined Gruen to be the most qualified firm.

Qualifications of the Recommended Firm

Gruen has experience in designing transportation facilities in Los Angeles and is partnered with Grimshaw, an architectural firm with extensive experience in designing complex multi-modal transportation centers throughout the world. The team demonstrated a strong understanding of the Statement of Work and their team's ability to perform. Gruen offered strong project management with widespread experience in managing complex design assignments with sub-consultants.

Following is a summary of the PET scores:

1	Firm	Average Score	Factor Weight	Weighted Average Score	Rank
2	Gruen				
3	Degree of Skills and Experience of Team	93.00	25.00%	23.25	
4	Experience and Capabilities of Personnel of the Team	92.44	20.00%	18.49	
5	Effectiveness of Team Management Plan	85.20	20.00%	17.04	
6	Understanding of Work and Appropriateness of Approach for Implementation	91.60	35.00%	32.06	
7	Total		100.00%	90.84	1
8	HOK				
9	Degree of Skills and Experience of Team	90.40	25.00%	22.60	
10	Experience and Capabilities of Personnel of the Team	90.40	20.00%	18.08	
11	Effectiveness of Team Management Plan	88.80	20.00%	17.76	

12	Understanding of Work and Appropriateness of Approach for Implementation	89.80	35.00%	31.43	
13	Total		100.00%	89.87	2
14	Gensler				
15	Degree of Skills and Experience of Team	90.20	25.00%	22.55	
16	Experience and Capabilities of Personnel of the Team	84.60	20.00%	16.92	
17	Effectiveness of Team Management Plan	91.20	20.00%	18.24	
18	Understanding of Work and Appropriateness of Approach for Implementation	90.20	35.00%	31.57	
19	Total		100.00%	89.28	3
20	RNL				
21	Degree of Skills and Experience of Team	85.00	25.00%	21.25	
22	Experience and Capabilities of Personnel of the Team	84.20	20.00%	16.84	
23	Effectiveness of Team Management Plan	85.40	20.00%	17.08	
24	Understanding of Work and Appropriateness of Approach for Implementation	88.80	35.00%	31.08	
25	Total		100.00%	86.25	4

C. Cost Analysis

The recommended price of \$17,789,897 has been determined to be fair and reasonable based upon Metro's Management and Audit Services Department (MASD) audit findings, an independent cost estimate (ICE), a Project Manager's technical analysis, a cost analysis, fact finding, and negotiations.

	Proposer Name	Proposal Amount	Metro ICE	Negotiated
1.	Gruen	\$35,327,410	\$24,548,141	\$17,789,897

D. Background on Recommended Contractor

The recommended firm, Gruen, headquartered in Los Angeles, has been in business since 1946 and is a planning and architecture firm. Gruen will be the prime contractor for the design the AMC 96th Street Transit Station in collaboration with Grimshaw Architects (Grimshaw). Gruen will be the project manager and contractual leader for the team. Gruen's Metro key projects include: Union Station Master Plan, Mid-City Exposition Corridor Light Rail Transit Project, and Metro Canoga Orange Line Extension.

Gruen will subcontract the architectural design lead tasks to Grimshaw as the firm has experience in providing complete architectural service, from master planning, feasibility studies, and planning applications through construction and inspections on site. The firm's specialty is designing urban intermodal transit projects through the undertaking of strategic studies, comprehensive transit oriented master planning, and the execution of award-winning transit buildings. Their designs are characterized by structural legibility, innovation and rigorous approach to detailing. Grimshaw, founded in London in 1980, operates from four offices worldwide and will draw from an international base of research and project experience.

E. Small Business Participation

The Diversity & Economic Opportunity Department (DEOD) established a 20% Race Conscious Disadvantaged Business Enterprise (DBE) goal for this solicitation. Gruen Associates exceeded the goal by making a 22.71% RC DBE commitment and a 4.0% Race Neutral (RN) DBE commitment.

DBE	20% DBE	DBE	22.71% DBE
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	DBE Subcontractors	Ethnicity	% Commitment
1.	JC Engineering	Hispanic	1.64% 2.70%
2.	Innovative Engineering Group	Asian Pacific	5.01% 7.90%
3.	BA , Inc	African American	1.74% 3.20%
4.	DRC	Hispanic	1.31% 2.20%
5.	FLP	Asian Pacific	0.68% 1.21%
6.	Bobby Knox Architects	African American	0.29% 0.40%
7.	Diaz Yourman Associates	Hispanic	0.41% 0.70%
8.	Coast Survey	Hispanic	0.20% 0.40%
9.	SKA Design	Hispanic	0.18% 0.40%
10.	The Robert Group	African American	1.16% 1.70%
11.	Soteria	Hispanic	1.24% 1.70%
12.	Land Econ Group	Asian Pacific	0.14% 0.20%
	Total Commitment		22.71%

Race Neutral DBE Commitment		4.00% RN DBE	
	DBE Subcontractor	Ethnicity	% Commitment
1	Lenax	Non- Minority Female	4.00%
	Total Commitment		4.00%

F. Living Wage and Service Contract Worker Retention Policy Applicability

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

G. Prevailing Wages

Prevailing wage is applicable to portions of this contract.

H. All Subcontractors Included with Recommended Contractor’s Proposal

	Subcontractor	Services Provided
1.	Arup North America, Ltd.	Structural Engineering, Pedestrian Flow Modeling (Building), Fire/Life Safety, Lighting, Acoustics, Façades, Communications, Security, LEED/Sustainability/Energy Modeling
2.	BA, Inc.	Drainage and Grading/SWPPP
3.	Bobby Knox Architects	Develop Specifications
4.	Coast Surveying, Inc.	Survey
5.	Diaz Yourman Associates	Geotechnical
6.	DR Consultants & Designers	Dry Utilities
7.	Fehr & Peers	Transportation Planning/Modeling
8.	FPL and Associates, Inc.	Off-Site Civil
9.	Grimshaw Architects	Design Architect
10.	Hatch Mott MacDonald	Rail Engineering, Site Civil, Site Utilities
11.	Innovative Engineering Group	MEP Engineers
12.	JCE Structural Engineering Group, Inc.	Associate Structural
13.	Land Econ Group	Economic Consultant
14.	Lenax Construction Services, Inc.	Cost Estimating
15.	SKA Design	Environmental Graphics
16.	Solteria	Safety Certification Plan
17.	Syska Hennessy Group, Inc.	Vertical Transportation
18.	The Robert Group	Outreach

MOTION BY:

MAYOR ERIC GARCETTI, COUNCILMEMBER MIKE BONIN, SUPERVISOR DON KNABE & SUPERVISOR MARK RIDLEY-THOMAS AS AMENDED BY COUNCILMEMBER JOHN FASANA

MTA Board Meeting

June 26, 2014

Creating a State of the Art LAX Airport Metro Connector at 96th Street

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.

