

Metro

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



Metro

Agenda - Final Revised

Wednesday, January 20, 2016

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

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

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

ROLL CALL

15. APPROVE Consent Calendar Items: 16, 17 and 56.

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

CONSENT CALENDAR

16. RECEIVE AND FILE status report on **Metro Countywide Bike Share Program Update.** [2015-1757](#)

Attachments: [Attachment A - Metro Board Report December 2015](#)

17. RECEIVE AND FILE the **Regional Rail Update through December 2015.** [2015-1770](#)

Attachments: [Attachment A -1 & A-2](#)
[Attachment B - Metrolink Ridership Trends](#)
[Attachment C -- LOSSAN Map](#)
[Attachment D - LOSSAN Corridor Trends](#)

56. RECEIVE AND FILE **Metro Active Transportation Strategic Plan Update.** [2015-1743](#)

Attachments: [Attachment A - Motion #25 - Developing an Active Transportation Finance Strat](#)
[Attachment B - Preliminary Performance Metrics and Benchmarks.pdf](#)
[Presentation.pdf](#)

NON-CONSENT

18. CONSIDER authorizing the Chief Executive Officer to execute a **thirty year (30-year) License Agreement with Clear Channel Outdoor ("CCO") for the installation and operation of a digital outdoor advertising structure at Division 11** located at 1011 Carson Street in Long Beach at a minimum annual lease rate of \$120,000. [2015-1626](#)

Attachments: [Attachment A - Location of Existing Clear Channel Billboards.pdf](#)
[Attachment B - Location of New Digital Billboard Structure](#)
[Attachment C - Summary of License Agreement Key Terms](#)
[Attachment D - Board Motion 48.1](#)

(CARRIED OVER FROM DECEMBER REGULAR BOARD)

19. APPROVE technical comments on the **Southern California Association of Governments' (SCAG) Draft 2016 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS)**. [2015-1730](#)

Attachments: [Attachment A - Technical Comments on Draft 2016 RTP-SCS.pdf](#)

20. APPROVE the **inclusion of \$350.0 million of Proposition C 25% funds in the third decade of the Long Range Transportation Plan** for the San Fernando Valley, Arroyo Verdugo, and Gateway subregions as replacement project credits for Measure R 20% highway funds now programmed (instead of the originally planned Proposition C 25%) on three projects: [2015-1763](#)

- A. the I-5 North Capacity Enhancement (SR-134 to SR-170);
- B. the I-5 South Capacity Enhancement (I-605 to Orange County Line); and
- C. the I-5 South Carmenita Road Interchange.

Attachments: [Attachment A - I-5 North Meas R Replacement Credits](#)
[Attachment B - I-605 Meas R Replacement Credits](#)

21. AUTHORIZE the Chief Executive Officer to execute Contract Modification No. 17 to **Contract No. PS4340-1939 for the I-710 South Corridor Project with URS Corporation (an AECOM Entity) to provide professional services for an additional four month period** in the not-to-exceed amount of \$3,729,598, increasing the total contract value from \$45,794,130 to \$49,523,728. [2015-1656](#)

Attachments: [Attachment A PS43401939 Procurement Summary](#)
[Attachment B PS43401939 Contract Modification Change Order Log](#)
[Attachment C PS43402015 DEOD Summary](#)
[Attachment D Board Motion 22.1](#)

22. AUTHORIZE the Chief Executive Officer to: [2015-1692](#)
- A. EXECUTE Contract Modification No. 5 for **Contract No. PS2415-3268, Van Nuys North Platform Project, with RailPros Inc. (Rail Pros), in the amount of \$399,485 for Phase II bid support and additional engineering services**, increasing the contract value from \$3,176,169 to \$3,575,654; and

- B. INCREASE Contract Modification Authority (CMA) specific to Contract No. PS2415-3268, Van Nuys North Platform Project, in the amount of \$200,000, increasing the total CMA amount from \$288,750 to \$488,750.

- C. AMEND the FY16 annual budget by \$599,485 representing current year costs of the contract modifications requested above.

Attachments: [Attachment A Revised](#)
 [Attachment B - Contract Modification Log](#)
 [Attachment C - DEOD Summary](#)

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 #: 2015-1757, **File Type:** Informational Report**Agenda Number:** 16.

**PLANNING AND PROGRAMMING COMMITTEE
JANUARY 20, 2016****SUBJECT: METRO COUNTYWIDE BIKE SHARE PROGRAM****ACTION: RECEIVE AND FILE****RECOMMENDATION**RECEIVE AND FILE status report on **Metro Countywide Bike Share Program Update.****DISCUSSION**

At the June 2015 meeting, the Board awarded a two-year contract to Bicycle Transit Systems (BTS) for the equipment, installation and operations of the Metro Countywide Bike Share Phase 1 Pilot in downtown Los Angeles (DTLA Pilot). At the July 23, 2015 meeting, the Board approved Motion 22.1 providing staff with direction on interoperability objectives. At the December 3, 2015 meeting the Board approved a fare structure and a three-step interoperability strategy for the Metro Countywide Bike Share Program.

Staff has been working with the City of Los Angeles towards the launch of the Pilot in summer 2016. On a parallel track, staff has been working with bike share ready cities identified in the Metro Countywide Bike Share Implementation Plan to prepare them for implementation, if authorized by the Board. Also staff continues to work with the TAP department to implement steps that will facilitate interoperability between Metro's Bike Share system and other transit and bike services in Los Angeles County.

Below is a more detailed update on work carried out to date.

Downtown Los Angeles Pilot Update

The following is a brief overview of work that has been carried out in the last few months as it relates to the DTLA Pilot:

Public Outreach

Building upon the preliminary crowdsourcing station siting maps that were launched in fall and winter of 2014 and in partnership with LADOT, Metro published an online interactive online map at [metro.net/bike share](http://metro.net/bike%20share) for public input. This interactive map served as the next step in the station site selection process by further refining station locations. The public input period was from November 10 to December 31 and we received extensive feedback on station sites. The online map was publicized

on the Metro Source blog and through social media channels (including @MetroLosAngeles and @BikeMetro feeds). The station sites published represented a final draft of the station sites planned for the DTLA pilot and this input will be utilized as station siting moves into the final design and installation phases.

During the months of November and December Metro and LADOT staff has presented plans for the DTLA Pilot at over 15 downtown business improvement district and neighborhood council meetings. Additionally, we held a bike share demonstration kiosk booth at the October Heart of LA CicLAvia event and had thousands of participants see and experience the system. Additional demonstrations may be scheduled as we near the DTLA Pilot launch date.

Station Siting Permitting

A test batch of station site plans have been routed internally at Metro and the City of Los Angeles and are pending approval. This first batch of station site plans being routed is intended to test the bike share station permitting and approval processes within each city department in order to ensure a streamlined process for permitting for the remaining sites which will be submitted this winter.

Equipment Order

Staff placed an equipment order with BTS on October 30, 2015 for 1000 bicycles and 82 stations. A prototype bicycle has been delivered and accepted. Based on additional analysis on station size by BTS, our final station configurations and scope provides 20% more station locations than originally planned to provide greater network density. High bike share station density has been shown by international and national studies improve system access, ridership and system success.

Marketing Plan

We are developing a bike share marketing plan that will leverage Metro's annual active transportation campaign. The marketing plan will stress education on bike share, safe riding practices and include promotional activities to encourage bike share registrations and walk up usage. Staff is working closely with the Communications Department in developing all materials.

Equity Programs

Staff is conducting research on best practices and has been meeting with leaders in the bike share industry and local bicycle community to explore grant opportunities and partnerships. We will return to the Board in March 2016 with a recommendation for how to further address equity as part of bike share.

Sponsorship

Previously we used the RFP process to find a sponsor, which resulted in no viable proposals. As a path forward, we have amended BTS's contract to include a provision for sponsorship. BTS staff is currently working with their partner Spectra to find compatible sponsors. Spectra has strong experience securing bike share sponsorships.

Countywide Expansion Progress.

Staff has conducted outreach to plan and prepare for expansion phases in bike share ready communities. In the past few months we have held bi-monthly working groups with the City of Los Angeles, Huntington Park, County of Los Angeles, Culver City, and Pasadena. For these cities we

have prepared a draft financial analysis and timeline for planning and implementation of bike share in their communities. We have also presented to cities in the San Fernando Valley, the San Gabriel Valley Council of Governments Transportation Committee and Planners TAC and South Bay Councils of Governments on Metro Countywide Bike Share Program. To date, the cities of Burbank, Downey, Glendale and San Fernando have indicated that they intend to join Metro's Bike Share Program.

AHSC Developer Component Menu

Staff has worked with the Sustainability group in developing a bike share developer component menu that is being considered as a separate Affordable Housing and Sustainable Communities Program (AHSC) January Board action item. This component menu would enable developers who are applying for AHSC grants to pay for the inclusion of a bike share station in their proposals, with Metro and the corresponding jurisdiction's consent. The Strategic Growth Council's Affordable Housing and Sustainable Communities Program funds land-use, housing, transportation, and land preservation projects to support infill and compact development that reduces greenhouse gas ("GHG") emissions.

NEXT STEPS

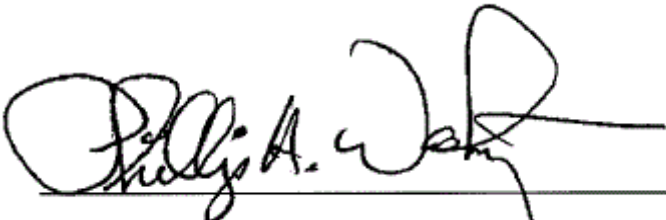
Staff will return to the Board in March with updates on a Countywide Bike Share equity program and interoperability strategy implementation.

ATTACHMENTS

Attachment A - Metro Board Report December 2015

Prepared by: Avital Shavit, Transportation Planning Manager, (213) 922-7518
Laura Cornejo, Deputy Executive Officer, (213) 922-2885
Diego Cardoso, Executive Officer, (213) 922-3076

Reviewed by: Calvin E. Hollis, Interim Chief Planning Officer, (213) 922-7319



Phillip A. Washington
Chief Executive Officer

Metro

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Los Angeles, CA



Board Report

File #:2015-1436, File Type:Program

Agenda Number:10.

REVISED
PLANNING AND PROGRAMMING COMMITTEE
NOVEMBER 18, 2015

SUBJECT: METRO COUNTYWIDE BIKE SHARE PROGRAM

ACTION: APPROVE A BIKE SHARE FARE STRUCTURE AND AUTHORIZE INITIATION AND IMPLEMENTATION OF A PHASED REGIONAL BIKE SHARE INTEROPERABILITY STRATEGY.

RECOMMENDATION

- A. APPROVING a fare structure for the **Metro Countywide Bike Share Program** as proposed (Attachment A); and
- B. AUTHORIZING the initiation and **implementation of a phased Regional Bike Share Interoperability Strategy** including the following:
1. Implement Step 1 - Bike Share-enabled TAP card as Bike Share ID and Step 2 - Existing TAP card as Bike Share ID in 2016; and
 2. Continue to collaborate with TAP on an interoperability strategy for Step 3 - Seamless User Interoperability and report back in Spring 2016.

ISSUE

At the June 2015 meeting, the Board awarded a two-year contract to Bicycle Transit Systems (BTS) for provision of the equipment, installation and operations of the Metro Countywide Bike Share Phase 1 Pilot in downtown Los Angeles (DTLA Pilot). At the July 23, 2015 meeting, the Board approved Motion 22.1 (Attachment B), providing staff with direction on next steps for implementing the Countywide Bike Share Program. Included within Motion 22.1 was direction to enable a "seamless user experience." Staff has pursued TAP integration as one of the elements to creating a seamless experience between Metro Bike Share, transit and potentially, other municipal bike share systems. Board approval and authorization are needed to proceed with the proposed Countywide Bike Share Fare Structure and interoperability strategy.

DISCUSSION**Fare Structure Development**

Staff continues to meet with the bike share-ready cities identified in the Metro Countywide Implementation Plan - including the cities of Los Angeles, Pasadena, Huntington Park, Culver City and the County of Los Angeles - on a regular basis, either as a group or one-on-one in order to advance the launch and expansion of the Countywide Bike Share system. We have worked with these bike share-ready cities to develop a fare structure that positions bike share as a Metro service (one that extends the reach of transit) and addresses a variety of regional needs. In developing the proposed fare structure, we reviewed an array of fare structures from other systems nationwide (Attachment C). Santa Monica's adopted fare structure for Breeze bike share was considered as part of this survey; however, it did not meet all of our fare structure objectives as described below. Staff from Santa Monica has stated they are not prepared to modify their rate structure until they have a period of operating the system and evaluate the local results.

Fare Structure Objectives

In developing the Countywide Bike Share Fare Structure, staff set forth several objectives that would influence and frame the proposed structure. In addition to developing a fare structure that would contribute to the financial sustainability of the system, we also sought a fare structure that would work for a regional system - that is, a fare structure that would be successful in the various communities throughout Los Angeles County with their unique socio-economic and demographic characteristics.

As part of that effort, we developed a fare structure that is modeled after a transit fare structure. By drawing on the existing transit fare model, Metro has the opportunity - as the leader of the Countywide Bike share program - to fully position bike share as a thoughtfully integrated element of transit over time. We sought a fare structure that intrinsically addresses equity. Recent studies (Attachment D) show that lowering the barrier to entry can in and of itself draw persons of lower income into trying bike share. While staff will continue to explore other opportunities to further address equity and the un-banked, establishing a low entry point to use bike share was identified as a key objective. Lastly, we sought a fare structure that was clear, easy to understand and customer friendly.

Fare Structure

The proposed fare structure includes 3 simple pass options: 1. a "Monthly" pass for \$20 that includes unlimited 30 min trips, 2. a "Flex" pass for a \$40 annual fee that includes a \$1.75 charge per 30 min trip, and 3. a "Walk-Up" for \$3.50 per 30 min trip. The "Monthly" pass will have an auto-renew option upon sign-up. The first two passes can only be purchased online (on a computer or mobile device) however; the walk-up can be purchased with a credit/debit card at the payment kiosk available at each bike share station. Each of these passes caters to the various types of bike share users - frequent user, occasional user and casual user. The fare recovery ratio for the Metro Countywide Bike Share Program with the proposed fare is estimated to range between 60% and 80% depending on the typology of the city. The fare recovery ratios are based on the proposed pass pricing and applied to other comparable systems (Attachment E). In addition to being financially sustainable, the proposed fare structure had broad support among the bike share ready cities and fulfills the bike share objectives as described below:

Bike Share as a Metro Service

- Fare pricing is based on a 30-minute trip equivalent to approximately a 3 mile ride which is the

FTA bike-shed for transit.

- Fares look similar to transit or are based on a multiplier of existing transit fares.
 - For walk-up users, the price is 2x the price of a Metro bus/rail ride. This rate is low enough to encourage first-time users to try the system while remaining sustainable enough to foster an appropriate revenue stream. Based on the dynamics of other similar bike share systems, we expect a large percentage of walk-up users to be DTLA visitors or tourists who are not price-sensitive.
 - For Monthly Pass holders, all rides within the 30-minute period are free. Overage charges are equivalent to a Metro bus/rail trip at \$1.75 per every additional trip within 30 minutes.
 - Flex Pass fares are equal to a Metro bus/rail trip (\$1.75).
 - Similar to transit fares, the proposed fare structure is built on payment per ride or per month.

Equity

- The three proposed pass options are flexible and streamlined to meet the diverse needs of communities that may need to serve user bases composed of local residents, tourists, or both. For instance, the overage charge rate does not escalate and thus supports users who may be traveling from greater distances to access a transit station or a final destination. (We may observe this in more suburban areas like South LA, East LA, San Gabriel Valley and San Fernando Valley cities and other areas of Los Angeles County.)
- We priced the walk-up rate to accommodate all users, including low-income riders. (Attachment A)
- The flex pass option is the most affordable option for occasional users. This pass will provide transit dependent users who are the most price-sensitive a low annual entry fee at \$40. In the future, the \$40 Flex pass fee could be subsidized to allow rides on bike share to cost the same as trips on Metro Transit (\$1.75).

Customer Friendly/Easy to Understand

- The proposed fare structure includes three simple pass options. We limited the menu of options to improve customer understanding and make signing up easy.
- The overage charges are non-escalating to keep the structure user friendly.

Building upon bike share industry lessons learned, the Metro Bike Share system will first be open to pass holders. This pass holder preview period will allow us to ensure the system is performing as expected and to encourage bike share users to register as pass holders. After the initial pass holders preview, which will not exceed one month, the system will be open to the public at large. In order to encourage casual users to try bike share and in response to direction received from the Planning and Programming Committee, walk-up users will receive a one month promotional walk-up rate of \$1.75 per 30 minute trip. The walk-up rate will revert to \$3.50 after the promotion period

expires. Staff is exploring a number of other promotional activities in connection with the system launch. One such activity will be aimed at encouraging pass holder registrations during the preview period. Staff will work collaboratively with Communications to ensure all marketing and outreach materials are clear and to maximize opportunities to reach potential bike share users.

Bike Share Interoperability Strategy

The Metro Board provided direction through Motion 22.1 to create a “seamless user experience.” Staff has pursued TAP integration as one of element of creating a seamless experience between the Metro Countywide Bike Share Program, transit, and other bike share systems. With two different bike share vendors in the County, physical interoperability between the two proprietary bike share systems can best be addressed through the co-location of stations. Software interoperability for step 3 may be addressed through web and mobile applications, and/or the TAP system. TAP in partnership with Countywide Planning, has worked with BTS’s technical team, and CycleHop and its contracted cities’ staff to develop interoperability strategies for step 3. Based on the work conducted thus far, staff proposes to implement the following phased approach to achieve countywide bike share interoperability.