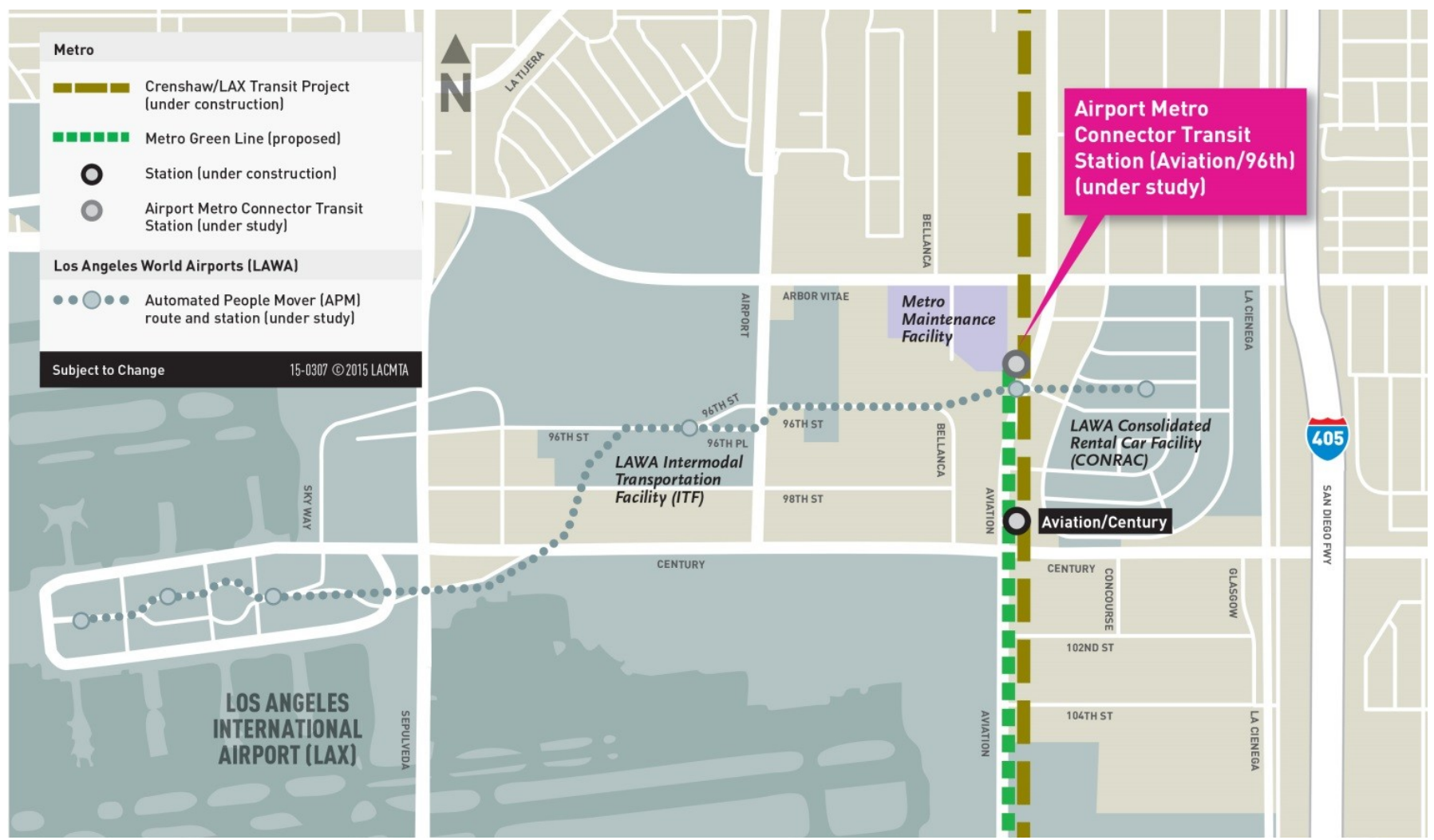
The 96th Street Station can be the new "front door" to LAX for transit riders, and MTA and LAWA should work together and think imaginatively to meet and exceed the needs of the traveling public, and create a robust, visionary transit facility.

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.

AMC Project Map





Board Report

File #: 2015-0706, File Type: Contract

Agenda Number: 27.

PLANNING AND PROGRAMMING COMMITTEE JULY 15, 2015

SUBJECT: EASTSIDE TRANSIT CORRIDOR PHASE 2

ACTION: APPROVE CONTRACT MODIFICATIONS

RECOMMENDATION

PLANNING AND PROGRAMMING COMMITTEE RECOMMENDED AS AMENDED (3-0) authorizing the Chief Executive Officer to:

- A. execute Contract Modification No. 12 for Contract No. PS4320-2003, **Metro Eastside Transit Corridor Phase 2 Project Alternatives Analysis, Environmental Clearance and Conceptual Engineering Consultant Services, with CDM Smith/AECOM**, Joint Venture, in the amount of \$2,898,336 to address post-Draft Environmental Impact Statement/Draft Environmental Impact Report (DEIS/EIR) Cooperating Agency comments and investigate refinements as directed by the Metro Board in November 2014, increasing the total contract value from \$15,548,379 to \$18,446,715;

ISSUE

At the November 2014 meeting, the Board received the Eastside Transit Corridor DEIS/EIR and approved carrying forward two build alternatives, SR-60 Light Rail Transit (LRT) Alternative North Side Design Variation (NSDV) and the Washington Blvd. Alternative into further technical study. Staff was directed to address comments received from Cooperating and Public Agencies, identify a potential alternative north-south connection to Washington Blvd., and analyze environmental impacts and performance of both alternatives in operation, including conducting cost containment studies. Attachment B contains the Board directive. Board approval is needed to modify the technical and outreach services contracts in order to proceed with the directed Technical Study.

DISCUSSION

Both the SR-60 NSDV and Washington Blvd. Alternatives studied in the DEIS/EIR would provide environmental and social benefits and would address mobility challenges faced in the project area by 2035, including connecting the project area to Metro's regional rail network and providing much needed transportation services.

Comments received from stakeholders and project cities during the 60-day Public Comment period from August 22, 2014 to October 21, 2014 indicated strong support for both Alternatives.

Comments received from Cooperating and Participating Public Agencies identified the need to conduct further technical study that supplies the additional detail requested to inform decisions relating to future approvals and permits in their area of jurisdictional responsibility.

SR 60 North Side Design Variation (NSDV) Alternative

The SR 60 NSDV would extend the existing Metro Gold Line Eastside line from the Atlantic/Pomona Station approximately 6.9 miles to Peck Rd. in the City of South El Monte. The Alternative would operate primarily within the southern portion of the SR 60 Freeway right of way (ROW). To minimize potential impacts near the Operating Industries, Inc. (OII) Superfund site, the alignment transitions to the north side of the SR 60 just west of Greenwood Ave. and back to the south side just west of Paramount Blvd. This Alternative proposes four stations with supporting park and ride lots. Attachment C shows the alignment.

Washington Blvd Alternative

The Washington Blvd. Alternative would extend the existing Metro Gold Line Eastside line from the existing Atlantic/Pomona station approximately 9.5 miles to Lambert Rd. in the City of Whittier. It transitions to an aerial guideway on the south side of SR 60 to Garfield Ave., then continues east on Washington Blvd. all in an aerial configuration. At Montebello Blvd., the Alternative would continue at-grade to the terminus station at Lambert Rd. This Alternative proposes six stations with supporting park-and-ride lots at five stations. Attachment C shows the alignment. Two design variations were studied as part of the Washington Blvd. Alternative. The first is an aerial crossing at Rosemead Blvd. to minimize potential traffic impacts at that intersection. The second is an aerial crossing over the San Gabriel River/I-605 Freeway and Pioneer Blvd. to address potential physical constraints.

The DEIS/EIR concluded that the aerial structure on Garfield Ave. between Via Campo and Whittier Blvd. would result in unavoidable adverse impacts after mitigations are implemented. There would be removal of community resources, resulting in a change to the social and physical character within the immediate community. There would also be significant impacts to the visual character of Garfield Ave. due to the presence of shade and shadows cast by the aerial guideway structure. For these reasons, in November 2014, the Board eliminated from further consideration the aerial configuration on Garfield Ave. and directed staff to explore other north-south alignments to Washington Blvd.