Step 1 - Bike Share-enabled TAP card as Bike Share ID

A uniquely branded TAP card will function as a Countywide Bike Share ID to unlock bicycles at each station. Only Countywide Bike Share TAP cards issued by BTS to pass holders will be recognized by the bike share system. Bike share fares are associated with the bike share user’s account and not with the TAP card itself. The TAP cards will also be usable on the TAP bus and rail system. Customers using the bikeshare station for the first time and that do not have this special TAP card can still use a valid credit/debit card to check out a bike.

Estimated Implementation Schedule: DTLA launch next summer.

Step 2 - Existing TAP card as Bike share ID

All TAP cards will function as bike share passes to unlock a bicycle at a station. The TAP card number will need to be entered, either by the user or an app, at the time of purchase of a Bike share pass and validated by BTS for the Metro system. This step requires sharing of limited data between TAP and bike share vendor(s). Planning staff is working with TAP and Metro Information Technology Services staff to develop a data exchange tool for this task. Bike share fares are associated with the bike share user’s account and not with the TAP card itself. Customers using the bikeshare station for the first time and that do not have a TAP card can still use a valid credit/debit card to check out a bike.

Estimated Implementation Schedule: By the end of calendar year 2016.

Step 3 - Seamless User Interoperability

Create a seamless user experience where the account registration and/or payment for Metro transit services and multiple bike share vendors is linked. Staff anticipates that the development of a regional back-office and clearinghouse and/or the procurement of a third-party intermediary service provider will be required. Staff will continue to work collaboratively between departments to further refine the functions of this service and develop rough order of magnitude costs to inform a recommendation. However, it is anticipated that this clearinghouse and/or third-part intermediary should perform, at a minimum, the following functions and accommodate expansion of functions:

- Exchange of data for purse and account information.
- Enable transfers between Metro transit and bicycle services.
- Enable interoperability with other Countywide bicycle services such as Metro Bike Hubs.
- Enable interoperability between bike share vendors.

Estimated implementation Schedule: Metro Bike share Phase 2 Expansion

DETERMINATION OF SAFETY IMPACT

Implementing a Metro Countywide Bike Share fare structure and initiation and implementation of a phased bike share interoperability strategy will not have any adverse safety impacts on Metro employees and patrons.

FINANCIAL IMPACT

The FY16 budget includes \$7.78M for this project in cost center 4320, Project 405301 - 05.01 (Bike Share Program).

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

Impact to Budget

The sources of funds are toll revenue grant and other eligible and available local funds or general funds.

ALTERNATIVES CONSIDERED

The Board may choose not to approve a Metro Countywide Bike share fare structure or authorize the initiation and implementation of a multi-step bike share interoperability strategy. This alternative is not recommended, as it is not in line with previous Board direction.

NEXT STEPS

Staff will return to the Board in Spring 2016 with an update on the following items:

Title Sponsor

We are working with our bike share contractor, BTS to solicit a title sponsor. As was reported to the Board in September 2015, we are on schedule to launch the DTLA Pilot and are proceeding with a black bicycle that will provide flexibility to add sponsor placement with decals on the body, skirt guard, and basket at a later time.

Cash Payments and Subsidized Reduced Fares

We are exploring options for in-person and/or cash payment for the “Monthly” and/or “Flex” passes. We also continue to explore opportunities for providing subsidies to Metro Rider Relief and Reduced Fare Office participants, potentially utilizing JARC funds for the DTLA Pilot to “buy-down” subsidies as is done for transit.

Step 3: Seamless User Interoperability

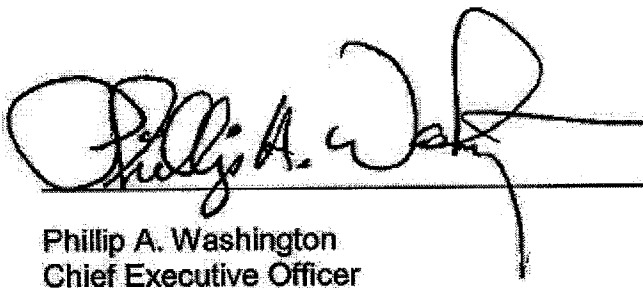
We continue to evaluate options for Step 3 seamless user interoperability. We will return to the Board to request direction on the development of a clearinghouse and/ or the procurement of a third-party intermediary.

ATTACHMENTS

- Attachment A - Metro Bike Share Fare Structure
- Attachment B - Metro Board Motion 22.1, July 2015
- Attachment C - Bike Share Fare Structure in Other Cities
- Attachment D - Data Supporting Monthly Pass
- Attachment E - Fare Recovery Estimates Comparison Chart

Prepared by: Avital Shavit, Transportation Planning Manager, (213) 922-7518
Laura Cornejo, Deputy Executive Officer, (213) 922-2885
Diego Cardoso, Executive Officer, (213) 922-3076
Cal Hollis, Managing Executive Officer, (213) 922-7319

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



Phillip A. Washington
Chief Executive Officer

Metro Bike Share Fare Structure

Monthly Pass

30 days, unlimited half-hour trips

30-Day Pass:

\$20

Unlimited **FREE**
trips up to
30 minutes each

+

\$1.75

per extra half hour

Flex Pass

Pay per trip

Annual fee:

\$40

\$1.75
per trip up to
30 minutes each

+

\$1.75

per extra half hour

WalkUp

Pay per trip

Pass Charge:

None

\$3.50
per trip up to
30 minutes each

+

\$3.50

per extra half hour



Metro

Board Report

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

File #: 2015-1093, File Type: Motion / Motion
Response

Agenda Number: 22.1

PLANNING AND PROGRAMMING COMMITTEE
JULY 15, 2015

Motion by:

Supervisor Ridley-Thomas

July 15, 2015

22.1, Relating to File ID 2015-0995
Next Steps for Implementing the Countywide Bikeshare Program

The Metro Board of Directors (Board) has expressed a strong commitment to deploy a Countywide Bikeshare Program as a first and last mile solution and as a practical option for inter-jurisdictional travel. A regionally-coordinated bikeshare program will reduce vehicle miles travelled, improve the accessibility of our transit system and enhance the overall livability of the region.

At the June 2015 Metro Board meeting, the Board awarded a bikeshare contract to Bicycle Transit Systems and instructed staff to move forward with the pilot phase of implementation in downtown Los Angeles. Metro should serve as the regional facilitator of a financially sustainable system and seamless user experience and work with communities throughout the region as they are prepared to join a Countywide Bikeshare Program. Some cities have already initiated efforts to establish bikeshare programs.

Metro should work with those jurisdictions to optimize opportunities for interoperability.

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

- 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 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.

Attachment C

Other Selected System Fares

City	Name	Vendor	Pass*	Pass Cost			Bikes	Membership	Riders/Trips per year
				Annual	Monthly	Daily			
Phoenix	Grid	CycleHop	Yes	\$ 79	\$ 30	\$5/ hr	500	NA	NA
Santa Monica	Breeze	CycleHop	Yes	\$ 119	\$ 20	\$6/ hr	40	NA	NA
Philadelphia	Indego	B-cycle	Yes+	Flex Pass - \$10+ \$4/hr	\$ 30	\$4/ .5 hr	600		
Denver	None	B-cycle	Yes+	\$ 90	\$ 15	\$ 9	700	2,699	40,600
Minneapolis	Nice Ride	PBSC	Yes	\$ 65	\$ 30	\$ 3	1,300	3,521	37,103
Miami**	citibike	DecoBike	Yes	None	\$ 15	\$ 24	800	2,500	338,878
Chicago	Divvy	Motivate	Yes	\$ 75	None	\$ 9.95			
NYC	citibike	Motivate	Yes	\$ 149	None	\$ 9.95	5,480	13,528	6,900,000
DC	Capital	Motivate	Yes	\$ 75	\$ 25	\$ 7	1,200	19,200	105,644
Boston	Hubway	Motivate	Yes	\$ 85	None	\$ 5	600	3,600	30,000
Bay Area	None	Motivate	Yes	\$ 88	None	\$ 9	700	5,900 annual	300,000
London	Santander	Cycles Devinci	Yes	£ 90.00	None	£ 2.00	11,500	163,205	5,747,362
Mexico City	EcoBici			\$ 25	None	\$ 6	6,000	180,000	4,798,870
Berlin****	Call-a-Bike	Deutsche Bahn	Yes+	€ 49.00	€ 9.00	€ 12.00	1,450	66,000	177,000*****
Taipei	YouBike	Giart	Yes	None	None	\$0.32 - 1.28 / hr	5,300	NA	12,000,000*****

* Conventional membership plan: unlimited number of 30 min trips and increasing additional fees after 30 to 45 mins per trip OR 60 mins total per day under Cyclehop. Commonly used in many cities.

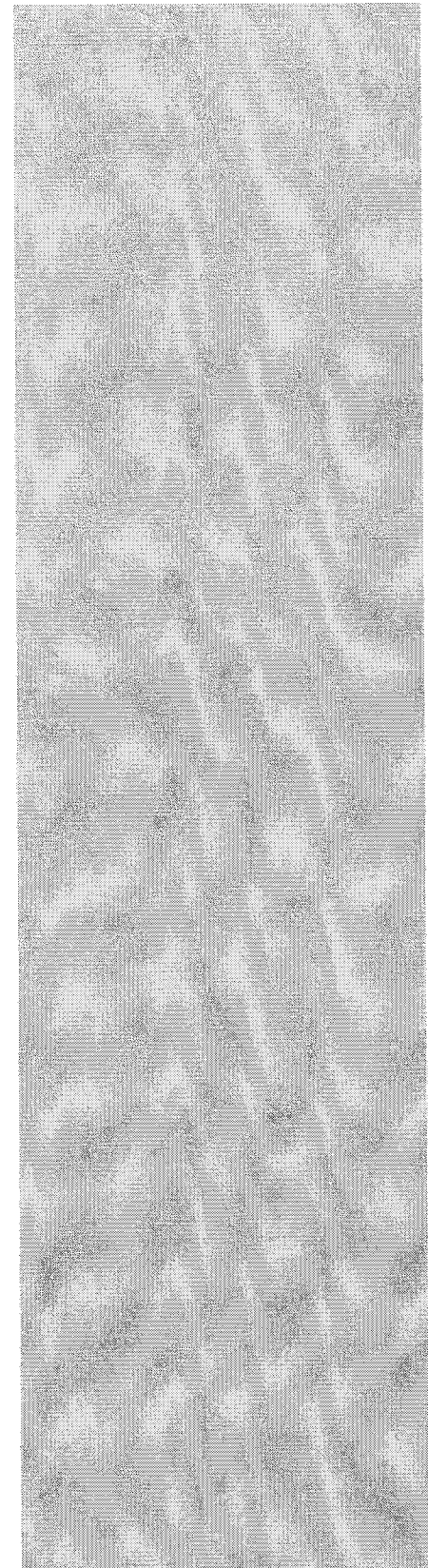
** In units of stations per square mile in service area.

*** Miami has a hybrid rental/ bikeshare program to address tourism market. Also has large protected environment for carefree bicycling.

**** Yes the option of using Best Fare pricing. RiderCard bridges multiple modes and systems.

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Agency/City	System Name	System Size	Walk Up		Monthly		Annual Pass/	
			Pass	Walk Up Includes *	Pass	Monthly Includes **	Flex Pass	Annual Includes ***
Metro/Los Angeles	Metro Bike Share	1,000	\$3.50	30 min trip	\$20	Unlimited 30 min trips	\$40 Flex pass	\$1.75 per 30 min trip
Philadelphia	Indego	600	\$4	30 min trip	\$15	Unlimited 60 min trips	\$10 Flex pass	\$4 per 60 min trip
Miami	Citibike	800	\$4	30 min trip	\$15	Unlimited 30 min trips	None	N/A
Phoenix	Grid	500	\$5	60 mins over 24 hours	\$15	60 min per day	\$79	60 min per day
Santa Monica	Breeze	500	\$6	60 mins over 24 hours	\$20	30 min per day	\$119	30 min per day
Minneapolis	Nice Ride	1,300	\$6	Unlimited 30 min trips for 24 hours	\$15	Unlimited 60 min trips	\$65	Unlimited 60 min trips
Boston	Hubway	600	\$6	Unlimited 30 min trips for 24 hours	None	N/A	\$85	Unlimited 30 min trips
Washington DC	Capital	1,200	\$7	Unlimited 30 min trips for 24 hours	\$28	Unlimited 30 min trips	\$85	Unlimited 30 min trips
SF Bay Area	None	700	\$9	Unlimited 30 min trips for 24 hours	None	N/A	\$88	Unlimited 30 min trips
Denver	None	700	\$9	Unlimited 30 min trips for 24 hours	\$15	Unlimited 30 min trips	\$90	Unlimited 30 min trips
Chicago	Divvy	4,760	\$9.95	Unlimited 30 min trips for 24 hours	None	N/A	\$75	Unlimited 30 min trips
New York City	Citibike	5,480	\$9.95	Unlimited 30 min trips for 24 hours	None	N/A	\$149	Unlimited 45 min trips
* Walk up pass holders incur overage charges for exceeding allotted time								
** Monthly pass holders incur overage charges for exceeding allotted time								
*** Annual pass holders incur overage charges for exceeding allotted time								



Data Supporting Monthly Pass

Philadelphia Low-Income Focus Group:

- Sticker price is more important than total cost
- People will pay more overall if they can pay by the month (92% indicated prices above \$20)

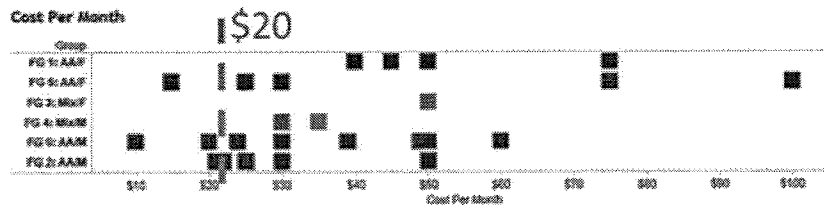
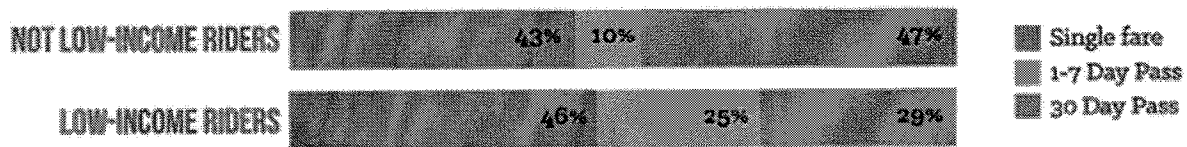


Figure 5. Cost Suggestions by Focus Group
 Source: NACTO, "Can Monthly Passes Improve Bike Share Equity?"
 Institute for Survey Research - Temple University. (2014).
 Bike Sharing in Low-Income Communities: An Analysis of Focus
 Group Findings. Philadelphia, PA: Hoo, N.D. & Kaloustian, T.K.

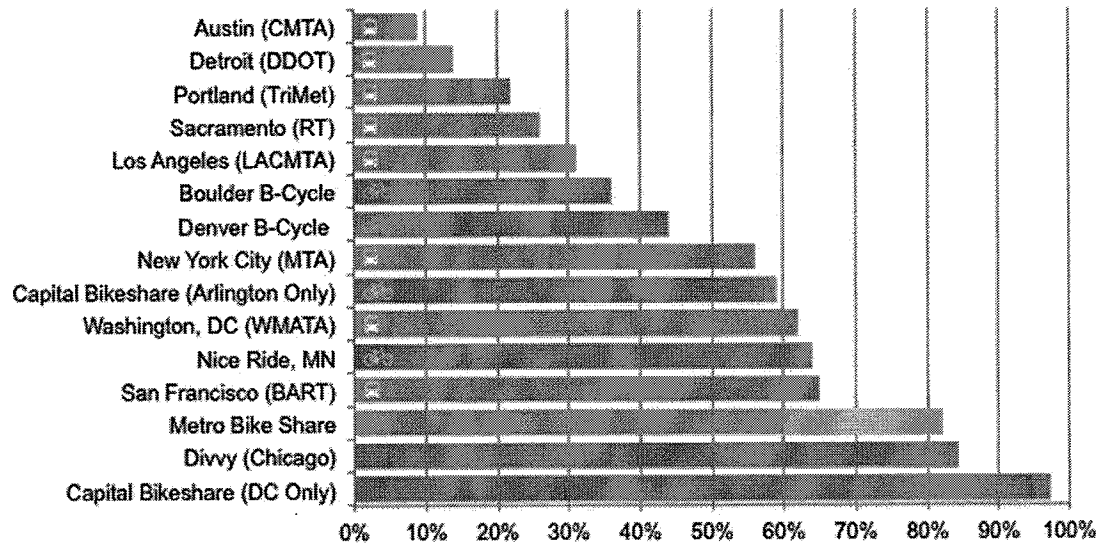
Low-income transit riders opt for more membership plan flexibility:



NACTO analysis of CTA, NYC MTA, and MBTA pass sales.

Fare Recovery Estimate

(Excluding Sponsorship & Advertising)



Source: National Transit Database (2012); Fehr & Partners via bike share operators; <http://www.chicagobusiness.com/article/20140523/REGIONS/140523774/Divvy-pedaled-to-loss-in-13>; <http://www.wired.com/news/infociv/2012/04/17/bike-sharing-systems-arent-trying-to-please-for-profit>



Board Report

File #: 2015-1770, **File Type:** Informational Report

Agenda Number: 17.