Technical Study

The Technical Study will involve consultation with the multiple jurisdictions and agencies and additional investigation in the following areas:

- Environmental Protection Agency (EPA) to further address comments regarding the impact of construction and operation of the project on the OII Superfund site, and comments regarding the Omega Superfund Site;
- United States Army Corps of Engineers (USACE) to address Executive Order 11988 and Section 408 as they relate to the construction and operation of the proposed Santa Anita

Station in the City of South El Monte and supporting park and ride on the site of the Whittier Narrows Dam Basin;

- Caltrans to address comments regarding design of the SR 60 NSDV Alternative;
- Department of Interior and California Department of Fish and Wildlife to address comments related to habitat and wetlands delineation;
- Southern California Edison (SCE) to address potential conflicts with existing and planned transmission lines and facilities;
- City of Monterey Park to address comments regarding visibility;
- Refine the Washington Blvd. Alternative to identify an alternate north-south connection to Washington Blvd.

The DEIS/EIR analyzed each alternative independent of one another. Given the demonstrated need for transit service in each subregion, strong community support from the subregions for their respective Alternative and the identification of two Eastside Phase 2 Alternatives, the Board directed staff to study the impacts, performance and cost of having both alternatives in operation.

Technical work to evaluate how two Alternatives could be operated would build upon the analysis in the DEIS/EIR to identify potential environmental impacts, impacts on ridership and operational issues. Staff was also directed to update project costs, explore cost containment strategies, including analyzing a minimum operable segment.

The Technical Study findings will inform the DEIS/EIR, and a potential implementation strategy for the Eastside Transit Corridor Phase 2 project.

West Santa Ana Branch - Eastside Phase 2 Connection Study

Through a separate study effort, staff is procuring consultant services through the Countywide Planning Bench to conduct the Board-directed West Santa Ana Branch - Eastside Phase 2 Connection Study. The purpose of this study effort is to investigate the feasibility of connecting the Washington Blvd. Alternative to the West Santa Ana Branch project to access downtown Los Angeles. Staff will work closely with the West Santa Ana Branch - Eastside Phase 2 Connection study team to ensure both study efforts are coordinated and fully informed of each other's developments.

DETERMINATION OF SAFETY IMPACT

The Technical Refinement Study will not have any adverse safety impacts on our customers or employees.

FINANCIAL IMPACT

The FY16 Budget includes \$1,225,000 in Cost Center 4350 (Transit Corridors-Westside), under Project 460232 (Eastside Extension Phase 2). Since this is a multi-year project, the Cost Center Manager and Chief Planning Officer will be responsible for budgeting costs 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 consider using in-house resources to perform the Technical Study. Using in-house staff is not recommended because extensive specialized technical expertise is needed to perform the requirements of a study of this magnitude and scope.

NEXT STEPS

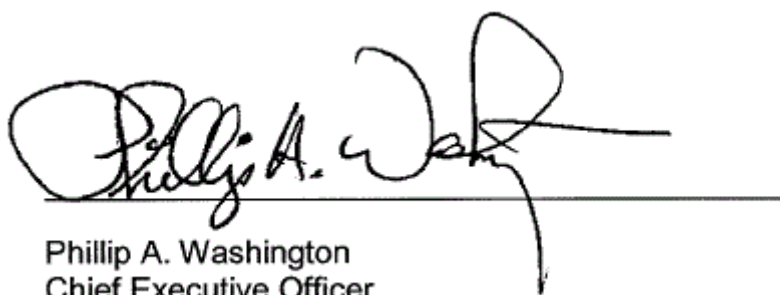
Upon Board approval, staff will execute contract modifications with CDM Smith/AECOM and Arellano Associates for the Technical Study and Outreach support. Additionally, staff will continue the procurement of professional services using the Countywide Planning Bench to conduct the West Santa Ana Branch - Eastside Phase 2 Connection Study.

ATTACHMENTS

Attachment A-1 - Procurement Summary
Attachment A-2 - Procurement Summary
Attachment B - November 2014 Board Action
Attachment C - Study Area Map

Prepared by: Laura Cornejo, Deputy Executive Officer, (213) 922-2885
Eugene J. Kim, Deputy Executive Officer, (213) 922-3080
David Mieger, Executive Officer, (213) 922-3040
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Reviewed by: Martha Welborne, FAIA, Chief Planning Officer, (213) 922-7267
Ivan Page, Interim Executive Director, (213) 922-6383



Phillip A. Washington
Chief Executive Officer

PROCUREMENT SUMMARY

EASTSIDE TRANSIT CORRIDOR PHASE 2 PROJECT/PS4320-2003

1.	Contract Number: PS4320-2003		
2.	Contractor: CDM Smith/AECOM: A Joint Venture		
3.	Mod. Work Description: Increased Scope and Period of Performance Extension		
4.	Contract Work Description: Eastside Transit Corridor Phase 2 Project - Technical		
5.	The following data is current as of: June 5, 2015		
6.	Contract Completion Status		Financial Status
	Contract Awarded:	7/31/07	Contract Award Amount: \$2,203,584
	Notice to Proceed (NTP):	8/9/07	Total of Modifications Approved: \$13,344,795
	Original Complete Date:	6/6/08	Pending Modifications (including this action): \$2,898,336
	Current Est. Complete Date:	1/31/17	Current Contract Value (with this action): \$18,446,715
7.	Contract Administrator: Samira Baghdikian		Telephone Number: (213) 922-1033
8.	Project Manager: Eugene Kim		Telephone Number: (213) 922-3080

A. Procurement Background

This Board Action is to approve Modification No. 12 for further study on the two alternatives evaluated in the Draft EIS/EIR for the Eastside Transit Corridor Phase 2 project. On November 5, 2014, the Board authorized staff to proceed with further study on the two alternatives evaluated in the Draft EIS/EIR for the Eastside Transit Corridor Phase 2 project. This Board direction focused on the need to respond to the comments received by the participating/cooperating agencies as well as considering options to the aerial Garfield Blvd. connection to Washington Blvd. This contract modification will extend the contract through January 31, 2017.

This contract modification has been processed in accordance with Metro's Acquisition Policy and the contract type is a firm fixed price.

On July 31, 2007, the Board approved award of Contract No. PS4320-2003 to CDM Smith/AECOM, a Joint Venture, in the firm fixed price contract amount of \$2,203,584 to perform full environmental clearance under federal and state law for Phase 2 of the Los Angeles Eastside Transit Corridor.

A total of eleven (11) modifications have been executed to date. Refer to Attachment B – Contract Modification/Change Order Log.

B. Cost/Price Analysis

The recommended price has been determined to be fair and reasonable based upon an independent cost estimate, MASD audit, cost analysis, technical evaluation, and fact finding.

Proposal Amount	Metro ICE	Negotiated Amount
\$4,028,439	\$2,439,408	\$2,898,336

C. Small Business Participation

CDM Smith/AECOM, a Joint Venture, made a 16.32% Disadvantaged Business Enterprise Anticipated Level of Participation (DALP) commitment. Current DBE participation is 17.03%. CDM Smith/AECOM is exceeding their commitment.