**PLANNING AND PROGRAMMING COMMITTEE
JANUARY 20, 2016**

SUBJECT: REGIONAL RAIL UPDATE

ACTION: RECEIVE AND FILE

RECOMMENDATION

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

ISSUE

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

DISCUSSION

LACMTA is the largest member agency for the Southern California Regional Rail Authority (SCRRA), the operator of the Metrolink commuter rail network. Metrolink carries approximately 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 10 capital improvement projects that it is actively managing.

- Bob Hope Airport/Hollywood Way Station, Antelope Valley Line

This project will add a new Metrolink station on the Antelope Valley Line, to provide better access to the Bob Hope Airport. Procurement for the construction of the Project is underway. The design is complete and staff is working through the final issues related to procurement and the associated grant. The major issue is the obligation of FHWA funds for construction of the project. Staff is working with Caltrans to resolve this issue. This is scheduled to be out to bid for construction in early 2016.

- Bob Hope Airport Pedestrian Grade Separation, Ventura Line

This project will construct an elevated walkway to enhance safety and directly link the current station to the airport. In March 2015 the Metro Board awarded the design contract. Notice to Proceed was issued in April 2015. Staff is working closely with Burbank/Bob Hope Airport staff in the development of the project. The alternative analysis is completed. 30% submittal has been reviewed and comments are being addressed. The 65% design documents are currently being developed. Staff is coordinating with Burbank/Bob Hope Airport, Amtrak, Caltrans, LOSSAN, City of Burbank, Metrolink, Union Pacific, and utility owners to identify potential issues early on in the project.

- Brighton to Roxford Double Track

This project will double track 10.95 miles of the Antelope Valley Line between Burbank and Sylmar. Once completed, Metrolink will be able to significantly improve on time performance and operation reliability on the Antelope Valley Line. This project includes construction of three new railroad bridges, modification of 15 at-grade crossings, and modifications to two stations. The project will be designed to be compatible with the future high speed rail alignment. Once completed, there will be continuous double track between Los Angeles Union Station and CP Balboa in the Sylmar area. The Metro Board awarded the contract for design on July 23, 2015. Notice To Proceed (NTP) was issued on September 1, 2015. The consultant is currently working on Phase-1 (Environmental Clearance and Preliminary Engineering). The utility notification letters has been sent out to impacted utility companies and development of aerial base map has been initiated.

- 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.

A Project Study Report Equivalent (PSRE) was completed in April 2014. Locally preferred Alternative 2 was approved by the Board in June 2015. This approval required Metro Staff to replace the proposed Fairmont Connector option near the Doran crossing with an option that meets the needs of the community. Metro staff is working with the design consultants, the cities of Glendale and Los Angeles to study options to develop a solution. Meetings have begun with property owners affected by 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. On December 7, a California Environmental Quality Act (CEQA) notice of exemption was filed with the Los Angeles county Clerk's office for the interim one-way westbound construction for Doran Street. The general order (GO-88B) application to modify the existing Doran Street rail crossing was submitted to the California Public Utilities Commission (CPUC) in December, 2015. Metro will begin the construction procurement process in March 2016 and anticipates that construction of the interim one - way westbound configuration will commence in September 2016.

- L.A. County Grade Crossing and Corridor Safety Program

This is a comprehensive grade crossing and corridor safety program. This project will analyze 110 at-grade crossings and 160 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. Work has begun in developing the methodology for the effort. We will be reaching out to the cities after the first of the year.

- Raymer to Bernson Double Track

As a result of community concerns about constructing a second mainline track within the Metro Right-of-Way, part of which abuts a residential area, staff have met several times with the community and there will be a further meeting in January 2016.

A public meeting was held in April 2015 to discuss the project progress and to receive input from the community. A second public meeting with the community was held on August 25, 2015. At this meeting, the Metro CEO suspended the project to address community concerns. Staff attended another community meeting with the Sherwood Forest Homeowners Association on September 16, 2015. Some of the concerns raised include noise and vibration, transport of oil trains by freight railroads and safety of trains on double tracks. On December 2, Staff held two community meetings with the residents' local steering committee and the Sherwood Forest Homeowners association. Metro staff will meet with the residential community again on January 13, 2016. Staff will continue to inform the board on ongoing outreach efforts to the community. In response to community requests, Metro hired a consultant to conduct field noise and vibration studies in October. The noise and vibration measurements were conducted at the home of ten volunteers near the Metro right of way in Northridge and at other locations along the railroad right of way in Glendale.

The field noise and vibration studies showed:

- Existing train noise and vibrations are already high
 - Highest noise levels found near crossing (train horns)
 - Existing vibration levels exceed FTA criteria at some locations
 - Readings consistent with earlier modeled estimates
- Rosecrans/Marquardt Grade Separation

This project will grade separate the existing at-grade crossing at the Rosecrans and Marquardt intersection in Santa Fe Springs. This crossing has been ranked No. 1 on the California Public

Utilities Commission (CPUC) Section 190 list as the most hazardous crossing in the state.

This project is related to the 14.7 mile triple track project that the BNSF Railway is constructing in the area. This project will allow the completion of the triple track project and adds capacity to the corridor.

LACMTA Board awarded the contract in March 2015 and Notice to Proceed was issued on April 15, 2015. The consultant has completed the Alternative Development Report, Preliminary Environmental Study, aerial mapping, right-of-way mapping, as well as utility mapping. Public outreach including public workshops and city council meetings have been with cities of Santa Fe Springs, La Mirada, and Gateway Cities Alternative #2 was proposed as the preferred alternative. The consultant is currently working on phase 2 - PS&E including Bridge and Retaining Wall plans, and the Bridge Type Selection Reports.

- 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 exit 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 reduced greenhouse gases associated with idling locomotives.

Modeling of a four-track or six-track configuration has been completed. Both options are seen to provide substantial benefit to the station capacity by doubling the peak period capacity at the station.

The SCRIP 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 was 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. Staff will come to the Board with a separate item in January.

- 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 ready for bid documents were completed in November 2015.

The construction fund allocation will be requested from the CTC in January 2016. Metro anticipates

construction will start in July 2016. Metro will meet with the communities near the project limits before commencement of construction.

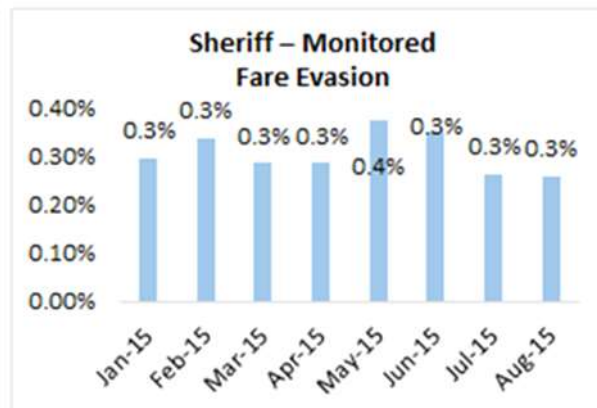
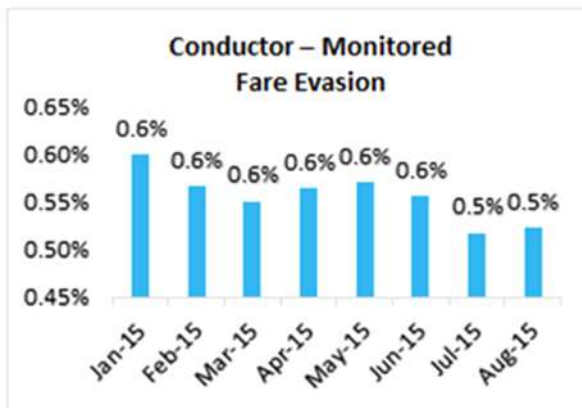
- Transfer of Capital Projects to Metrolink

Staff is working with Metrolink on the transfer of selected projects for completion. An Agreement between the two agencies is being developed that will define the means and methods of how Metro and Metrolink will work together to complete projects. Once completed, this Agreement will come to the Metro Board for a final decision on the transfer of projects to Metrolink. The projects that are being discussed for transfer, initially, are the Raymer to Bernson Second Track Project and the Van Nuys Second Platform Project. Of these projects, the Van Nuys Station project is the most advanced, currently at the 100% design level. Staff is working with Metrolink on the handing over of the Van Nuys Station for construction. This will be subject to Metro Board approval.

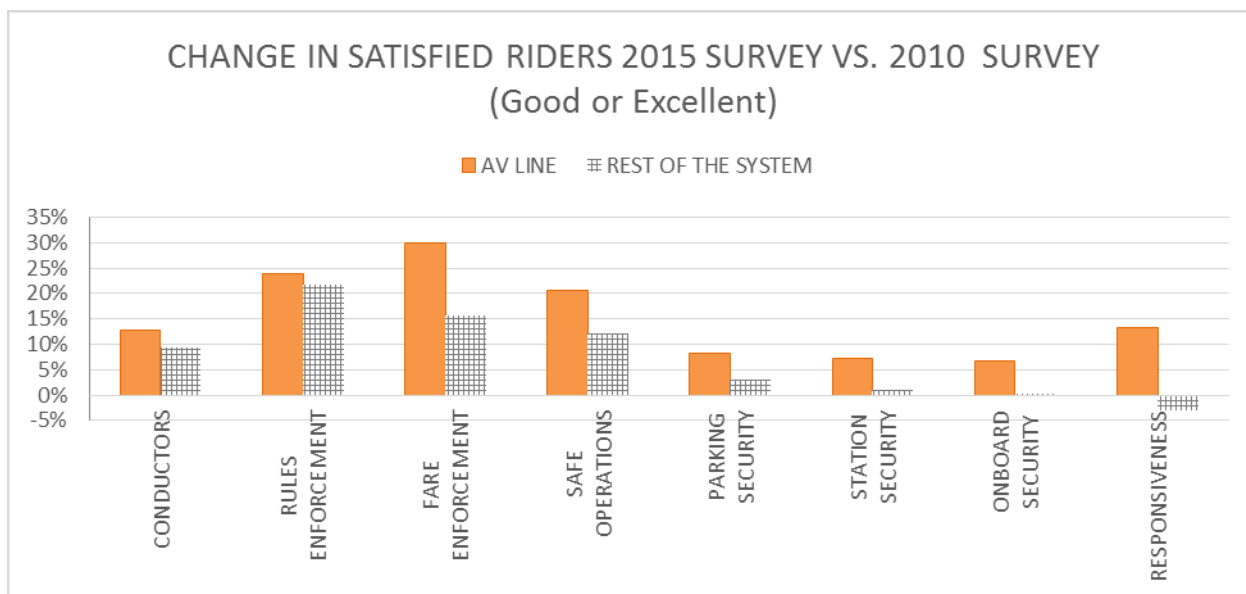
Metrolink Commuter Rail

- Antelope Valley Line (AVL) Second Conductor Program

In December 2014 the Metro board approved funding for additional conductors to provide 100% fare enforcement on the AVL. Previously, fare evasion of the AVL was estimated at 3.4%. Since the initiation of the second conductor program, fare evasion on the AVL has dropped to half a percent.



Additionally, the second conductor program has resulted in improved communication and an enhanced customer experience to the rider. Results of the 2015 on-board survey indicate that since the second conductor program was initiated, customer satisfaction has increased at a higher rate on the AVL than on the other Metrolink lines.



Antelope Valley Line 25% Fare Reduction Program

The Metro board approved funding for a pilot demonstration program to reduce fares by 25% on the AVL. The program began July 1, 2015 and has proven to be successful. Ticket sales data thru November 2015 indicates that overall ridership on the AVL is up 16% compared to 2014. This ridership growth on the AVL is particularly impressive given that ridership is down on five of the other six Metrolink lines during the same time period.

Month	2014	2015	Change	%
July	101,486	109,450	7,964	7.8%
Aug	100,958	113,703	12,745	12.6%
Sep	99,355	115,909	16,554	16.7%
Oct	99,333	123,617	24,284	24.4%
Nov	97,278	120,710	23,432	24.1%
Sum	498,410	583,389	84,979	17.1%

Revenue on the AVL is down 13%, which is significantly less than 25%, and continues to trend positively.

Month	2014	2015	Change	%
July	\$836,756	\$671,741	(\$165,015)	-19.7%
Aug	\$823,489	\$692,871	(\$130,618)	-15.9%
Sep	\$804,385	\$699,239	(\$105,146)	-13.1%
Oct	\$804,661	\$748,072	(\$56,588)	-7.0%
Nov	\$787,074	\$734,175	(\$52,899)	-6.7%
Sum	\$4,056,364	\$3,546,099	(\$510,265)	-12.6%

Both the AVL second conductor program and 25% fare reduction program are funded thru June 30, 2016. In spring 2016 staff will provide more information and options for the board’s consideration as part of the FY 2016-17 Metrolink budget process.

- Metrolink Financial Update

The Metro Board requested a Cost Benefit Analysis of Metro's subsidy to Metrolink at the December 3, 2015, board meeting with Motion 40. Metro staff is working with Metrolink to complete this request and will report back to the Metro Board in February 2016.

Metro staff is continuing to work with Metrolink to establish a repayment plan of Metro's \$18M loan. Although the loan is not technically due and payable until June 30, 2017, Metrolink has received \$32M in Proposition 1B funds which were to be utilized to repay Metro. This should facilitate repaying Metro before the loan maturity date.

Metrolink's Chief Financial Officer, Sam Joublat resigned his position effective December 31, 2015. Tom Franklin will assume the Interim Chief Financial Officer position while a national search commences for Sam's replacement. Metro looks forward to working with Tom and Elissa Konove, Metrolink's Deputy Chief Executive Officer, to continue progress towards improving Metrolink's financial situation.

- Metrolink Invoices and Billing Issues

After numerous attempts over the last year to resolve \$6M in outstanding Metrolink invoices, Metro staff has reduced our receivable balance to under \$400K. Metro staff has established a path forward with regularly scheduled Metrolink meetings to alleviate future invoicing issues and ensure timely resolution.

Metro staff was informed that Metrolink has a substantial backlog of invoicing to process for member agency reimbursement. Metrolink staff cannot provide Metro staff with a time frame on when to expect these invoices due to Metrolink staffing shortages. Metrolink becoming current on their invoicing would improve their cash flow and draw down Metro approved funding that has not been expended.

- Metrolink Ridership and Revenues for FY 2015-16

For the first quarter of FY 2015-16 (July thru September) Metrolink ridership was 1% below FY2014-15 levels and 1% above budget. Revenues were down 2.8% below FY 2014-15 levels and 2.5% below budget. Much of this revenue loss is attributable to the Antelope Valley Line, which has seen a drop in revenue of \$500K due to the AVL 25% fare reduction program. More detail is available in Attachment B.

- LOSSAN Intercity Rail (Amtrak Pacific Surfliner)

LOSSAN 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 15 consecutive months of year-over-year growth. Revenues are equally strong, with year-over-year increases in 18 of the last 19 months. For FY 2014-15 ridership increased 4%, revenues were up 8%, and farebox recovery was 70% on the Pacific Surfliner. More information is available in Attachment D.

The LOSSAN Joint Powers Authority (JPA) continues to transition management of the Pacific

Surfliner from the State to local control. LOSSAN is in the process of hiring staff and working to implement a robust and coordinated marketing campaign for 2016.

In 2015 LOSSAN was successful in receiving a State cap and trade grant of \$1.7M which will make it easier for riders to transfer from the Pacific Surfliner to connecting local transit. Starting in spring 2016, Metro day passes will be available for sale on board Pacific Surfliner trains at discounted rates. This convenience to the riders will promote and encourage increased ridership on our Metro rail and bus system.