DALP Commitment	16.32%	DALP Participation	17.03%
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	DBE Subcontractors	Ethnicity	% Commitment	Current Participation¹
1.	D'Leon Consulting	Hispanic American	8.58%	5.68%
2.	LKG-CMC, Inc.	Non-Minority	3.20%	3.30%
3.	Morgner Construction	Hispanic American	4.54%	2.53%
4.	Barrio Planners, Inc.	Hispanic American	0.00%	2.44%
5.	Wagner Engineering	Non-Minority	0.00%	2.66%
6.	JBG Environmental	Non-Minority	0.00%	0.42%
	Total		16.32%	17.03%

¹Current Participation = Total Actual amount Paid-to-Date to DBE firms ÷ Total Actual Amount Paid-to-date to Prime.

D. Living Wage and Service Contract Worker Retention Policy Applicability

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

CONTRACT MODIFICATION/CHANGE ORDER LOG

EASTSIDE PHASE 2 PROJECT/PS4320-2003

Mod. No.	Original Contract	7-31-07	\$2,203,584
1	Exercise DEIS/R Option (Board Approved)	3-4-09	\$11,418,071
2	Performed Draft Environmental Impact Statement/Environmental Impact Report (Draft EIS/EIR). Extend period of performance by 1 year through 5/31/12.	4-18-11	\$395,643
3	Revisited previous studies, conduct any additional research, and prepare a discussion of how the items in the Sunnyvale decision impact the Eastside Transit Corridor Phase 2.	5-25-11	\$72,258
4	Removed New Starts Related Tasks, added Qualitative and Quantitative Analyses and added SR 60 LRT Alternative North Option.	7-5-11	\$0
5	Extended the period of performance through 2/28/13.	3-19-12	\$0
6	Updated to the Administrative Draft EIS/EIR, prepared the DEIS/DEIR, and various modeling processes. Extended period of performance through 2/28/14.	2-27-13	\$1,165,737
7	Based on changes to the project schedule, seven month extension of period of performance through 9/30/14.	2-25-14	\$221,877
8	Extended the period of performance through 10/31/14.	9-30-14	\$0
9	Based on changes to the project schedule, five month extension of period of performance through 2/28/15.	10-29-14	\$71,209
10	Extended the period of performance through 6/30/15.	1-12-15	\$0
11	Extended the period of performance through 7/31/15.	5-28-15	\$0
12	Pending Board Approval Technical efforts on further study on the two alternatives evaluated in the Draft EIS/EIR for the Eastside Transit Corridor Phase 2 Project and extend the period of performance through 1/31/17.	TBD	\$2,898,336
	Total:		\$18,446,715

PROCUREMENT SUMMARY

EASTSIDE TRANSIT CORRIDOR PHASE 2 PROJECT OUTREACH/PS4320-2006

1.	Contract Number: PS4320-2006		
2.	Contractor: Arellano Associates		
3.	Mod. Work Description: Increased Scope and Period of Performance Extension		
4.	Contract Work Description: Eastside Transit Corridor Phase 2 Project - Outreach		
5.	The following data is current as of: June 5, 2015		
6.	Contract Completion Status		Financial Status
	Contract Awarded:	6/28/07	Contract Award Amount: \$358,428
	Notice to Proceed (NTP):	7/31/07	Total of Modifications Approved: \$1,787,286
	Original Complete Date:	6/30/08	Pending Modifications (including this action): \$296,533
	Current Est. Complete Date:	1/31/17	Current Contract Value (with this action): \$2,442,247
7.	Contract Administrator: Samira Baghdikian		Telephone Number: (213) 922-1033
8.	Project Manager: David Hershenson		Telephone Number: (213) 922-1340

A. Procurement Background

This Board Action is to approve Modification No. 11 issued in support for additional community outreach efforts on the two alternatives evaluated in the Draft EIS/EIR for the Eastside Transit Corridor Phase 2 project. On November 5, 2014, the Board authorized staff to proceed with additional community outreach efforts on the two alternatives evaluated in the Draft EIS/EIR for the Eastside Transit Corridor Phase 2 project. This Board direction focused on the need for outreach services to support the technical process and engage stakeholders. This contract modification will extend the contract through January 31, 2017.

This contract modification has been processed in accordance with Metro's Acquisition Policy and the contract type is a firm fixed price.

On June 28, 2007, the Board approved award of Contract No. PS4320-2006 to Arellano Associates in the firm fixed price contract amount of \$358,428 to conduct public outreach for the Alternative Analysis (AA) work for the Eastside Transit Corridor Phase 2 Project.

A total of ten (10) modifications have been executed to date. Refer to Attachment B – Contract Modification/Change Order Log.

B. Cost/Price Analysis

The recommended price has been determined to be fair and reasonable based upon an independent cost estimate, cost analysis, technical evaluation, and fact finding.

Proposal Amount	Metro ICE	Negotiated Amount
\$412,997	\$245,985	\$296,533

C. Small Business Participation

Arellano Associates, a DBE Prime, made a Disadvantaged Business Enterprise Anticipated Level of Participation (DALP) commitment of 76.9%. At the time of contract award, Arellano Associates listed two (2) subcontractors, Marketing & Communications and Frank Cardenas & Associates. With the initiation of the Alternative Analysis process in 2007-2008, Arellano & Associates, in collaboration with Metro, created a Public Participation Plan that outlines the agreed outreach activities for the early scoping process. Given the final work plan, Frank Cardenas & Associates' services for a financial analysis was not needed and therefore eliminated from the contract. Current DBE participation is 96.44%. Arellano & Associates is exceeding their DBE commitment.

Disadvantaged Business Enterprise Anticipated Level of Participation Commitment	76.9% DALP	Disadvantaged Business Enterprise Anticipated Level of Participation	96.44% DALP
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	DBE Subcontractors	Ethnicity	% Commitment	Current Participation¹
1.	Arellano Associates (DBE Prime)	Hispanic American	68.5%	95.80%
2.	Marketing & Communications	Hispanic American	4.2%	0.64%
3.	Frank Cardenas & Associates ²	Hispanic American	4.2%	0.00%
	Total		76.9%	96.44%

¹Current Participation = Total Actual amount Paid-to-Date to DBE firms ÷ Total Actual Amount Paid-to-date to Prime.

²The scope of work (Financial Analysis) identified for Frank Cardenas & Associates was eliminated.

D. Living Wage and Service Contract Worker Retention Policy Applicability

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

CONTRACT MODIFICATION/CHANGE ORDER LOG

EASTSIDE ACCESS PHASE 2 PROJECT OUTREACH/PS4320-2006

Mod. No.	Original Contract	6-28-07	\$358,428
1	Outreach effort for the DEIS/DEIR, advanced conceptual engineering and station area planning. (Board Approved)	1-22-09	\$1,167,000
2	Facilitation of community participation for the DEIS/DEIR.	4-6-11	\$256,864
3	Extended the period of performance through 6/30/12.	5-8-12	\$0
4	Updated the SOW reflecting outreach needs of project moving forward for additional 11 months to complete DEIS/R and advanced conceptual drawings.	6-14-12	\$151,479
5	Extended the period of performance through 7/5/13.	4-24-13	\$0
6	Increase scope and term of contract for expanded tasks and project timeline through 3/31/14.	6-27-13	\$105,254
7	Supplemental Outreach Task.	2-7-14	\$50,519
8	Based on changes to the project schedule, a five month extension of the period of performance through 2/28/15.	9-19-14	\$43,806
9	Supplemental outreach task related to the technical studies. Extension of the period of performance through 6/30/15.	1-26-15	\$12,364
10	Extended the period of performance through 7/31/15.	5-28-15	\$0
11	Pending Board Approval Outreach efforts on further studies on the two alternatives evaluated in the Draft EIS/EIR for the Eastside Transit Corridor Phase 2 project and extension of period of performance through 1/31/17.	TBD	\$296,533
	Total:		\$2,442,247

Motion by Directors DuBois and Knabe

The staff recommendation on moving forward with two build options for the Metro Gold Line Eastside Extension Phase II includes analyzing environmental impacts and performance with both Alternatives in operation, including conducting cost containment studies.

Both alternative alignments combined have the potential to add an additional 36,000 new riders to the main Metro Gold Line Eastside Phase II.

Integration via a connector or other line integration with the West Santa Ana Branch (Eco-Rapid Transit Line) may provide relief for some of this ridership as well as provide more system options for area residents. If there is any potential connectivity with the West Santa Ana Branch then now is the time to analyze this option.

Therefore as part of this analysis we recommend that:

Staff investigate coordination or potential connectivity that does not preclude integration of the Metro Gold Line Eastside Extension and the West Santa Ana Branch (Eco-Rapid Transit) Project.

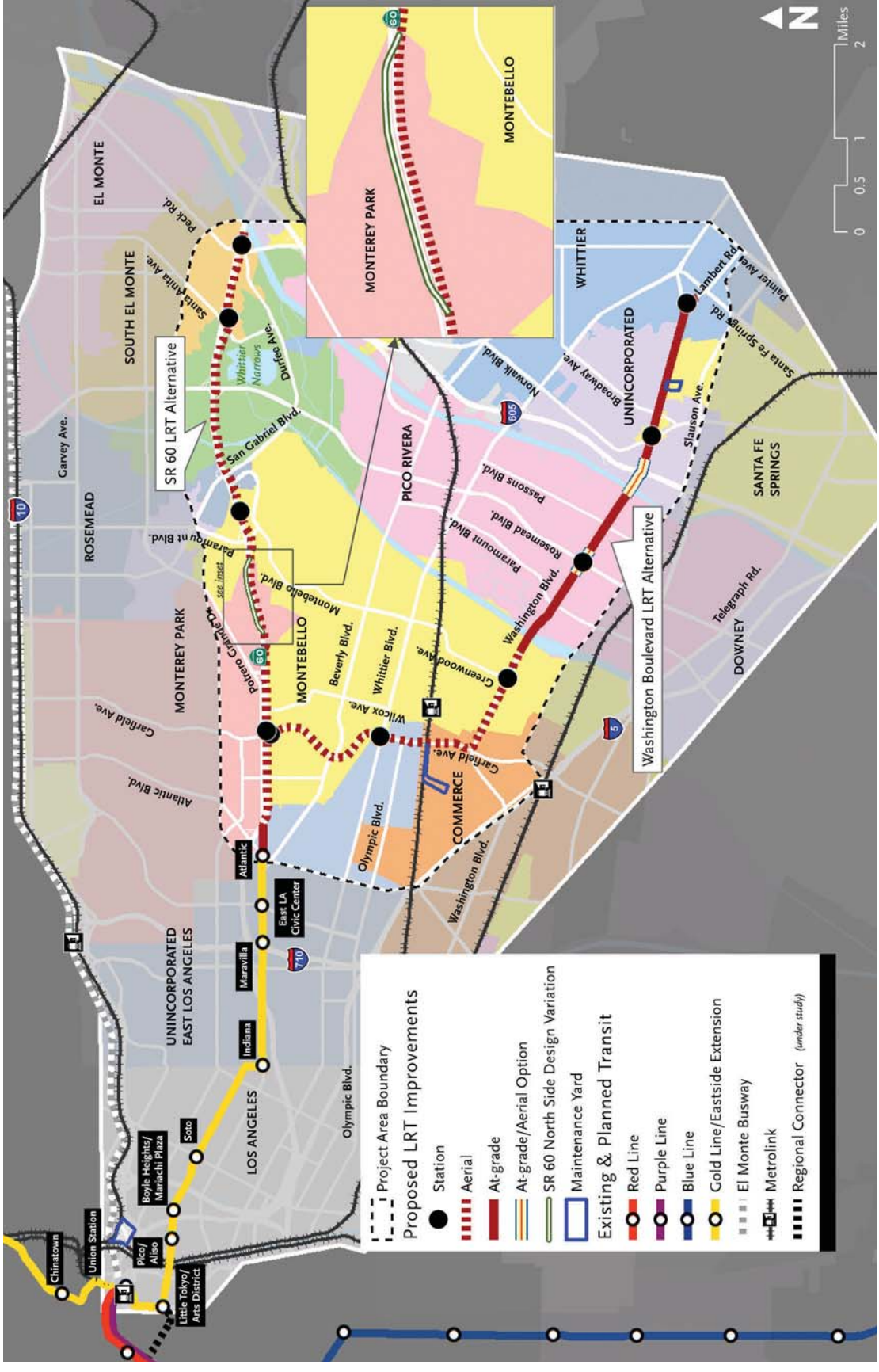


Figure ES-5: Build LRT Alternatives Studied in the EIS/EIR



Board Report

File #: 2015-0878, **File Type:** Program

Agenda Number: 28.

**PLANNING AND PROGRAMMING COMMITTEE
JULY 15, 2015**

SUBJECT: FUNDING AWARD RECOMMENDATION FOR FEDERAL SECTION 5310 ENHANCED MOBILITY OF SENIORS AND INDIVIDUALS WITH DISABILITIES PROGRAM

ACTION: APPROVE FUNDING AWARD RECOMMENDATIONS AND RELATED ACTIONS

RECOMMENDATION

PLANNING AND PROGRAMMING COMMITTEE RECOMMENDED (3-0):

- A. approving the recommended **federal Section 5310 funding awards totaling \$4,713,220 for Traditional Capital Projects and up to \$1,615,177 for Other Capital and Operating Projects**, as shown in Attachments A and B, respectively;
- B. amending the fiscal year (FY) 2016 Budget to add the necessary revenues and expenses for the recommended and previously approved Section 5310 funded projects, once the Federal Transit Administration (FTA) awards grant funds (see Attachment C for the Allocation Process);
- C. authorizing the Chief Executive Officer or his designee to negotiate and execute pass-through agreements with agencies as sub-recipients approved for funding once the FTA awards Section 5310 grant funds;
- D. certifying that the Section 5310 funds were fairly and equitably allocated to eligible sub-recipients and that to the maximum extent feasible, Section 5310 funded services are coordinated with transportation services assisted by other federal departments and agencies; and
- E. certifying that all projects recommended for Section 5310 funding are included in the locally developed 2016-2019 Coordinated Public Transit-Human Services Transportation Plan for Los Angeles County ("Coordinated Plan") that was developed and approved through a process that included participation by seniors and individuals with disabilities, as well as by representatives of public, private, and nonprofit transportation and human service providers and other members of the public.

ISSUE

Metro is the Designated Recipient of FTA Section 5310 funds in urbanized areas of Los Angeles County and is responsible for the planning, programming, distribution, and management of these funds (about \$6.9 million per year). To fulfill Metro's Designated Recipient obligations, the Board approved in November 2014 the competitive Section 5310 Fiscal Year (FY) 2015 Solicitation for Proposals and the allocation of available funds for Los Angeles County. This report presents the resulting Section 5310 funding recommendation for Board review and approval and summarizes the evaluation process conducted in response to this solicitation.