- 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 A1
- Develop projects for funding under the High Speed Rail MOU

ATTACHMENTS

Attachment A-1 -- Regional Rail Capital Projects Status Report

Attachment A-2 - Regional Rail Capital Projects Budget

Attachment B -- Metrolink Ridership Trends

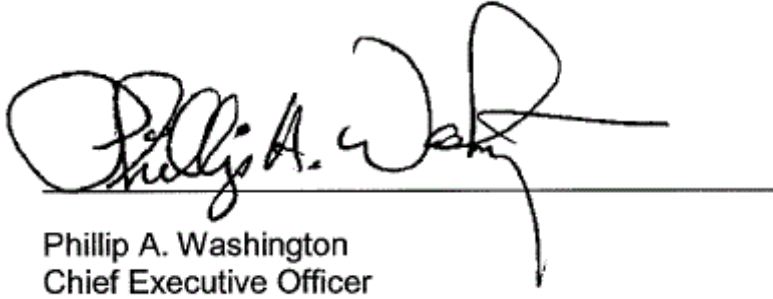
Attachment C -- LOSSAN Corridor Map

Attachment D -- LOSSAN Corridor Trends

Prepared by: Don Sepulveda, P.E., Executive Officer, Regional Rail (213) 922-7491
Bryan Pennington, Deputy Executive Director, Program Management
(213) 922-7449

Reviewed By:

Richard Clarke, Executive Director, Program Management
(213) 922-7557



Phillip A. Washington
Chief Executive Officer

**REGIONAL RAIL PROJECT BUDGET REPORT
AS OF NOVEMBER 30, 2015**

ATTACHMENT A-2

PROJECT NAME	LIFE OF PROJECT BUDGET	FUND SOURCES	(\$1,000) AMOUNT									CASH FLOW				
				FY13		FY14		FY15		FY 16		FY16	FY17	FY18	FY19	FY20
				BUDGET	ACTUAL	BUDGET	ACTUAL	BUDGET	ACTUAL	BUDGET	ACTUAL					
Antelope Valley Line Study	1,000	MR 3%	1,000	1,000	618	-	18	-	85	-	-					
Bob Hope Airport Metrolink Station	7,955	MR 3%	5,369	2,000	1,367	2,000	1,089	2,600	784	2,015	2	2,129				
		STURRA	2,586													
Bob Hope Airport Pedestrian Bridge	15,875	MR 3%	3,500					5,150	1	3,500	101	1,859	1,641			
		PROP 1B PTMISEA	5,375													
		ITIP	7,000													
Brighton to Roxford Double Track	110,000	MR 3%	3,000					1,500	9	3,750	94		1,500	1,500		
		PROP 1A	55,000													
		CHSRA	52,000													
Doran St Grade Separation	83,700	MR 3%	6,600	6,600		1,000	1,054	8,000	890	2,509	290	767	2,500	1,433		
		PROP 1A	45,000													
		CHSRA	19,600													
		TBD	12,500													
L.A. County Grade Crossings	4,500	MR 3%	4,500					3,000	-	1,110	-	2,000	2,500			
L.A. County Metrolink Station Needs Assessment	500	MR 3%	500					500	-	350	-	350	150			
Lone Hill to White - Env & 30 % Design	72,000	MR 3%	3,000					175	-	400	-	553	1,291	1,156		
		TBD	69,000													
Raymer/Bernsen Double Track	104,416	MR 3%	391			2,000	1,846	6,500	4,280	6,424	835	391				
		STIP	63,500				Reimbursed		Reimbursed	Advance \$						
		PROP 1B	16,800							and get						
		FRA	1,564							reimbursed						
		TBD	30,109													
Rosecrans Marquardt Grade Separation	110,000	MR 25%	35,000					1,000	9	3,000	751	1,295	2,367	2,000	24,633	4,705
		PROP 1A	53,000													
		SECTION 190	15,000													
		BNSF	7,000													
San Bernardino Line Study	1,000	MR 3%	1,000	1,000		7,500	669	-	103	-	-	-	-	-	-	-
SCRIP	365,000	MR 3%	21,000	4,000		4,000	55	9,000	5,454	9,535	753	15,500				
		PROP 1A	175,000													
		ARRA	32,000													
		CHSRA	137,000													
Van Nuys North Platform	32,598	MR 3%	200			1,000	742	3,000	1,718	2,924	732	200				
		PROP 1B	34,500							Advance \$						
		FRA	800							and get						
										reimbursed						

**REGIONAL RAIL PROJECT STATUS REPORT
AS OF NOVEMBER 30, 2015**

PROJECT NAME	BOARD APPROVED	SENT TO PROCUREMENT	RFP ISSUED	PROJECT AWARD	PROJECT STATUS	PROJECT START DATE	PROJECT COMPLETION	DELAYS/COST INCREASE EXPLANATION
Antelope Valley Line Study	APR 2011	JUL 2011	BENCH	OCT 2011	Completed	NOV 2011	SEP 2014	
Bob Hope Airport Metrolink Station	JUL 2012 MAY 2013 JUL 2014 DEC 2015	JUN 2013	BENCH	AUG 2013	In procurement for Construction	AUG 2013	DEC 2016	
Bob Hope Airport Pedestrian Bridge	JUN 2014	OCT 2014	JAN 2015	MAR 2015	Design	MAY 2015	JUN 2016	
Brighton to Roxford Double Track	JUL 2012	JUL 2014	SEP 2014	Not yet	Environmental	SEP 2015	MAY 2020	
Doran St Grade Separation	MAY 2011	NOV 2012	DEC 2012	JUL 2013	Engineering	JUL 2013	MAR 2020	Meeting with cities of Glendale and Los Angeles to obtain consensus on project.
L.A. County Grade Crossings	JUL 2012	NOV 2014	MAR 2015	SEP 2015	Study in progress	OCT 2015	OCT 2017	
L.A. County Metrolink Station Needs Assessment	JUL 2012	NOV 2014	BENCH	DEC 2015	Study in progress	JAN 2016	SEP 2016	
Lone Hill to White - Env & 30 % Design	OCT 2013	MAY 2015	SEP 2015	Not yet	In procurement	MAR 2016	APR 2017	
Raymer/Bernsen Double Track	JAN 2014	JAN 2014	JUN 2014	AUG 2014	Engineering	AUG 2014	DEC 2018	Delayed due to public outreach comments received from community regarding concerns related to installing a second track abutting residential property lines.
Rosecrans Marquardt Grade Separation	Measure R List	AUG 2014	OCT 2014	APR 2015	Environmental	APR 2015	APR 2020	
San Bernardino Line Study	JUL 2012	OCT 2012	FEB 2013	APR 2013	Completed	MAY 2013	SEP 2014	
SCRIP	JUL 2012 OCT 2015	AUG 2013	OCT 2013	AUG 2014	ON HOLD	NOV 2014	TBD	Working with CHSRA to finalize Funding Agreement.
Van Nuys North Platform	JAN 2014	JAN 2014	FEB 2014	JUN 2014	Engineering	JUL 2014	JAN 2018	

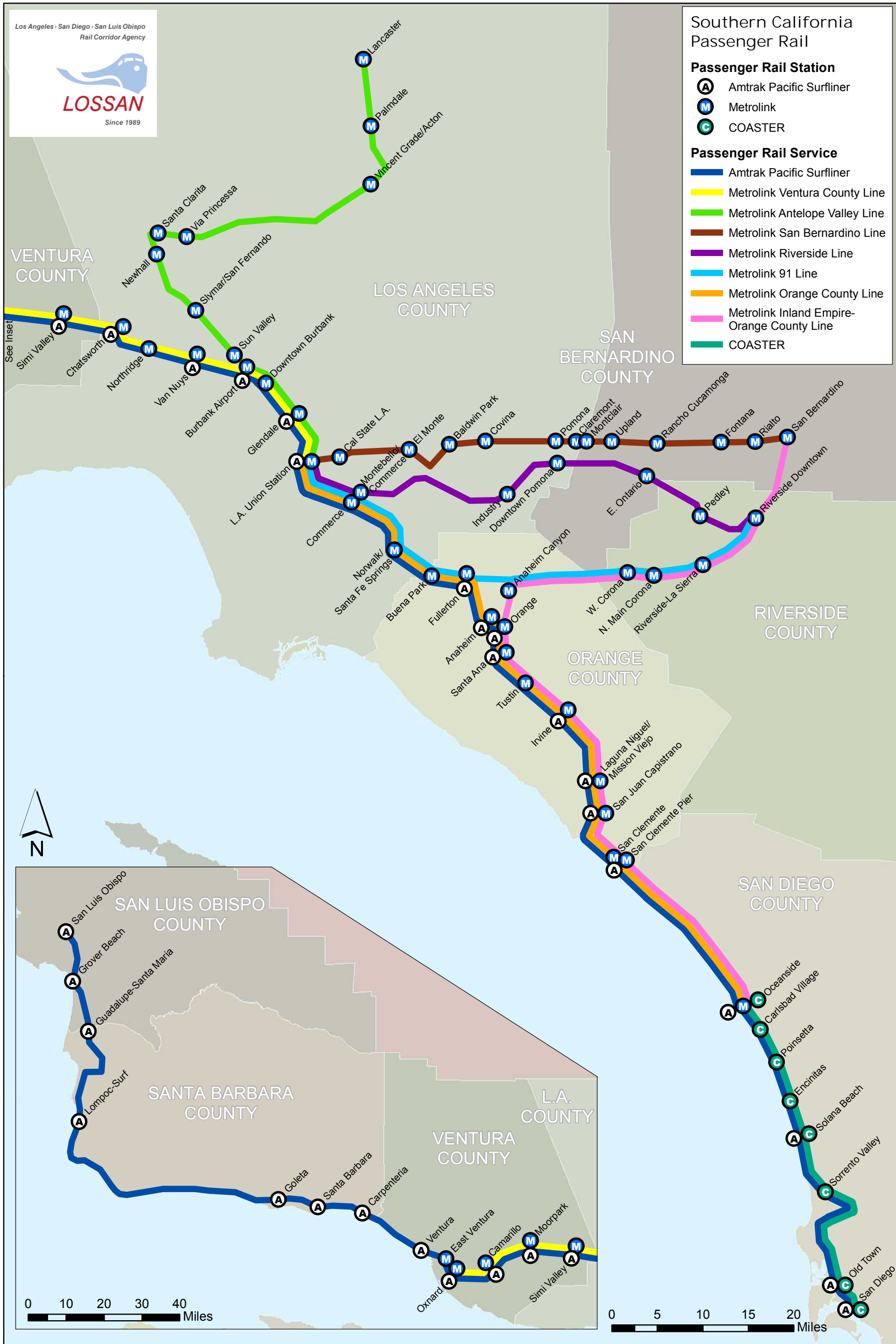
ATTACHMENT B

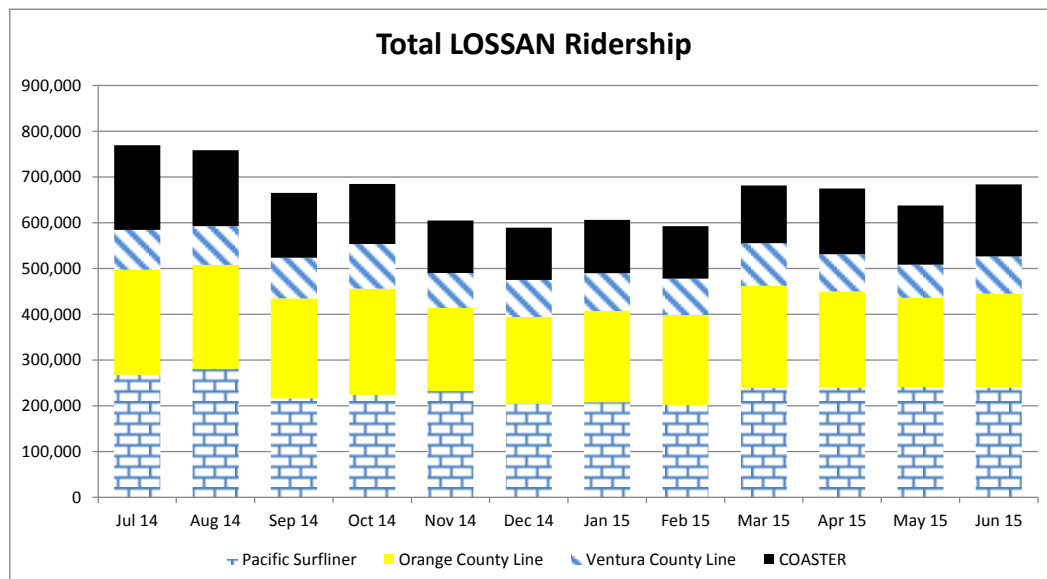
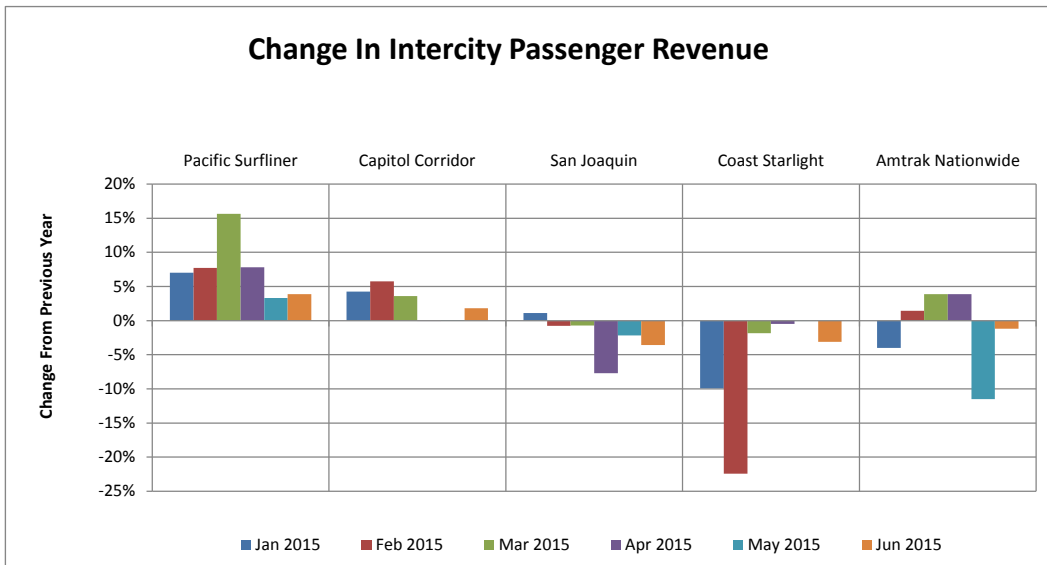
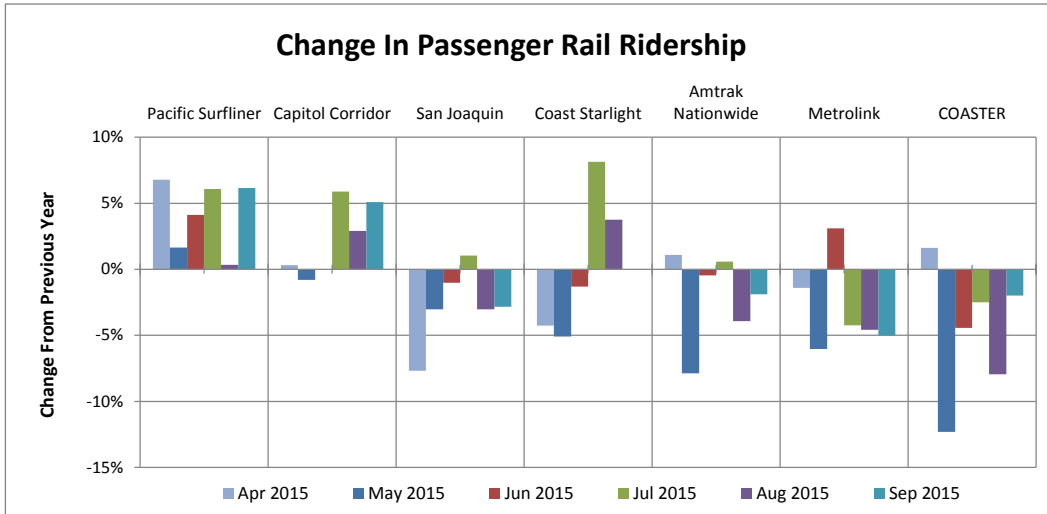
SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY
Passenger Fare Revenue and Ridership Report
Fiscal Year Ended September 30, 2015
(Thousands)

Operating Line	September 2015			YEAR TO DATE		
	FY 15-16 Budget	FY 15-16 Actual	Variance	FY 15-16 Budget	FY 15-16 Actual	Variance
Revenue						
Weekday						
San Bernardino	\$ 1,764	\$ 1,682	\$ (82)	\$ 5,306	\$ 5,115	\$ (191)
Ventura	\$ 566	\$ 558	\$ (8)	\$ 1,661	\$ 1,635	\$ (25)
Antelope Valley	\$ 887	\$ 755	\$ (132)	\$ 2,691	\$ 2,268	\$ (423)
Riverside	\$ 748	\$ 733	\$ (15)	\$ 2,251	\$ 2,217	\$ (34)
Orange County	\$ 1,639	\$ 1,710	\$ 72	\$ 4,889	\$ 5,080	\$ 191
Quarter Ending Sep 30, 2015	\$ 677	\$ 691	\$ 14	\$ 1,978	\$ 1,970	\$ (8)
Total Weekday	\$ 6,674	\$ 6,516	\$ (158)	\$ 19,910	\$ 19,382	\$ (528)
Weekend						
San Bernardino	\$ 166	\$ 147	\$ (20)	\$ 591	\$ 503	\$ (88)
Antelope Valley	\$ 102	\$ 96	\$ (5)	\$ 375	\$ 354	\$ (21)
Orange County	\$ 95	\$ 113	\$ 18	\$ 350	\$ 384	\$ 35
Inland Empire/OC Line	\$ 39	\$ 55	\$ 16	\$ 177	\$ 174	\$ (3)
91	\$ 3	\$ 23	\$ 20	\$ 11	\$ 80	\$ 69
Total Weekend	\$ 405	\$ 434	\$ 29	\$ 1,503	\$ 1,494	\$ (9)
Total Fare Revenues	\$ 7,079	\$ 6,949	\$ (130)	\$ 21,412	\$ 20,875	\$ (537)
Ridership						
Weekday						
San Bernardino	235	225	(10)	706	688	(18)
Ventura	88	87	(2)	259	260	0
Antelope Valley	128	134	6	390	397	8
Riverside	98	97	(1)	296	294	(2)
Orange County	198	204	6	591	626	35
Inland Empire/OC Line	103	98	(5)	300	292	(8)
91	50	54	3	145	157	12
Total Weekday	901	899	(2)	2,687	2,714	26
Weekend						
San Bernardino	31	28	(3)	110	93	(17)
Antelope Valley	21	16	(5)	78	67	(12)
Orange County	17	20	3	61	71	10
Inland Empire/OC Line	10	10	0	44	46	3
91	1	4	3	3	14	11
Total Weekend	79	79	(0)	295	291	(4)
Total Ridership	980	978	(3)	2,983	3,005	22

*Please note ridership counts are obtained from estimated conductor counts, which includes unticketed passengers. Due to the nature of these manual counts, there is a possibility for margin of error.

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





**Board Report**

File #: 2015-1743, **File Type:** Informational Report**Agenda Number:** 56.

**PLANNING AND PROGRAMMING COMMITTEE
JANUARY 20, 2016****SUBJECT: ACTIVE TRANSPORTATION STRATEGIC PLAN UPDATE****ACTION: RECEIVE AND FILE****RECOMMENDATION****RECEIVE AND FILE Metro Active Transportation Strategic Plan Update.****ISSUE**

In July 2014, the Metro Board of Directors passed Motion #25, directing staff to develop an active transportation finance strategy (Attachment A). Staff is providing a status update on the Active Transportation Strategic Plan (ATSP), which supports Part A of Motion #25.

BACKGROUND AND DISCUSSION

The ATSP supports Motion #25, Part A, as well as further carries out a number of policies that the Board has previously adopted in order to improve mobility in the region for people who walk, bike, and take transit, including:

- Metro/SCAG Joint-Work Program, May 2015
- Complete Streets Policy, October 2014
- First Last Mile Strategic Plan and Planning Guidelines, April 2014
- Countywide Sustainability Planning Policy and Implementation Plan, December 2012
- Bicycle Transportation Strategic Plan, June 2006

The ATSP will serve as Metro's overall strategy for funding and supporting implementation of active transportation infrastructure and programs in Los Angeles County. The ATSP will identify strategies to improve and grow the active transportation network to expand the reach of transit and develop a regional active transportation network to increase personal travel options. It is intended to provide guidance to Metro and partner organizations, including local jurisdictions, regional government, and other stakeholders, in setting regional active transportation policies and guidelines to meet transportation goals and targets in support of the Regional Transportation Plan/Sustainable Community Strategy, Long Range Transportation Plan update, and other future planning efforts.

In most instances, Metro does not own or operate many elements of the public right of way, including pedestrian and bicycle facilities beyond our station footprint. However, effective walking and bicycling infrastructure are critical elements to facilitate first last mile connectivity to our extensive public transit network. Beyond the connection to transit, a high quality, safe, low stress regional active transportation network can provide more transportation options and improve mobility. The ATSP builds on local and sub-regional planning already underway in the region to weave a cohesive strategy for our county and identify opportunities for Metro to support local partners in achieving implementation.

Stakeholder Engagement

During the development of the ATSP, the project team engaged and solicited feedback from various Metro departments, as well as agency partners, including the Metro Technical Advisory Committee and its Subcommittees, sub-regional Councils of Governments, the California Department of Transportation (Caltrans), Southern California Association of Governments (SCAG), local governments, and other stakeholders. We also formed a project Technical Advisory Committee, which consists of internal Metro departments and external stakeholders, to guide the development of the ATSP. During August 2015, we held seven stakeholder workshops across the county to solicit input. These workshops were attended by over 250 attendees and included representatives of local, regional, and state government agencies, elected offices, sub-regional councils of governments, nonprofit organizations, community groups, advocates, private firms, transit operators, transit riders, public health, and other stakeholders. We launched an online survey to gather additional input from stakeholders during Summer 2015. During December 2015, we held a second round of six stakeholder workshops across the county to provide an update on the ATSP and solicit additional input. Over 120 participants attended in total to provide feedback. We will continue to conduct outreach to key stakeholders.

Status of ATSP Development

The project team has completed a needs and opportunities assessment and is currently developing strategies to support active transportation implementation, including the creation of tools and resources to better position partners for local, state, and federal grant funding opportunities that arise in the future.

Status of Directives in Motion #25, Part A

Included within Motion #25, Part A, items 1 and 2, was direction to:

- 1) Define performance metrics to measure improvements for walking and biking, including: access to walking and biking infrastructure, access to education and encouragement programs, rates of Metro customers walking and biking to transit, collision and injury/fatality rates and greenhouse gas reductions from active transportation.
- 2) Set benchmarks based on the developed performance metrics and identify what level of annual investment is necessary to meet those goals.

Performance Metrics and Benchmarks

Staff has identified a preliminary set of metrics and benchmarks to measure improvements to walking and bicycling, as shown in Attachment B. The metrics and benchmarks were informed by the Project

Technical Advisory Committee; best practices from two key national sources of guidance, the National Complete Streets Coalition and the National Association of City Transportation Officials; and by a review of “cutting edge” peer agencies. These metrics are optimal for the county level, so Metro and partner agencies can understand the overall, county-wide effects of active transportation investments. Tracking at the county-wide level is critical as some metrics may see an exponential effect - where the observed increases or decreases are greater than the sum of the activity occurring right around the project location. The benchmarks are set as an opportunity for Metro to be a leader in the field of active transportation planning. They are specifically tied to the context of Los Angeles County in terms of our current baseline. The horizon year of 2025 was selected for most of the potential benchmarks because the ten-year horizon is generally the time frame in which active transportation plans are refreshed and updated, and would be a good point to revisit these targets. This time frame would allow us to track the implementation of active transportation projects and evaluate the performance of those projects against the baseline and benchmarks. Staff will continue to further refine the metrics and benchmarks and incorporate additional feedback obtained during the second round of stakeholder workshops that were held in December 2015.

Identifying Annual Investments Needed

Per Board directive, staff developed a preliminary high-level estimate of the cost to build out a high quality active transportation environment throughout Los Angeles County. Linking the level of active transportation investment to meet benchmarks is a new concept for many organizations. This is an opportunity for Metro to pioneer this concept where the funding strategy is tied to targeted outcomes in order to help our region understand the overall countywide effects of active transportation investments over time. The costs are presented in Table 1 as a low-medium-high range, based on increasing magnitude of project and, therefore, cost. The ATSP will focus primarily on the regional active transportation network and first last mile access to major transit stops/stations in the County; therefore, the cost to implement improvements identified in the ATSP would be a subset of the overall costs mentioned in Table 1. These preliminary cost estimates will be further refined as we develop the ATSP.

Table 1. Preliminary Estimate of Annual Active Transportation Needs In Los Angeles County

Description	Cost (1)		
	Low	Medium	High
Total Active Transportation Network - Annual Capital Costs (2)	\$509,599,106	\$801,356,246	\$1,397,181,236
First Last Mile Access to Major Transit Stops/Stations (3)	\$456,709,788	\$654,974,183	\$872,166,210
Regional Active Transportation Network (4)	\$5,268,402	\$84,703,385	\$443,210,628
Local Active Transportation Networks (5)	\$47,620,936	\$61,678,679	\$81,804,398
Metro Bike Services - Annual Capital Costs (6)	\$1,068,100	\$2,205,900	\$3,496,500
Metro Bike Services - Annual Operations & Maintenance (6)	\$13,635,000	\$26,921,000	\$40,016,000
Education & Encouragement Programs - Annual Costs (7)	\$24,357,776	\$30,010,552	\$35,734,663
Total Cost Range	\$548,659,982	\$860,493,698	\$1,476,428,399

Note:

(1) Costs are in 2015 dollars and not escalated. Cost estimates are subject to change based on further refinements and economic conditions.

(2) Assumes total build out by 2035. Includes planning, design, engineering, environmental clearance, construction, and contingency costs. Cost range considers intensity of infrastructure improvement treatments. Includes annual capital costs for first last mile access improvements to major transit stops/stations, regional active transportation network, and local active transportation network.

(3) Includes first last mile active transportation improvements to 681 total station areas, which consist of existing and under construction Metro Rail, Metro Rapid, Metrolink, and high ridership local bus stops served by Metro and municipal transit operators. Each station area location may consist of multiple bus stops and rail stations that are close to each other---this enabled stops that are on opposite sides of the streets, rail stations that have bus stops nearby, or stations that have more than one portal, to be treated as one area rather than multiple areas with duplicative analysis.

(4) Regional active transportation network consists of bikeways and mixed used paths that connect cities and communities, major destinations, and transit hubs. These include local projects with regional benefits.

(5) Local active transportation networks provide connections to local destinations and feed into the regional network.

(6) Metro bicycle services include bike share and secure bike parking, such as bike hubs, lockers, and racks. Cost range considers scale of services.

(7) Cost range considers scale and intensity of activities for Metro-sponsored Adult Bicycle Safety Skills Classes, Metro-sponsored community rides, Metro Open Streets grant program, and Safe Routes to School non-infrastructure programs at public schools, which may be implemented by local municipalities or other external stakeholders.

Motion #25, Part A also included items 3 and 4, providing direction to:

- 3) Inventory available funding sources to meet the investment need.
- 4) Recommend possible changes to Metro, State, and federal policies to increase access to existing funding sources if the need exceeds available funding, including but not limited to an analysis of the funding priorities of Metro’s Call for Projects and the state Active Transportation Program.

Staff is currently developing an inventory of available funding sources that could be applied to the investment needs identified in Table 1. We will continue to monitor and analyze Metro, state, and

federal policies to increase access to existing funding sources for active transportation. A concurrent report will be presented at the Ad-Hoc Sustainability Committee meeting in January 2016 regarding Cap-and-Trade Affording Housing and Sustainable Communities Program Strategy to position our County for competitiveness of this important new state funding source.

NEXT STEPS

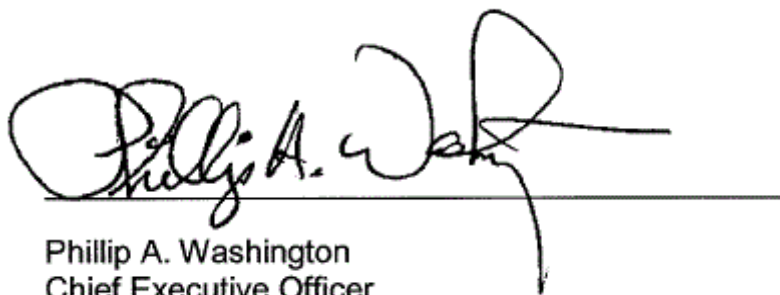
Staff will continue to develop the ATSP and conduct outreach to key stakeholders. Staff anticipates circulating the draft ATSP report for public comment in February 2016 and bringing the ATSP for Board action in April 2016.

ATTACHMENTS

Attachment A - Motion #25: Developing an Active Transportation Finance Strategy
Attachment B - Preliminary Performance Metrics and Benchmarks

Prepared by: Tham Nguyen, Transportation Planning Manager, (213) 922-2606
Laura Cornejo, Deputy Executive Officer, (213) 922-2885
Diego Cardoso, Executive Officer, (213) 922-3076

Reviewed by: Calvin E. Hollis, Interim Chief Planning Officer, (213) 922-7319



Phillip A. Washington
Chief Executive Officer

Motion by Directors Bonin, O'Connor, Fasana and Ridley-Thomas**Developing an Active Transportation Finance Strategy**

Planning & Programming Committee

July 16, 2014

Metro is considering adopting a 10-year Short Range Transportation Plan (SRTP) that reiterates its commitment from the 2009 Long Range Transportation Plan (LRTP) to invest in a rapid expansion of fixed-guideway transit and modernization of our freeway system.

The SRTP provides an investment strategy for all revenues controlled by Metro, including Propositions A and C, Measure R, and state and federal funds, to ensure the timely delivery of transportation projects throughout the county.

The Highway and Transit programs in the SRTP undergo a rigorous planning and needs assessment process that aid Metro in defining both the projects and the resources necessary to meet identified needs. However, the same process is not applied to the active transportation program.

Metro plans to spend close to a billion dollars on walk/bike projects in the next ten years absent a comprehensive planning process or an assessment of countywide needs.

Further, the draft SRTP does not adequately reflect MTA's Countywide Sustainability Planning Policy and joint work program with SCAG to expedite active transportation funding and implement the recently adopted First-Last Mile Strategic Plan.

While the SRTP does integrate sustainable principles and practices into planning activities using an evolving set of performance metrics, critical sustainability metrics, including safety and accessibility measures for walking and biking are not included in the plan.

The SRTP as drafted demonstrates shortcomings in countywide walk and bike planning that Metro should address to ensure that the full range of sustainable mobility options are incorporated into countywide planning efforts.

I THEREFORE MOVE that the MTA Board direct the CEO to:

- A. Develop an Active Transportation Finance Strategy for Los Angeles County by January 2015 that:

1. Defines performance metrics to measure improvements for walking and biking, including: access to walking and biking infrastructure, access to education and encouragement programs, rates of Metro customers walking and biking to transit, collision and injury/fatality rates and greenhouse gas reductions from active transportation
 2. Sets benchmarks based on the developed performance metrics and identifies what level of annual investment is necessary to meet those goals
 3. Inventories available funding sources to meet the investment need
 4. Recommends possible changes to Metro, state, and federal policies to increase access to existing funding sources if the need exceeds available funding, including but not limited to an analysis of the funding priorities of Metro's Call for Projects and the state Active Transportation Program.
- B. Report back in October on what steps are necessary to incorporate walking and biking in Metro's travel demand model, with an assessment of best practices by other regional transportation agencies for accounting for active transportation with interim off-model approaches, and expanding data sets to include all trips not just commute data.

###

Preliminary Performance Metrics and Benchmarks

Potential Performance Metric	Initial Baseline (2015)	Potential Benchmark	Available Data Sources
Number and percent bicycle-to-transit	4% (Rail) 3% (Bus)	100% increase by 2025	Metro On-Board Surveys
Number and percent walk-to-transit	68% Walk (Rail) 4% Skated (Rail) 83% Walk (Bus) 2% Skated (Bus)	10 percentage point increase (walk to rail) by 2025 5 percentage point increase by 2025 (walk to bus)	Metro On-Board Surveys
Percent trips completed by bicycle in Los Angeles County	1.4% Bike	100% increase by 2025	2009 National Household Travel Survey
Percent trips completed by walking in Los Angeles County	17.6% Walk	50% increase by 2025	2009 National Household Travel Survey
Means of transportation to work	3.8% Combined Bike + Walk (0.9% Bicycle, 2.9% Walk)	100% increase by 2025 in combined Bike + Walk	2013 American Community Survey 5-Year Estimate
Miles of installed bicycle facilities, by class	2012: Class IV = 6 miles (2015) Class III = 614 miles Class II = 1,046 miles Class I = 341 miles	100% increase per year for class IV 10% increase per year for each class I, II and III	Self-reported by jurisdictions

ATTACHMENT B

Potential Performance Metric	Initial Baseline (2015)	Potential Benchmark	Available Data Sources
Metro capital funding allocated to bicycle/pedestrian improvements	Identification of initial baseline currently underway	To Be Determined	Self-tracked/self-reported by Metro
Percent of bicycle/pedestrian improvement projects funded by Metro capital funding that is within the top 25% of CalEnviroScreen scores ¹	Identification of initial baseline currently underway	50% per funding cycle	Self-tracked/self-reported by Metro
Number of station areas receiving Metro capital funding or external funding allocated to bicycle/pedestrian access improvements	Identification of initial baseline currently underway	100% of 661 station areas served by 2030	Self-tracked/self-reported by Metro
Number of station areas with completed bicycle/pedestrian access improvements funded by Metro capital funding or external funding	Identification of initial baseline currently underway	100% of 661 station areas served by 2035	Self-tracked/self-reported by Metro
External (non-Metro) discretionary grant funding won within LA County for active transportation projects	Identification of initial baseline currently underway	Proportional to LA County population or greater	Self-reported by jurisdictions and implementing agencies

¹ California Active Transportation Program sets their threshold at 25% of all funding awarded to “disadvantaged communities,” which they define by one of three parameters, including the top 25% of CalEnviroScreen scores.

ATTACHMENT B

Potential Performance Metric	Initial Baseline (2015)	Potential Benchmark	Available Data Sources
Collision statistics (number by mode, percent by mode for severe injury and fatal crashes)	Year 2012: Total Collisions=51,207 Total Injuries=50,622 Total Fatalities=585 Ped Collisions=5,024 Ped Injuries=4,821 Ped Fatalities=203 Bike Collisions=4,955 Bike Injuries=4,926 Bike Fatalities=29	Support benchmark of local municipalities with Vision Zero Policies TBD	State-Wide Integrated Traffic Reporting System (SWITRS)
Greenhouse gas reductions	Identification of initial baseline currently underway	Evaluate against forecasts and inputs	Southern California Association of Governments

Active Transportation Strategic Plan Update

Planning and Programming Committee
January 20, 2016

Active Transportation Strategic Plan Objectives

- Identify improvements that increase access to transit for people who walk and bike.
- Create a regional active transportation network.
- Develop supporting programs and policies related to education, encouragement, enforcement, and evaluation.
- Guide future investments.
- Develop a funding strategy.



Motion #25: Developing an Active Transportation Finance Strategy, Part A, Items 1 & 2

- 1) Define performance metrics to measure improvements for walking and biking
- 2) Set benchmarks based on the developed performance metrics and identify what level of annual investment is necessary to meet those goals



Stakeholder Involvement

- Project Technical Advisory Committee (TAC)
- Metro TAC & Subcommittees
- Sub-Regional Councils of Governments
- Other Stakeholder Meetings
- 3 Rounds of Stakeholder Workshops
 - Round 1: August 2015 (~ 250 participants)
 - Round 2: December 2015 (~120 participants)
- Online Survey



Preliminary Performance Metrics

Potential Performance Metric	Initial Baseline (2015)	Potential Benchmark (by 2025)
Number and percent bicycle-to-transit	4% (Rail) 3% (Bus)	100% increase
Number and percent walk-to-transit	72%(Rail) 85%(Bus)	10% point increase (rail) 5% point increase (bus)
Percent trips completed by bicycle in Los Angeles County	1.4%	100% increase
Percent trips completed by walking in Los Angeles County	17.6%	50% increase
Means of transportation to work (Bike & Walk)	3.8%	100% increase
Miles of installed bicycle facilities, by class	Class IV = 6 miles (2015) Class III = 614 miles (2012) Class II = 1,046 miles (2012) Class I = 341 miles (2012)	Class IV: 100% increase per year; Class I,II,III: 10% increase per year for each class

Preliminary Performance Metrics (Cont.)