DISCUSSION

In July 2013, staff informed the Board of changes to federal transit formula programs as authorized by Congress in the Moving Ahead for Progress in the 21st Century Act (MAP-21), including the new Section 5310 Program. The goal of the Section 5310 Program is to improve mobility for seniors and individuals with disabilities throughout the country by removing barriers to transportation services and expanding the transportation mobility options available. The Board subsequently approved pursuing Designated Recipient status for Section 5310 funds allocated to Los Angeles County for the Los Angeles-Long Beach-Anaheim, Lancaster-Palmdale, and the Santa Clarita Urbanized Areas (UZAs). On April 23, 2014, the Governor authorized Metro to be the Designated Recipient of Section 5310 funds for these UZAs, following our request for such designation. The goal of seeking this designation was to ensure that Los Angeles County would receive and have control over its formula share of Section 5310 funds and to allow Metro to select projects that would better address local and regional needs.

The FTA published its final guidance for the Section 5310 Program in June 2014. A Section 5310 Working Group consisting of representatives from the Bus Operations Subcommittee (BOS) and the Local Transit Systems Subcommittee (LTSS) was established to ensure compliance with FTA's guidelines. This group provided input to the Application Package for the FY 2015 Solicitation for Proposals and also discussed and approved the Allocation Process for Section 5310 funds (also approved by BOS and LTSS). The Application Package and Allocation Process were later approved by the Board in November 2014. A summary of the Application Package, Allocation Process (i.e., funding availability), and Application Process is included in Attachment C.

Evaluation Process

An Evaluation Panel composed of nine representatives from Metro, the Southern California Association of Governments, the Orange County Transportation Authority, Metro's Accessibility Advisory Committee, BOS, and LTSS was assembled to evaluate, score, and rank the applications. The Evaluation Panel was divided into: 1) a five-member Evaluation Team responsible for the assessment of 16 applications requesting funding for Traditional Capital Projects; and 2) a five-member Evaluation Team responsible for the assessment of 10 applications requesting funding for Other Capital and Operating Projects. The average score of the individual scores of members of each Evaluation Team was used as the final score for each application and for ranking purposes (as shown in Attachments A and B, respectively). It was also used by Metro staff for making full or partial funding award recommendations, taking into consideration the eligibility and extent of the proposed project scope, the funding request and commitment of local match, and Section 5310 funding

availability for the UZA(s) and project type (i.e., Traditional Capital Projects and Other Capital and Operating Projects). As part of the evaluation process, and in response to the Board's January 2015 directive to establish an appeals process for all Metro competitive grant programs, the Guidelines on Funding Appeals for the Section 5310 Program were approved by the Technical Advisory Committee (TAC) on April 1, 2015 following the approval by BOS and LTSS.

On May 14, 2015, a Notification of Preliminary Funding Award Recommendation was sent by Metro to each project sponsor to inform them about the outcome of the evaluation of their applications (i.e., recommended to be fully funded, recommended to be partially funded, or not recommended for a funding award). This notification also included the score received by each application and an assessment of how it addressed the evaluation criteria. It also provided the opportunity to project sponsors to appeal the preliminary funding award recommendations to Metro's TAC at its June 3, 2015 meeting. As a result, 21 projects were initially recommended to receive a funding award. Staff also received confirmation from those agencies that were recommended for partial funding awards about their acceptance to receive less funding than what they had requested in their applications to implement their projects. Four of the remaining five projects were not recommended for a funding award as they failed to score the required minimum of 70 points. These four applications were submitted by the City of Gardena, Santa Clarita Valley Committee on Aging Inc. (SCV), Mobility Management Partners Inc. (MMP), and the Antelope Valley Transit Authority (AVTA). The fifth application, which was submitted by the City of Gardena requesting operating assistance from the funding category for Other Capital and Operating Projects, was also not recommended for a funding award although it received a score of 76 points. The use of these operating funds by the City of Gardena was contingent on a funding award recommendation for the agency's other application it had submitted requesting capital assistance from the funding category for Traditional Capital Projects to procure two vehicles. The City of Gardena, MMP, and SCV appealed to TAC. TAC did not approve the appeals made by MMP and SCV to fund their applications (scored 66 points and 63 points, respectively).

TAC approved a motion to reevaluate the City of Gardena's application for capital assistance from the Traditional Capital funding category to procure two vehicles, using the information provided by the agency in its operating assistance application for these vehicles from the Other Capital and Operating funding category. TAC indicated that the City of Gardena's project should be recommended for a funding award if the reevaluation results in a score above 70 points. The reevaluation of the City of Gardena's project, as requested by TAC, resulted in a score of 58 points. Therefore, the two applications submitted by the City of Gardena were not recommended for funding award.

With Access Services eligible to receive any remaining funds for Traditional Capital Projects made available for the competitive selection process, the funding award recommendations include the following for this agency to implement projects that support complementary paratransit services required by the ADA: \$92,231 for projects in the Santa Clarita UZA and \$143,715 for projects in the Lancaster-Palmdale UZA. The funding award recommendations exclude the funds that were made available for Other Capital and Operating Projects for the Santa Clarita and Lancaster-Palmdale UZAs (\$36,861 and \$52,709, respectively), as the two applications that were received requesting all or part of these funds received scores lower than the minimum required 70 points. These funding balances are proposed to be made available for the next Section 5310 competitive cycle.

DETERMINATION OF SAFETY IMPACT

Approval of the recommendation will have no impact on safety.

FINANCIAL IMPACT

Approval of the funding award recommendation and FY 2016 Budget amendment will be fully funded through the federal Section 5310 Program that is managed by Metro. No other Metro funds will be required to manage, administer and oversee the program or to administer projects recommended for a funding award. No expenses for any of the projects recommended for funding awards are included in the FY 2016 Budget. However, these are multi-year projects and the project manager(s) will be responsible for budgeting project expenses in future years.

Impact to Budget

Consistent with federal guidelines and per the Allocation Process that was approved by the Board, Section 5310 funds may be used only: 1) for operating or capital projects that were selected competitively to meet the specific requirements, goals and objectives of the Section 5310 Program; or 2) to support complementary paratransit services provided by Access Services, as required by the ADA. Therefore, approving the recommended actions will not impact Metro's bus and rail operating and capital budgets, as Section 5310 Program funds are not eligible for these purposes.

ALTERNATIVES CONSIDERED

The Board may choose not to approve all or some of the recommended actions. Staff does not recommend this alternative because without Board approval, Metro cannot fulfill its responsibilities as the Designated Recipient of Section 5310 Program funds and the projects recommended for funding awards in Attachments A and B would not be implemented. Without Board approval, Metro also could risk losing about \$6.3 million in Section 5310 Program funds that will lapse, if not obligated through the FTA approval of a grant by September 30, 2016.

The Board also may choose to fund applications that received a score lower than the minimum funding threshold of 70 points. Consistent with the recommendation by the Evaluation Panel and TAC, as well as the Application Package that was approved by the Board, staff does not recommend this alternative because it would create a precedent by funding projects that do not adequately address the evaluation and funding eligibility criteria.

NEXT STEPS

With Board approval, staff will send a Notification of Final Funding Award Recommendation to each project sponsor and will prepare and submit Section 5310 grant applications to FTA on their behalf. Once the FTA awards the grant funds, staff will develop and execute grant pass-through agreements with those agencies as sub-recipients and amend the FY 2016 Budget as required. As the

Designated Recipient for Section 5310 funds for urbanized areas in Los Angeles County, staff will work to ensure that sub-recipients comply with all federal rules, regulations and requirements. Staff will also coordinate with the Section 5310 Working Group and seek Board approval for a new Section 5310 Solicitation for Proposals to award the balance of \$89,570 and funds appropriated by Congress for federal FY 2015 and for future years, as authorized by an extension of MAP-21 or new federal authorizing legislation.