Potential Performance Metric	Initial Baseline	Potential Benchmark
Metro capital funding allocated to Bike/Ped improvements	Identification currently underway	TBD
% of bike/ped improvement projects funded by Metro capital funding that is within the top 25% of CalEnviroScreen scores	Identification currently underway	50% per funding cycle
Number of station areas receiving Metro capital funding or external funding allocated to bike/ped access improvements	Identification currently underway	100% of 661 station areas served by 2030
Number of station areas with completed bike/ped access improvements funded by Metro capital funding or external funding	Identification currently underway	100% of 661 station areas served by 2035
External (non-Metro) discretionary grant funding won within LA County for active transportation projects	Identification currently underway	Proportional to LA County population or greater
Collision statistics	(2012 data) Total Collisions=51,207 Ped Collisions=5,024 Bike Collisions=4,955	Support benchmarks of local vision zero policies. Additional benchmarks TBD
Greenhouse gas reductions	Identification currently underway	Evaluate against forecasts and inputs

Preliminary Estimate of Countywide Annual Active Transportation Needs

Description	Cost		
	Low	Medium	High
Active Transportation Network – Capital Costs	\$509.6 M	\$801.4 M	\$1.4 B
First Last Mile Access	\$456.7 M	\$655 M	\$872.1 M
Regional Active Transportation Network	\$5.3 M	\$84.7 M	\$443.2 M
Local Active Transportation Networks	\$47.6 M	\$61.7 M	\$81.8 M
Metro Bike Services – Capital Costs	\$1.1 M	\$2.2 M	\$3.5 M
Metro Bike Services – Operations & Maintenance	\$13.6 M	\$26.9 M	\$40 M
Education & Encouragement Programs	\$24.4 M	\$30 M	\$35.7 M
Total Cost Range	\$548.7 M	\$860.5 M	\$1.5 B

Anticipated Schedule

February

- Continue outreach to key stakeholders
- Draft Plan circulated for public comment

March

- Stakeholder workshop – Round 3
- Continue outreach to key stakeholders

April

- Plan completion and Board action



Board Report

File #: 2015-1626, **File Type:** Agreement

Agenda Number: 18.

**PLANNING AND PROGRAMMING COMMITTEE
JANUARY 20, 2016**

SUBJECT: BILLBOARD LICENSE AGREEMENT

ACTION: AUTHORIZE EXECUTION OF A BILLBOARD LICENSE AGREEMENT WITH CLEAR CHANNEL OUTDOOR

RECOMMENDATION

CONSIDER authorizing the Chief Executive Officer to execute a **thirty year (30-year) License Agreement with Clear Channel Outdoor (“CCO”) for the installation and operation of a digital outdoor advertising structure at Division 11** located at 1011 Carson Street in Long Beach at a minimum annual lease rate of \$120,000.

ISSUE

Allvision LLC (Allvision) and Metro staffs have negotiated a License Agreement with CCO to provide for the construction and operation of a digital billboard on Metro property at Division 11.

Approval of the License Agreement requires board approval.

DISCUSSION

On March 31, 1980, the Los Angeles County Transportation Commission, predecessor in interest to Metro, entered into a lease agreement with Patrick Media, Group, Inc., predecessor in interest to Clear Channel Outdoor (CCO), to provide for the construction, maintenance and operation of eight (8) billboard structures at Division 11 in Long Beach as shown on Attachment “A”. Because of the existence of high voltage catenary lines in the area where the billboards are physically located, CCO is only permitted access to the billboards to change ad copies and perform maintenance of the structures when power to the maintenance yard is turned off. This has resulted in disruptions to on-going rail operations at the maintenance facility.

The construction and operation of the proposed digital billboard will resolve the operational issues once the digital billboard has been installed and the eight existing structures are removed. Access to service the digital billboard area will be needed infrequently for maintenance and repairs since changes to ad copy are performed remotely. The new License provides for removal of the eight billboard structures within sixty days (60) of final execution of the License.

The proposed digital sign will be installed on a structure in the northern area of the 20-acre Project site adjacent to Interstate 710 as shown on Attachment "B". The proposed sign includes two 48 feet wide by 14 feet tall displays mounted on a 48 foot tall pole with the overall height being 55 feet-above the adjacent grade. Operations staff has approved the location.

The City of Long Beach (City) has granted CCO a Conditional Use Permit for the billboard on the Project site in return for CCO agreeing to remove eleven (11) billboard structures throughout the City of Long Beach, containing 5,376 square feet of billboard panels. This includes the removal of six (6) of the eight (8) structures on Metro property containing 3,288 sq. ft. of billboard area and five (5) structures on private properties that were designated by the City containing 2,088 sq. ft. of billboard faces. The two remaining static panels will be converted into a two-sided digital structure.

Revenue Proposal

The term of the proposed License is thirty years. CCO will pay Metro twenty-two percent (22%) of the gross revenue that it receives from the sale of media on the digital billboard for the first year of the License term graduating to thirty-percent (30%) of the gross revenues by the beginning of the eleventh (11th) year. CCO will pay a minimum annual rental of One Hundred Twenty Thousand (\$120,000) Dollars, payable at \$10,000 per month. Under the existing license agreement, CCO pays Metro a fixed annual rent of Seventy-One Thousand Two Hundred Sixty-Eight (\$71,268) Dollars.

CCO has agreed to remove existing signs from both Metro and private property as part of their entitlement with the City and will be giving up existing revenue in order to make this program achievable. The proposed 30-year term is an industry standard and the proposed 22% revenue share for this transaction, which grows to 30% by the eleventh year, is considered market rent for similar digital billboard transactions on public property.

The License Agreement is expected to generate a minimum of \$4 million in new general fund revenue to Metro over the thirty-year term of the License Agreement. A summary of the proposed terms of the License Agreement is included in Attachment "C."

DETERMINATION OF SAFETY IMPACT

This Project will improve safety because after the digital billboard has been installed, access to the area will only be needed infrequently for maintenance and repairs. The Billboard will be used to enhance safety by displaying Metro transit messages and emergency alerts.

FINANCIAL IMPACT

The License Agreement is expected to generate a minimum of \$4 million in new general fund revenue over the thirty-year term of the License Agreement.

Metro Board approved Board Motion 48.1 on September 26, 2013 (Attachment D), directing the CEO to preserve all revenues generated by digital billboard contracts for use by Metro Operations. As a first priority, this revenue is to be used for service improvements and enhancements within the corridor (sub region) where the billboard is located.

ALTERNATIVES CONSIDERED

The alternative is to not approve the License Agreement. This alternative is not recommended because the placement of the digital billboard will improve safety and eliminate disruptions to operations at the maintenance yard. The digital sign will be used to display Metro transit messages and safety alerts in addition to commercial advertising. The digital sign is also expected to produce a minimum of \$4 million in additional revenues over the term of the License Agreement.

NEXT STEPS

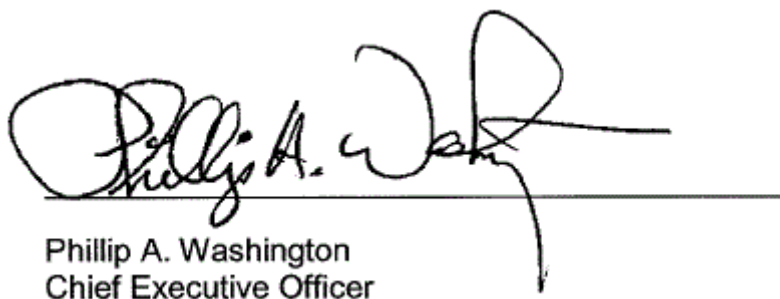
Finalize and execute a License with CCO, subject to County Counsel approval as to form. CCO constructs the billboards and begins advertising sales. The remaining process is expected to take approximately six (6) months.

ATTACHMENTS

- Attachment A - Location of Existing Clear Channel Billboards
- Attachment B - Location of New Digital Billboard Structure
- Attachment C - Summary of License Agreement Key Terms
- Attachment D - Board Motion 48.1

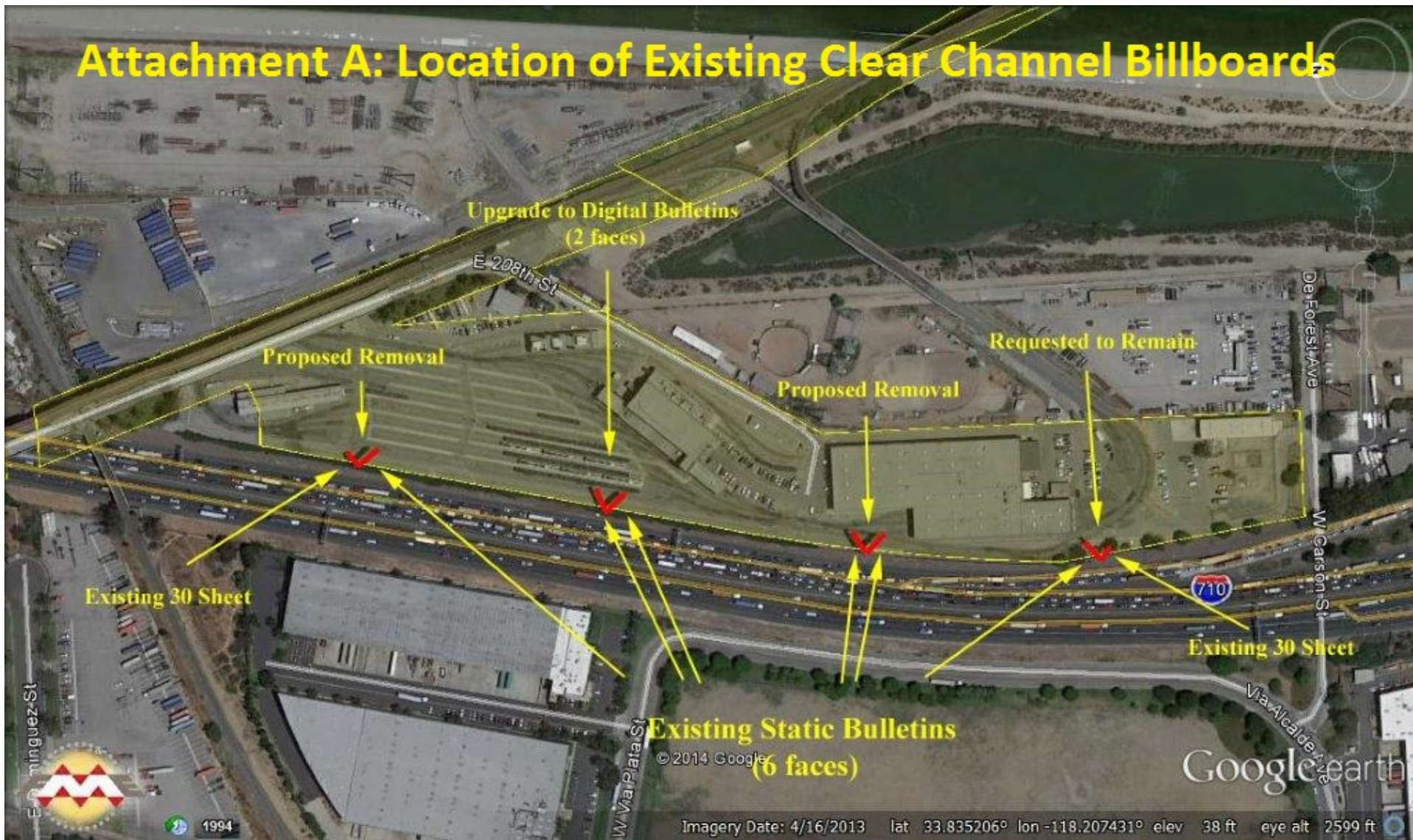
Prepared by: Thurman Hodges, Director, Real Property Management (213) 922-2435
Velma C. Marshall, Deputy Executive Officer Real Estate, (213) 922-2415

Reviewed by: Calvin E. Hollis, Interim Chief Planning Officer, (213) 922-7319

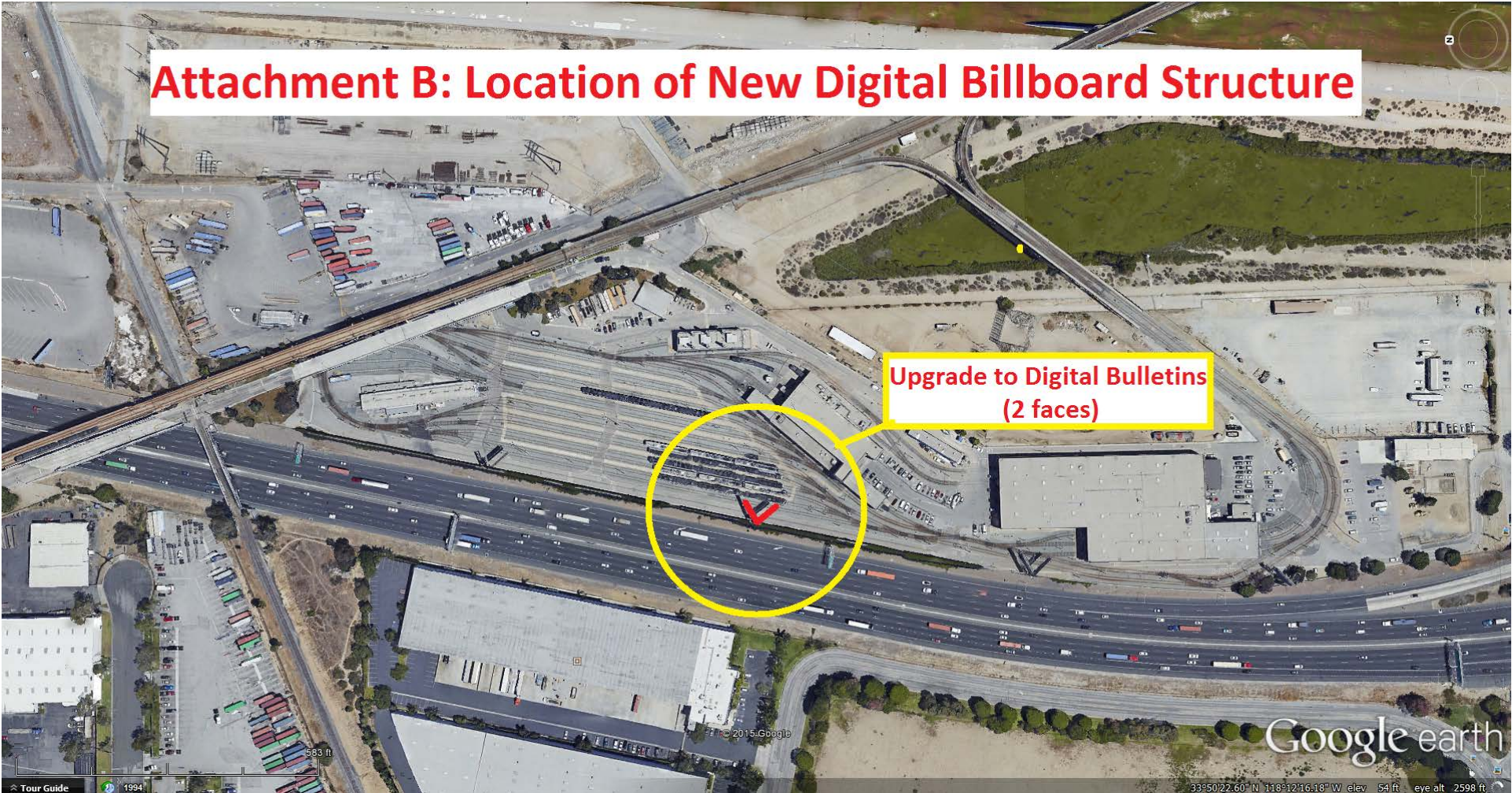


Phillip A. Washington
Chief Executive Officer

Attachment A: Location of Existing Clear Channel Billboards



Attachment B: Location of New Digital Billboard Structure



Upgrade to Digital Bulletins
(2 faces)

Google earth

ATTACHMENT C

SUMMARY OF LICENSE AGREEMENT KEY TERMS

Project	The Project is the development, installation, management and operation of the digital display billboards on MTA property located at 1011 Carson Street, Long Beach, California.
Term	The term of the License Agreement is thirty (30) years commencing on the date that the billboard structure is constructed and ready for operation.
Rent	CCO shall pay Metro a fixed annual rental in the amount of One Hundred Twenty Thousand (\$120,000) Dollars for the first five years of the License term.
Metro Revenue Share	CCO shall pay Metro an amount equal to Twenty-two Percent (22%) of total annual advertising revenue received by CCO during the first year graduating to Thirty Percent (30%) by the beginning of the eleventh year.
Indemnification	CCO agrees to indemnify and hold the LACMTA harmless from all claims, liabilities and damages resulting from its use of the digital billboard.
Metro Advertising	CCO shall provide to Metro with one regular ad on one billboard face for transit messages based on space availability. If any ad space remains unsold, CCO shall display Metro Ads on request.

AMENDING MOTION TO ITEM #48:

MOTION

DIRECTORS ANTONOVICH AND DUBOIS

AS AMENDED BY KNABE

The revenue stream to be generated by the contract with Allvision LLC for digital advertising billboards has been recommended by staff to go into the general fund. Given the nexus between this contract and Metro Operations and the need for expanded and enhanced bus and rail operations, it is vital that the revenue generated by digital billboards be dedicated for use by Metro Operations, with a priority to be provided to service improvements and enhancements for the more than 41 million bus and rail riders that use the Metro system monthly.

WE THEREFORE MOVE that the Board direct the CEO to preserve all revenues generated by this digital billboard contract for use by Metro Operations. As a first priority, this revenue is to be used for service improvements and enhancements ~~throughout the system~~ within the corridor (subregion) where the billboard is located.

**Board Report**

File #: 2015-1730, **File Type:** Program**Agenda Number:** 19.

**PLANNING AND PROGRAMMING COMMITTEE
JANUARY 20, 2016****SUBJECT: COMMENTS ON SCAG DRAFT 2016 RTP/SCS****ACTION: APPROVE COMMENTS****RECOMMENDATION**

APPROVE technical comments on the **Southern California Association of Governments' (SCAG) Draft 2016 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS)**.

ISSUE

In December 2015, SCAG released the Draft 2015 RTP/SCS for public comment. The RTP/SCS identifies regional transportation priorities for the six-county region through 2040, and ensures that air quality and greenhouse gas emission reduction requirements are met. All 2009 Long Range Transportation Plan (LRTP) projects and priorities must be included in SCAG's RTP/SCS to be eligible for federal funds. We have reviewed the Draft 2016 RTP/SCS and Board authorization is being requested to transmit our comments to SCAG in time for their February 1, 2016 deadline.

DISCUSSION

As part of SCAG's role as a regional planning agency, they are responsible for addressing regional issues in the six-county area of Southern California. The 2016 RTP/SCS is the vehicle to provide solutions to regional mobility, land-use, air quality and sustainability issues. Per the requirements of SB 375, the Draft 2016 RTP/SCS includes Southern California's second SCS. The SCS is required to analyze how the collective impact of transportation policies, transportation investments and land-use policies affect the GHGe based on population projections in 2020 and 2035.

Starting in 2008, SB 375 compels SCAG to continue a more extensive outreach process than has been historically required for RTP development. This outreach process yielded unprecedented levels of public participation and engagement, particularly among environmental and public health advocates championing increased funding for active transportation to reduce GHGe and provide great opportunities for physical activity. Those advocating for increased funding and roles for active transportation have expressed their approval of the 2016 Draft RTP/SCS.

SB 375 also requires regions to reduce per capita greenhouse gas emissions from passenger vehicles down to 1990 levels, and sets specific goals to reach this level. The 2016 Draft RTP/SCS

accomplishes the goal of the 2020 target of reducing per capita GHG by 8%. The 2035 target of reducing per capita GHG by 13%, is exceeded by the Draft 2016 RTP/SCS, which provides a reduction of per capital GHG of 18%. In addition, the region is required to meet federal Clean Air Act requirements for air quality improvement. The Clean Air Act was enacted to protect public health by regulating hazardous air pollutants such as ozone, arsenic, benzene, carbon monoxide and fine particulate matter. If these requirements to reduce these pollutants are not met, federal funds for transportation projects would not be available to the region. The Draft 2016 RTP/SCS meets these federal Clean Air Act goals.

Key Issues

In general, the Draft 2016 RTP/SCS is a well-written document that properly identifies many key transportation issues that the region is facing. It includes all of the projects and programs in our 2009 LRTP. There are several issues that the Draft 2016 RTP/SCS addresses:

- The SR-710 North continues to be an issue for advocates and opponents. SCAG intends to use the title “SR-710 North Project Study Alternatives (Alignment TBD)”. Metro concurs with that recommendation.
- Each commercial airport in the six-county region is provided a range of Million Annual Air Passengers (MAP). Some airports have expressed their requests to change their MAP to show an increase in expected MAP.
- The California High Speed Rail (CAHSR) project (Phase 1 from central California to Anaheim) remains in the constrained portion of the Draft 2016 RTP/SCS. There are opponents who have requested the removal of this project, although the CAHSR Authority is providing \$1 billion in funding for our regional rail facilities (Amtrak, LOSSAN and Metrolink), such as the run-through tracks at Union Station (SCRIP).
- The RTP/SCS meets or exceeds the required goals and targets for air quality and GHG emissions that are indicated in state and federal legislation.
- Decreased funding available from federal and state sources and the need to identify new revenue sources continues to be a key RTP concern. SCAG continues to propose to incrementally phase-in (MBUF to replace the gas tax).
- The exponential cost of deferred maintenance on highway and transit systems, the need to maintain the regional systems in a state of good repair, and the need for additional operations and maintenance funding, also continue to be key RTP concerns. The Draft 2016 RTP/SCS takes a “fix it first” approach to focus on maintenance and repair.
- Areas of growth are assumed to mainly be near High Quality Transit Corridors (HQTC), which SCAG is relying upon to meet goals and requirements of air quality, sustainability, and to reduce the housing cost burden.
- The recommended growth scenario will more than double the share of households living in

HQTCs, which is intended to increase the competitiveness of transit service and reduce VMT.

- The implication of demographic issues in the future, such as fewer children, a soaring senior population, and slower growth forecast, are also discussed.
- The Draft 2016 RTP/SCS proposes increases in funding for the categories of Transportation Demand Management (TDM), Transportation System Management (TSM), and Active Transportation beyond the levels included in the six county transportation commissions' plans, including our 2009 LRTP.
- As in the 2012 RTP/SCS, SCAG continues to assume new and innovative sources of funding beyond our LRTP program. These funds are for additional projects, regional maintenance of highway and transit facilities, and meeting Federal Clean Air Act conformity requirements.

Key Projects Beyond the 2009 LRTP

There are transportation projects proposed in the Draft 2016 RTP/SCS, within Los Angeles County, which are beyond revenues that the 2009 LRTP assumes to be available from traditional sources. The following lists Los Angeles County projects identified in the Draft 2016 RTP/SCS, that continue from the 2012 RTP/SCS, which SCAG assumes are funded with sources other than Metro:

- East-West Freight Corridor will be studied along a five mile band generally following the SR-60 corridor between the I-710 and the I-15.
- Phase I of the California High Speed Rail Authority (CHSRA), which starts at the Kern County line, travels through alternatives in the Antelope Valley, through Union Station to Anaheim in Orange County. There is an MOU, established in the 2012 RTP/SCS, that provides \$1 billion for early investments to the region's current passenger rail system, including the Union Station pass-through tracks project.
- A regional Express/HOT Lane Network that expands our ExpressLanes to include the I-405, I-105, and to continue the ExpressLanes on the I-10 and I-605 to San Bernardino and Orange County lines, respectively.
- Extension of Metro Rail lines: Vermont Short Corridor; Slauson Light Rail; Red Line from North Hollywood to Bob Hope Airport; Metro Green Line to Norwalk Metrolink Station; and Metro Gold Line Foothill Extension Azusa to the San Bernardino County Line.

SCAG is assuming that the above projects will still be funded with a combination of innovative funding (e.g., a national freight fee and public private partnerships) and increased revenues (e.g. state and federal gas tax increases of \$0.10 a gallon which will be replaced with a \$0.04 a mile mileage-based user-fee (MBUF), high speed rail state bonds, and additional toll facilities). The MBUF will be indexed to maintain purchasing power. In 2014, SB 1077 directed the State to conduct a pilot program to replace the gas tax with a MBUF beginning no later than January 1, 2017.

DETERMINATION OF SAFETY IMPACT

The technical comments on the Draft 2016 RTP/SCS will not have any adverse safety impacts for our employees and patrons.

FINANCIAL IMPACT

There is no impact on the FY 2016 budget, as we are only submitting technical comments to SCAG on their Draft 2016 RTP/SCS.

ALTERNATIVES CONSIDERED

The Board can modify or choose not to submit technical comments. The alternative of not submitting technical comments is not recommended, as we would lose the opportunity to provide SCAG with comments to enhance the 2016 RTP/SCS document.

NEXT STEPS

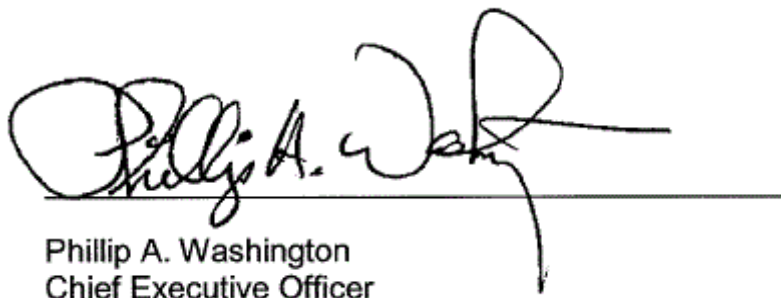
Upon Board approval, the technical comments will be transmitted to SCAG for their consideration in developing their Final 2016 RTP/SCS. SCAG is scheduled to adopt their Final 2016 RTP/SCS at their April 2016 General Assembly meeting

ATTACHMENTS

Attachment A - Technical Comments on Draft 2016 RTP/SCS

Prepared by: Brad McAllester, Executive Officer, Long Range Planning (213) 922-2814
Heather Hills, Deputy Executive Officer, Long Range Planning (213) 922-2821
Lori Abrishami, Planning Manager, Long Range Planning, (213) 922-4210

Reviewed by: Calvin E. Hollis, Interim Chief Planning Officer, (213) 922-7319



Phillip A. Washington
Chief Executive Officer

Technical Comments on Draft 2016 RTP/SCS**Active Transportation Appendix**

Pg. 4, column 2, bullet 2 –

Reads: “Utilitarian walkers requiring easy, attractive and safe access to retail, dining and other attractions.” Suggested edits: Utilitarian walkers requiring safe access to vital services including medical, grocery, public transit, child care, retail, and other key destinations.

Pg. 4, column 2, bullet 3

Reads: “Recreation and fitness pedestrians requiring good quality infrastructure for fast walking/jogging.” Suggested edits: Recreation and fitness pedestrians requiring safe and unobstructed quality infrastructure for unimpeded walking/jogging.

Pg 15

Discussion of LA County does not recognize adopted and current efforts by Metro, e.g.: Complete Streets Policy, First/Last Mile Strategic Plan, Bike Share, LA River Bike Path Gap Closure, etc. and forthcoming Metro Active Transportation Strategic Plan. Also several cities in the San Gabriel Valley have adopted a regional bike plan. The RTP should be updated to reflect current activities for LA County.

Pg 15

Bike lockers and secure bike rooms (self-serve and attended) currently exist for long term.

Need to better define/describe what bike parking stations are as some provide additional attended services to support bike commuters such as at El Monte, Long Beach and Santa Monica. Pasadena does not have a bike station. Also Burbank, Covina and Claremont have self-serve bike stations.

Should note to mention that bicycle lockers also have issues with maintenance and the required space and footprint they take up.

Document should also recognize education on how to properly lock a bicycle. Often time people use cable locks for locking their bike that are easily defeated. Important for people to be responsible for their own property through preventable measures.

Pg. 18

Statement “Bicycle-racks are often located within an office building’s parking garage (providing increased security over bicycle racks on public sidewalks)...” This is not necessarily true as bike racks at the street level have more “eyes” on them. Whereas, bike racks in hidden places such as parking garages can be very susceptible to theft.

Pg. 19

Include 2014 existing LA County bikeway conditions not 2012:

Facility Type as of 2014
Class 1 305.29
Class 2 835.5
Class 3 522.26
Cycle Track 4.2

Pg. 18

The 2012 National Household Travel Surveys indicated that bike trips for SCAG region were calculated at 1.9%. In the 2016 draft it indicates that the bike mode share for the CA household survey is 1.12%. This is a significant reduction; please verify that the figures are accurate.

Pg. 20

Same for Pedestrian mode share 2012 NHTS CA SCAG region indicated 19.24% and now for draft 2016 it is 16.8%. Please verify accuracy of figures and/or provide discussion on reduction/change.

Pg. 25

“...has developed a ~~bicycle to transit access plan~~ Bicycle Transportation Strategic Plan (2006)...”

Pg. 28

Verify that preliminary cost estimates are carefully identified. For example, \$194 million identified for 755 miles of “Greenways” comes out to \$256,954/mile. This is a very low estimate for Class 1 and Class 4 bikeway construction costs. Bike path projects estimated for FHWA by the UNC Highway Safety Research Center in 2013 were between \$500K to \$4.2 mil/mile (pg. 12).

Pg. 28

Total estimate for active transportation needs seem low. Provide details on the underlying assumptions.

Suggest providing clear performance metrics and benchmarks to evaluate how the region is doing to meet the goals laid out in the 2016 Active Transportation Plan.

Pg. 55 (4th paragraph)

A “plan” for bike share is cited with no reference. These appear to be general statistics for bike share programs worldwide rather than assumptions made for a specific plan and should be reflected as such. Reflect information on Metro’s Countywide Bike Share Program.

Pg. 61

Regional bikeways should include those recommended by Metro’s ATSP.

Aviation and Airport Ground Access Appendix

Pg. 20, paragraph 6, last line--states that the scenarios and sensitivity tests yielded a range of airfield capacities from 82.9 to 96.6 MAP, but does not state the year(s). Please specify the year(s) for the MAP projections.

Goods Movement Appendix

Pg. 5 (Exhibit 3), the I-210 east of Glendora is not included in the Final Primary Freight Network, yet SCAG's many analyses include this stretch along I-210 to I-15 and indicate serious congestion. SCAG should address this inconsistency.

Pg. 13, under "... Drivers", the Air Quality subject should be expanded to a discussion of CO2 emissions concerns and reference SB2, etc., as developed on Page 40.

Pg. 44, there is no mention of Cap and Trade Program's Greenhouse Gas Reduction Fund as a funding source for the development of vehicle prototypes and infrastructure demonstrations. This should be highlighted as an opportunity for zero-emission technology research and development.

Highways & Arterials Appendix

Pg. 6 - Additional System Initiatives - Recommend adding Caltrans ATM Study on I-105 and the RIITS and IEN Data Exchange efforts.

Overall - Comment - Recommend discussing Freight Signal Priority.

Mobility and Innovations Appendix

Page 7 - First/Last Mile Strategies - Recommend discussing Ride Sourcing as a potential strategy.

Page 7 - Automated/Connected Vehicles - Recommend discussing potential impact of AV/CV on age profile of licensed drivers.

Page 9 - ITS-Roadways - Recommend adding discussion on ATM (Active Traffic Management) strategies.

Natural/Farm Lands Appendix

There is currently policy language supporting urban greening as a component of a larger natural lands strategy. We support this as consistent with Metro's Urban Greening Plan and Toolkit,

but would further request that SCAG include in “Strategies, Next Steps and Recommendations” a commitment to further integrate greening strategies into regional planning efforts.

Passenger Rail Appendix

Pg. 2, First paragraph under Metrolink--The South Perris connection will be in operation in 2016.

Pg. 2, Second paragraph under Metrolink--Metro owns 40% of the Ventura County Line within L.A. County. “Much of the track is owned by the the Member Agencies of Metrolink and/or the freight railroads.” Suggest referring to the CTCs that are Member Agencies of Metrolink as being a Member Agency.

Pg. 2, Third Paragraph--Perris Valley will begin operations in 2016. PTC will begin operations in 2016.

Pg. 4, Second paragraph--Metrolink will be operating the efficient locomotives in 2017.

Pg. 4, First paragraph under Metrolink’s history--The Ventura line started in 2002.

Pg. 4, Second paragraph under high speed rail--It has been almost 20 years for the development of HSR.

Pg. 7, In the MOU paragraph--The language should state “\$1B from Proposition 1A and other funds” That is the language in the MOU.

Pg. 9 and throughout the document--Should state that the projects are for operational efficiency. Although ultimate capacity is a benefit, operational efficiency is the key.

Under the Master Plan--SCRIP preceded the Master Plan. The Master Plan accommodates SCRIP.

Pg. 11, Under the Freight paragraph include language about the agencies owning the right of way that the freights operate on as tenant railroads.

Pg. 13, Add two projects--Bob Hope Airport/Hollywood Way Station; and Bob Hope Airport Station Pedestrian Bridge

Pg. 18, The Perris Valley Line will open for revenue service in 2016.

Pg. 24, The pedestrian bridge at the Bob Hope Airport Station is not Phase 2 of RITC. Add language about the new Bob Hope Airport/Hollywood Way Station.

Pg. 26, The Metro Orange Line is connected to SCRRA in Chatsworth.

Pg. 9, Los Angeles Union Station Master Plan, 1st bullet, add “expanded multi-modal” between “new” and “passenger concourse” and replace “the current tunnel” with “currently called the “tunnel”” (“a new expanded multimodal passenger concourse (the current tunnel currently called the “tunnel”) that would be widened)”

Pg. 9, 5th bullet add “accommodating” before “future tracks”—it should read “accommodating future tracks and platforms for the CA HSR project”;

Pg. 9, 7th bullet delete “new and” and replace with “3.25 million square feet of” It should read, “3.25 million square feet of improved retail and transit-oriented development (TOD) uses.”

Pg. 9, ADD 8th bullet: “improved pedestrian and bike network”

Pg. 12: insert “SCRIP run through tracks and to incorporate the” before larger passenger concourse and replace “has been approved” with “was developed”. It should read: “An additional component of the work is to study the effects of raising the entire platform areas in order to accommodate the SCRIP run-through tracks and to incorporate the larger passenger concourse that was developed-as part of the Union Station Master Plan...

Project List Appendix

Pg. 140, RTP ID #1TR1012, California High-Speed Rail Phase I – Env/PE, should have the Lead Agency as “California High Speed Rail Authority”. It is currently blank. The completion date is listed as 2011, and SCAG may want to update this.

Pg. 147, RTP ID # 1122005, SR-138 Loop Road – this project is not in the Metro 2009 LRTP, and the Lead Agency is listed as “TBD”. This should be clarified that the project is not a Metro-funded project.