ATTACHMENTS

Attachment A - Funding Recommendations for Traditional Capital Projects

Attachment B - Funding Recommendations for Other Capital and Operating Projects

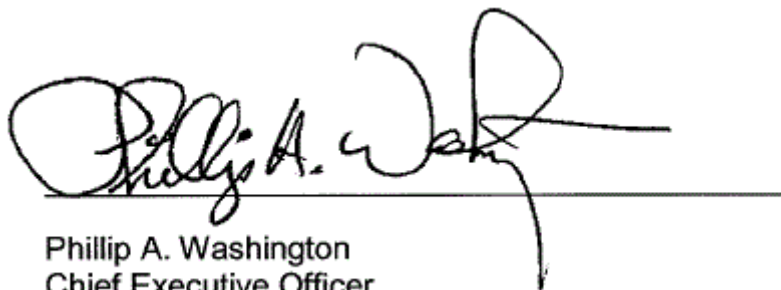
Attachment C - Summary of Application Package & Allocation and Application Processes

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**FTA SECTION 5310 ENHANCED MOBILITY OF SENIORS AND INDIVIDUALS WITH DISABILITIES PROGRAM
FY 2015 SOLICITATION FOR PROPOSALS
Funding Award Recommendations- Traditional Capital Projects**

AGENCY/ FUNDING RECOMMENDATION	PROJECT	SCORE	ELIGIBLE COST (\$)	LOCAL MATCH (\$) ^d	VEHICLES	AWARD
RECOMMENDED FOR FUNDING AWARD						
1. Therapeutic Living Centers for the Blind	On-Demand Transportation Program Vehicle Replacement: capital assistance for the procurement of one Class A small bus and two Class D minivans.	95	165,000	16,500	3	148,500
2. City of Glendale	Dial-a-Ride Program Vehicle Replacement: capital assistance for the procurement of four Class D minivans and two Class F/G low floor vehicles.	95	460,000	46,000	6	414,000
3. Pomona Valley Transportation Authority	Get About Program Vehicle Replacement: capital assistance for the procurement of six Class C large buses.	93	450,000	45,000	6	405,000
4. Valley Village	On-Demand Transportation Program Vehicle Replacement: capital assistance for the procurement of three Class D minivans and two Class K (or similar) paratransit vans.	93	280,000	28,000	5	252,000
5. AltaMed Health Services	Senior Services Transportation Program Vehicle Replacement: capital assistance for the procurement of eight Class B medium buses.	92	552,000	55,200	8	496,800
6. Tarzana Treatment Centers	Transportation Services Program Vehicle Replacement and Expansion: capital assistance for the procurement of two Class D minivans (one for vehicle replacement and the other one to support service expansion).	90	100,000	10,000	2	90,000
7. City of Whittier	Dial-a-Ride Program Vehicle Replacement: capital assistance for the procurement of five Class B medium buses.	88	345,000	34,500	5	310,500
8. City of West Hollywood	Dial-a-Ride Program Vehicle Replacement: capital assistance for the procurement of four Class D minivans and one Class F/G low floor vehicle.	87	330,000	33,000	5	297,000
9. Institute for the Redesign of Learning	Transportation Program Vehicle Replacement: capital assistance for the procurement of five Class A small buses and three Class B medium buses.	84	532,000	53,200	8	478,800
10. City of La Habra Heights	Dial-A-Ride Program Vehicle Expansion: capital assistance for the procurement of one Class D minivan.	84	50,000	5,000	1	45,000
11. City of Pasadena	Dial-A-Ride Program Vehicle Replacement: capital assistance for the procurement of seven Class B medium buses.	77	483,000	48,300	7	434,700
12. East Los Angeles Remarkable Citizens' Association	Transportation Services Program Vehicle Expansion: capital assistance for the procurement of four Class B medium buses.	74	276,000	27,600	4	248,400
13. City of Downey	Dial-a-Ride Program Vehicle Replacement and Equipment Procurement and Installation: capital assistance for the procurement of two Class B medium buses, four Class D minivans, and computer equipment, as well as for the installation of radio communication equipment.	73	398,412	61,838	6	336,574
14. County of Los Angeles Department of Public Works	Dial-A-Ride Program Vehicle Replacement: capital assistance for the procurement of thirteen Class D minivans.	70	650,000	130,000	13	520,000
15. Access Services ^a	ADA Paratransit Services: capital assistance for the procurement of up to two Class B medium buses and two Class C large buses to support complementary paratransit services required by the Americans with Disabilities Act of 1990.	NA	288,000	52,054	4	235,946
TOTAL/ AVERAGE SCORE		85	5,359,412	646,192	83	4,713,220

**FTA SECTION 5310 ENHANCED MOBILITY OF SENIORS AND INDIVIDUALS WITH DISABILITIES PROGRAM
FY 2015 SOLICITATION FOR PROPOSALS
Funding Award Recommendations- Traditional Capital Projects**

AGENCY/ FUNDING RECOMMENDATION	PROJECT	SCORE	ELIGIBLE COST (\$)	LOCAL MATCH (\$) ^d	VEHICLES	AWARD
NOT RECOMMENDED FOR FUNDING AWARD						
1. Santa Clarita Valley Committee on Aging ^b	Improved Community Mobility Program Vehicle Replacement and Procurement of Related Equipment: capital assistance for the procurement of one Class C large bus (including wheelchair lift, fare box, camera system, etc.), as well as a computer and navigation and tracking equipment.	63	92,231	9,223	1	0
2. City of Gardena ^c	Gardena Paratransit Program Vehicle Procurement: capital assistance for the procurement of two Class D minivans for new proposed transportation service.	58	100,000	10,000	2	0
TOTAL/ AVERAGE SCORE		61	192,231	19,223	3	0

a. Per the Allocation Process approved by the Board of Directors in November 2014, Access Services is eligible to receive any funds that remain available for Traditional Capital Projects after the evaluation of projects submitted in response to the competitive FY 2015 Solicitation for Proposals. No proposals were received requesting the total of \$143,715 that was made available for the Lancaster-Palmdale urbanized area. Although one proposal was received requesting the total of \$92,231 that was made available for Santa Clarita urbanized area, it was not recommended for a funding award by the Evaluation Panel and by the Technical Advisory Committee after going through the Appeals Process. Access Services will use the balance of \$235,946 to procure vehicles to provide ADA complementary paratransit services in the Lancaster-Palmdale and Santa Clarita urbanized areas.

b. Not recommended for a funding award by the Evaluation Panel and by the Technical Advisory Committee after going through the Appeals Process.

c. Not recommended for a funding award by the Evaluation Panel and by the Technical Advisory Committee after going through the Appeals Process.

d. The minimum local match is 10% of the total eligible project cost. The County of Los Angeles Department of Public Works and the City of Downey proposed an overmatch.

**FTA SECTION 5310 ENHANCED MOBILITY OF SENIORS AND INDIVIDUALS WITH DISABILITIES PROGRAM
FY 2015 SOLICITATION FOR PROPOSALS
Funding Award Recommendations- Other Capital and Operating Projects**

AGENCY/ FUNDING RECOMMENDATION	PROJECT	SCORE	ELIGIBLE COST (\$)	LOCAL MATCH (\$) ^d	VEHICLES	AWARD
RECOMMENDED FOR FUNDING AWARD						
1. City of Santa Monica	Door-through-Door Program Service Continuation and Expansion: operating assistance to support the continuation of existing service and addition of new weekend service.	94	280,000	70,000	0	210,000
2. Rancho Research Institute	Transportation Program Expansion: operating and capital assistance, including the procurement of one Class A bus and equipment, to support service expansion.	90	327,193	97,253	1	229,940
3. Pomona Valley Transportation Authority	Ready Now Transportation Program Service Expansion: operating assistance to support service expansion.	88	192,000	96,000	0	96,000
4. City of Pasadena	Dial-a-Ride Expansion for Accessibility Enhancement Program: operating and capital assistance, including the procurement of two Class D minivans, to support service expansion.	87	740,994	219,837	2	521,157
5. City of West Hollywood	Door-to-Door Program Service Expansion: operating and capital assistance, including the procurement of one Class D minivan, to support service expansion.	83	422,711	163,085	1	259,626
6. The Information and Referral Federation of Los Angeles County	Volunteer Driver Transportation Program: operating assistance to support the development and implementation of a volunteer driver transportation program.	80	450,000	210,000	0	240,000
7. Disabled Resources Center	Travel Training Program: operating assistance to provide travel training.	78	111,340	52,886	0	58,454
TOTAL/ AVERAGE SCORE		86	2,524,238	909,061	4	1,615,177
NOT RECOMMENDED FOR FUNDING AWARD						
1. City of Gardena ^a	Gardena Paratransit Program: operating assistance for new proposed transportation service.	76	92,231	9,223	0	0
2. Mobility Management Partners ^b	Catch-a-Ride Mileage Reimbursement and Training Program: operating assistance for new proposed services to provide travel training and mileage reimbursement.	66	149,140	59,570	0	0
3. Antelope Valley Transit Authority ^c	Dial-a-Ride Program: operating assistance to support existing service.	47	70,279	17,570	0	0
TOTAL/ AVERAGE SCORE		63	311,650	86,363	0	0

a. Although this proposal received a score of 76 points, it was not recommended for a funding award as the proposed new program was also contingent on the funding award for the proposal that was submitted for the procurement of two vehicles from the Traditional Projects funding category. The Evaluation Panel, and the Technical Advisory Committee after going through the Appeals Process, did not recommend funding the procurement of the two vehicles (as shown in Attachment A). Therefore, the funding request for operating assistance was also not recommended for a funding award.

b. Only proposal that requested the total of \$36,861 that was made available for Santa Clarita urbanized area and one of two proposals that competed for the total of \$52,709 that was made available for the Lancaster-Palmdale urbanized area. The Evaluation Panel, and the Technical Advisory Committee after going through the Appeals Process, did not recommend a funding award. The funding balances are proposed to be made available for the next competitive cycle for eligible projects in the Lancaster-Palmdale and Santa Clarita urbanized areas, respectively.

c. Second of two proposals requesting the total of \$52,709 that was made available for the Lancaster-Palmdale urbanized area. The agency did not appeal to the Technical Advisory Committee the Evaluation Panel's recommendation to not fund its project. The funding balance is proposed to be made available for the next competitive cycle for eligible projects in the Lancaster-Palmdale urbanized area.

d. The minimum local match is 10% of the total eligible capital costs and 25% of the total eligible operating costs. Some agencies proposed an overmatch. Also, some agencies requested funding for both capital and operating expenses, while others only requested funding assistance for operations. These factors are taken into consideration in the local match that is shown for each project.

Summary of Application Package & Allocation and Application Processes

Application Package

The Application Package included instructions to complete applications, the evaluation criteria, and required certifications. It also provided an overview of the Section 5310 Program, including: 1) eligible applicants and subrecipients; 2) federal and local funding shares; and 3) eligible projects. Each agency was allowed to submit up to two (2) applications: one for Traditional Capital Projects and one for Other Capital and Operating Projects. Traditional Capital Projects are public transportation capital projects planned, designed, and carried out to meet the special needs of seniors and individuals with disabilities when public transportation is insufficient, inappropriate, or unavailable. Other Capital and Operating Projects include public transportation capital and operating projects that exceed the requirements of the Americans with Disabilities Act of 1990 (ADA) or improve access to fixed-route service and decrease reliance by individuals with disabilities on ADA-complementary paratransit service, as well as alternatives to public transportation that assist seniors and individuals with disabilities with transportation. The funding request was limited to \$600,000 per application. A minimum score of 70 points was required for an application to be considered for a funding award.

Allocation Process

The Allocation Process specified the funding available for the FY 2015 Solicitation for Proposals for projects to be implemented in the urbanized areas (UZAs) of Santa Clarita, Lancaster-Palmdale, and Los Angeles-Long Beach-Anaheim. Funding requests from more than one UZA were also possible provided the proposed project had a nexus to the area(s) allocated Section 5310 funds in federal FY 2013 and FY 2014 (e.g., service to/from the UZA funding the project, vehicle and/or other asset is used in the UZA funding the project, etc.). This process made available \$4,713,220 for Traditional Capital Projects to be awarded following a competitive selection process as follows: \$92,231 for projects in the Santa Clarita UZA, \$143,715 for projects in the Lancaster-Palmdale UZA, and \$4,477,274 for projects in the Los Angeles-Long Beach-Anaheim UZA. It also made available \$1,704,747 for Other Capital and Operating Projects to be awarded as follows: \$36,861 for projects in the Santa Clarita UZA, \$52,709 for projects in the Lancaster-Palmdale UZA, and \$1,615,177 for projects in the Los Angeles-Long Beach-Anaheim UZA. The Allocation Process also specified the eligibility of Access Services to receive any remaining funds available for Traditional Capital Projects after Metro completes the competitive process to select projects for a funding award. It also restricted the eligibility of Access Services to apply for only operating funds from the funding marks for Other Capital and Operating Projects.

In November 2014 the Board approved the allocation of \$6,751,327 for Access Services and to amend the FY 2015 Budget to facilitate the disbursement of \$2,535,635 of the total allocation. However, due to the need to comply with federal requirements, the FTA grant will be approved in the first quarter of FY 2016. Accordingly, and contingent on the Board approval of the funding award recommendation of \$235,946 and budget amendment, the FY 2016 Budget will be amended to show a total of \$6,987,273 in Section 5310 funds for Access Services.

Application Process

On November 5, 2014, a notice was sent electronically to over 500 agencies to announce the FY 2015 Solicitation for Proposals, including applicable deadlines, the schedule of workshops for potential applicants, and the anticipated posting date of the Application Package. After the Board's approval, the Application Package and other relevant information were posted on Metro's website on November 17, 2014. Staff also asked the California Association for Coordinated Transportation and the Center for Nonprofit Management to post the funding opportunity on their websites.

Three applicant workshops were held to review the Application Package, including Section 5310 Program requirements, evaluation criteria and the selection process. A total of 51 persons representing 34 agencies participated in these workshops. Although staff indicated the opportunity to organize additional workshops targeted to specific areas and/or stakeholders, no requests were received. To assess funding eligibility and ensure proposed projects are included in the Coordinated Plan to comply with FTA requirements, staff asked potential applicants to submit a two-page maximum "Project Concept" summarizing a proposed project, including milestones, budget, funding sources, need, service area(s), and target population(s). A total of 32 Project Concepts from 28 agencies were received by the February 5, 2015 deadline (with 4 agencies submitting 2 Project Concepts each). Project Concepts were not scored and comments were provided by staff to project sponsors for their consideration in preparing applications. A total of 26 applications were received by the March 27, 2015 deadline (with 4 agencies each submitting 2 applications). The City of Gardena, which had submitted only one Project Concept, submitted two separate applications.