Pg. 148, RTP ID #1C0401, “I-710” project, Lead Agency should read “Los Angeles County MTA”, as this is a project from Metro’s 2009 LRTP. Lead Agency is currently blank.

Pg. 148, RTP ID # 1M1002, “I-710 Early Action Projects”, Lead Agency should be “Los Angeles County MTA”, as this is a project from Metro’s 2009 LRTP. “Lead Agency” is currently blank. The completion year should be “2022” and it is currently “2025”.

Pg. 150, RTP ID # 1120005, Metro Green Line Extension—this is a project assumed to be funded with innovative financing, and not a constrained project in Metro’s 2009 LRTP.

Pg. 150, RTP Project # 1TR1011, West Santa Ana Branch ROW Corridor -- this is a project assumed to be funded with innovative financing, and not a constrained project in Metro's 2009 LRTP.

Pg. 154., RTP #10M08D01, this is TIP #LA0G159, and is nearly complete. This should be moved into the TIP section.

Pg. 157, RTP #UT101, Metro Purple Line Westside Subway Extension Section 3 – Century City to Westwood/VA Hospital—the completion year should be 2035 (12/31/2015), and the Project Cost is \$2,157,100 (YOE). Also, this listing is duplicative of a listing on page 158. Please correct and list only once.

Pg. 157, RTP ID # 1TR0101 (TIP # LA0G1162), Airport Metro Connector, the completion date is 07/01/2023.

Pg. 158, RTP ID #1TR1003 (EIR is TIP # LA0G642) – This appears to be a duplicate of the incorrect entry listed above on page 157. There needs to be only one “Metro Purple Line Subway Extension Section 3”, completion date of 12/31/2035 with a project cost of \$2,157,100. Please delete one of the duplicates.

Pg. 158, RTP ID #1TR1017 – please delete this project.

Pg., 158, RTP ID #1TR1020 – Please delete this project.

SCS Background Data Appendix

General – The SCS Technical Appendix provides a clear and sound description of how the 2016 RTP/SCS complies with SB 375, both from a content and process standpoint. We are confident that the Plan as presented will be approved by ARB.

Metro explicitly partners with SCAG on SCS development and implementation through the SCAG/Metro Joint Resolution and Work Program, most recently adopted by the Metro Board of Directors on May 28, 2015. The Plan and Appendix could be strengthened through further discussion of Joint Work Programs, including acknowledging completed efforts and identifying future initiatives that will advance the goals of the Plan. For example, the scenario planning exercise described in the appendix prompts preliminary steps in addressing sea level rise and other climate vulnerabilities as well as habitat protection needs. Through the plan, SCAG should describe and commit future planning activities in these areas or others.

Similarly, the Metro Board has adopted various sustainability policies acknowledging climate adaptation needs, and would suggest that sea level rise and climate vulnerabilities be explicitly included as priorities in the adopted plan, as opposed to a factor in a scenario exercise that does not influence policy and future activities.

Also, of note, the updated SCAG/Metro Joint Work Program commits a coordinated effort on deploying future planning funding, particularly from SCAG's Sustainability Planning Grant program. We would request that the Plan clearly acknowledge this commitment and further commit that future planning funding will be allocated in consultation with Metro such that priority activities are given consideration, and that local planning projects are structured appropriately for near term funding opportunities such as the Cap-and-Trade Affordable Housing and Sustainable Communities Program, the California Active Transportation Program, and the Metro Call For Projects.

Among other items, Metro collaborates with SCAG on the development and implementation of the First/Last Mile Strategic Plan. As such, we appreciate the emphasis on first/last mile implementation (transit/active transportation integration) with the Draft RTP/SCS and the SCS Technical Appendix. The appendix could do more to acknowledge and be consistent with Metro's recent work on this subject. In particular the estimated region-wide funding need for first/last mile, as reflected in the Active Transportation Appendix is substantially lower than our own estimates for Los Angeles County alone prepared for the current Active Transportation Strategic Plan effort. We encourage SCAG to coordinate with us on this aspect of the Plan.

We appreciate the inclusion emerging transportation technologies within the scenario planning exercises, as this is consistent with Metro's policies and work products including the Countywide Sustainability Planning Policy, First/Last Mile Strategic Plan and emerging pilot projects. As a technical matter, we are unclear on why the use of ride share and ride hailing services would be reflected in a direct reduction in VMT. It would seem more supportable through data as well as more consistent with policy goals to reflect these travel choices through an assumed reduction in vehicle ownership.

Transportation Finance Appendix

Pg. 10, near bottom of page (concept also applies to page 26): New Starts: "As with the FHWA sources, fuel consumption declines by 0.9 percent (in real terms) annually." We would like to suggest it state that, "As with the FHWA sources, fuel consumption declines by 0.9 percent (in real terms) annually making it increasingly difficult for Congress to back fill with general funds."

Pg. 23, top of page: ...State Transit Assistance (STA) are included under this source (meaning Local Agency Funds for LA County). STA should be included under State sources on page 24.

General Comment Concerning Above Appendix Comments

If any comment above pertains to any section of the main documents of the Draft 2016 RTP/SCS, SCAG may also want to apply the changes beyond the appendices and into the body of the main document.



Board Report

File #: 2015-1763, File Type: Program

Agenda Number: 20.

**REVISED
PLANNING AND PROGRAMMING COMMITTEE
JANUARY 20, 2016**

**SUBJECT: 2009 LONG RANGE TRANSPORTATION PLAN MEASURE R HIGHWAY
REPLACEMENT PROJECT CREDITS**

**ACTION: APPROVE FUNDING CHANGE FOR MEASURE R REPLACEMENT PROJECT
CREDITS**

RECOMMENDATION

APPROVE the inclusion of **\$350.0 million of Proposition C 25% funds (or other eligible funds as necessary)** in the third decade of the Long Range Transportation Plan for the San Fernando Valley, Arroyo Verdugo, and Gateway subregions as replacement project credits for Measure R 20% highway funds now programmed (instead of the originally planned Proposition C 25%) on three projects:

- A. the I-5 North Capacity Enhancement (SR-134 to SR-170);
- B. the I-5 South Capacity Enhancement (I-605 to Orange County Line); and
- C. the I-5 South Carmenita Road Interchange.

ISSUE

Metro staff reported to the Board of Directors in June 2015 that it was in the best interest of Metro to use Measure R 20% Highway Sub-fund resources instead of issuing Proposition C 25% bonds for the I-5 North Capacity Enhancement (SR-134 to SR-170), the I-5 South Capacity Enhancement (I-605 to Orange County Line), and the I-5 South Carmenita Road Interchange projects. In total, \$350.0 million of Measure R 20% Highway Subfund resources are now expected to be used instead of Proposition C 25% funds, which are anticipated to incur interest costs due to the need to borrow for this fund type.

Normally, this would not require an action of the Metro Board of Directors. In this instance, the use of the Measure R funds instead of Proposition C funds will eliminate Measure R required replacement project credits once included in the 2009 LRTP. We are recommending that the Metro Board of Directors instead make these replacement project credits available to the applicable subregions from Proposition C 25% funds. The Measure R credits were not to be made available until late in the 2009 LRTP period and so we propose to include the \$350.0 million from Proposition C 25% in the third decade of the LRTP.

DISCUSSION

Four projects are listed with footnote “j” in the Measure R Expenditure Plan for an allocation of Measure R 20% highway funds:

1. I-5 North Capacity Enhancement from SR-134 to SR-170 (San Fernando Valley and Arroyo Verdugo subregions);
2. I-5 South Capacity Enhancement from I-605 to Orange County Line (Gateway subregion);
3. I-5 South Carmenita Road Interchange (Gateway subregion); and
4. I-5/SR-14 Capacity Enhancement (North County subregion).

Footnote “j” of the Measure R Expenditure Plan states:

“For projects funded from other sources on or before December 31, 2008, the funds freed-up by passage of this sales tax shall remain in the subregion in which the project is located for projects or programs of regional significance (per AB 2321).”

These four projects are Measure R highway projects programmed for delivery using other funding sources before the passage of Measure R. The Measure R funding made available due to this prior programming was to be reserved for use by the subregions in which the projects exist. This was a subregional equity protection included in the Measure R authorizing legislation, ordinance, and Expenditure Plan. To track the requirement for the projects, the 2009 Long Range Transportation Plan (LRTP) and the 2014 Short Range Transportation Plan (SRTP) assumed Measure R highway project credits for the San Fernando Valley, Arroyo Verdugo, Gateway, and North County subregions for to-be-determined projects late in the third decade.

Per the legal opinion of County Counsel, Metro staff believes the Measure R Ordinance only governs the use of Measure R funds, not any other funds, including Proposition C 25% funds. In accordance with that legal opinion, Metro staff believes that neither the Measure R Ordinance nor State law requires an equivalent subregional payback of non-Measure R funds. However, the Metro Board can act as it deems appropriate to provide such subregional project credits paid with non-Measure R funds independent of the Measure R Ordinance. We believe it is appropriate to do so given the Measure R footnote “j”.

Table 1 below shows the amount of Measure R 20% Highway Subfunds originally planned to complete the projects with the balance originally assumed for Measure R replacement project credits in the third decade of Measure R for the affected subregions. Due to the availability of Measure R 20% highway cash funds and the cost of bonding for Proposition C 25% funds, Metro staff has reassigned funding within the project budgets to expend Measure R 20% Highway Subfund resources in place of the originally planned Proposition C 25% funds for three of the four projects.

Without further action by the Metro Board of Directors, this funding change would result in the substantial reduction and/or elimination of the replacement Measure R 20% project credits assumed in the 2009 LRTP and the 2014 SRTP.

Table 1

BEFORE STAFF RECOMMENDATION (2014 SRTP)			
(millions)	A	B	C=A-B
Project	Measure R Expenditure Plan	Measure R 20% in SRTP	Measure R 20% Replacement Project Credits
I-5 North Capacity Enhancement	\$271.5	\$18.0	\$253.5
I-5 South Capacity Enhancement	\$264.8	\$70.0	\$194.8*
I-5 South Carmenita Interchange	\$138.0	\$5.0	\$133.0
I-5/SR-14 Capacity Enhancement	\$90.8	\$2.0	\$88.8
Total	\$765.1	\$95.0	\$670.1

*Per the asterisk footnote on the Measure R Expenditure Plan, additional funding for the West Santa Ana Branch project would come from replacement projects credits from the I-5 South project (\$108.4 million is the current estimate).

The Measure R 20% Highway Subfunds require no bonding at this time compared to the bonding which would be required for Proposition C 25% funds which are in higher demand and are anticipated to require borrowing in the future. The annual level debt service payment on a \$350.0 million bond at 4% for 30 years would be \$20.2 million per year totaling \$257.2 million of interest. The reassigment of the fund types was intended to avoid some or all of this interest.

Table 2 shows the proposed estimated Measure R 20% and Proposition C 25% replacement project credits late in the third decade of Measure R. Metro staff believes that neither the Measure R Ordinance nor State law requires equivalent replacement project credits from non-Measure R funds; however, the Metro Board can adopt a policy to fund replacement project credits under such circumstances.

Table 2

STAFF RECOMMENDATION - FUNDING OF REPLACEMENT PROJECT CREDITS IN 3RD DECADE			
(millions)	D	E	F=D+E
Project	Proposition C 25% Replacement Project Credits	Measure R 20% Replacement Project Credits	Total Replacement Project Credits
I-5 North Capacity Enhancement	\$223.5	\$30.0	\$253.5
I-5 South Capacity Enhancement	\$86.4	\$108.4*	\$194.8
I-5 South Carmenita Interchange	\$40.1	\$92.9	\$133
I-5/SR-14 Capacity Enhancement	\$0	\$88.8	\$88.8
Total	\$350.0	\$320.1	\$670.1

*Per the asterisk footnote on the Measure R Expenditure Plan, additional funding for the West Santa Ana Branch project would come from replacement projects credits from the I-5 South project (\$108.4 million is the current estimate).

The estimated fund reassignments for the three projects through FY 2020 were reported to the Metro Board in June 2015 as part of Attachment A of Items 5 and 19, the Fiscal Stability Overview and Funding Commitments Inventory. The associated reduction of the replacement project credits in the later decades of the 2009 LRTP was not separately reported at that time. No other projects were forecasted to be impacted or delayed as a result of this recommendation.

DETERMINATION OF SAFETY IMPACT

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

FINANCIAL IMPACT

For FYs 2014 and 2015, Measure R 20% Highway Subfunds of \$136.7 million were used instead of issuing Proposition C 25% bonds. For FY 2016 and beyond, \$213.3 million of Measure R 20% Highway Subfunds are currently estimated to be used. Therefore, the estimated total is \$350.0 million of Measure R 20% highway cash funds which will save approximately \$257.2 million in debt interest over 30 years instead of issuing \$350.0 million of Proposition C 25% bonds for use on the projects.

Approval of the recommendation would result in the programming of \$350.0 million of Proposition C 25% funds late in the third decade of Measure R as replacement project credits for the San Fernando Valley, Arroyo Verdugo, and Gateway subregions for Measure R 20% highway funds.

Impact to Budget

The FY 2016 budget includes the reassignment of \$83.0 million of Measure R 20% highway cash funds in place of bonding Proposition C 25% funds, thereby saving on interest costs.

ALTERNATIVES CONSIDERED

The Board could choose not to approve the programming of Proposition C 25% funds late in the third decade of Measure R for the affected subregions. Staff does not recommend this alternative as the recommendation provides for a subregional equity payback in the form of replacement project credits with non-Measure R funds consistent with the spirit of the Measure R Expenditure Plan and its footnote "j".

NEXT STEPS

Subject to Board action on the staff recommendation, Metro staff will work with the San Fernando Valley, Arroyo Verdugo, and Gateway subregions to identify specific projects and years in the 2017 LRTP update for reprogramming the estimated \$350.0 million in Proposition C 25% project credits.

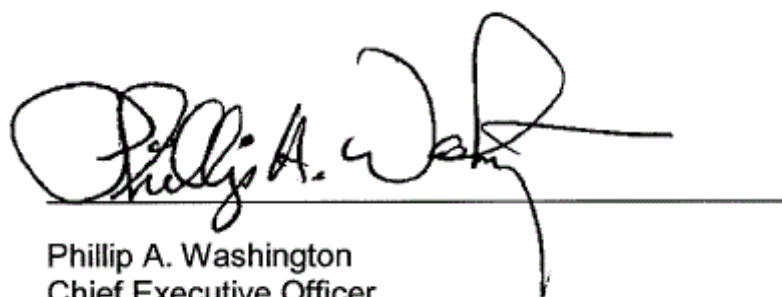
ATTACHMENTS

Attachment A - I-5 North Carpool Lanes (SR-134 to SR-170) Project Funding Comparison - Fiscal Stability Overview and Funding Commitments Inventory, Items 5/19, June 2015

Attachment B - I-5 South (I-605 to Orange County Line) and Carmenita Interchange Project Funding Comparison - Fiscal Stability Overview and Funding Commitments Inventory, Items 5/19, June 2015

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Wil Ridder, Executive Officer, (213) 922-2887
David Yale, Managing Executive Officer, (213) 922-2469

Reviewed by: Calvin E. Hollis, Interim Chief Planning Officer, (213) 922-7319



Phillip A. Washington
Chief Executive Officer

**Fiscal Stability Overview and Funding Commitments Inventory
Interstate 5 North Carpool Lanes from State Route 170 to State Route 134 Project Funding Comparison**

	2014		2015		2016		2017		2018		2019		2020		2021		Total
	Prior	2014	2015	2016	2017	2018	2019	2020	2021	2020	2021	2020	2021	2020	2021		
(\$ in millions)																	
As of March 2014																	
SRTF Mar 2014	43.4	11.3	121.0	72.6													248.3
Proposition C 25%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Proposition C 10%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Measure R 20%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Local Agency Funds	64.7																64.7
Proposition 1B CMIA ⁽⁷⁾	13.1																13.1
Proposition 1B SLPP ⁽⁸⁾	-																-
Proposition 1B Highway-Railroad Crossing Safety	-																-
Traffic Congestion Relief Program	22.0	80.0															102.0
CMAQ & RSTP ⁽⁴⁾	109.4	30.0															139.3
Regional Improvement Program	16.0	25.0															41.0
Other State & Federal ⁽⁵⁾	268.6	146.3	121.0	72.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	608.4
Total																	
As of Mar 2015																	
Mar 2015	50.3																50.3
Proposition C 25%	-																-
Proposition C 10%	-																-
Measure R 20%	33.2	18.5	61.6	53.6	49.8	11.7											228.5
Local Agency Funds	-																-
Proposition 1B CMIA ⁽⁷⁾	33.2	8.8	22.7														64.7
Proposition 1B SLPP ⁽⁸⁾	13.1																13.1
Proposition 1B Highway-Railroad Crossing Safety	-																-
Traffic Congestion Relief Program	20.5	42.0	35.7														98.2
CMAQ & RSTP ⁽⁴⁾	109.7	30.0															139.7
Regional Improvement Program	0.4	18.2	20.9														39.5
Other State & Federal ⁽⁵⁾	260.3	99.0	97.8	61.6	53.6	49.8	11.7										633.9
Total																	
Change⁽⁶⁾																	
Change	6.9	(11.3)	(121.0)	(72.6)	-	-	-	-	-	-	-	-	-	-	-	-	(198.0)
Proposition C 25%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Proposition C 10%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Measure R 20%	33.2	-	18.5	61.6	53.6	49.8	11.7										228.5
Local Agency Funds	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Proposition 1B CMIA ⁽⁷⁾	(31.5)	8.8	22.7	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0
Proposition 1B SLPP ⁽⁸⁾	(0.0)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	(0.0)
Proposition 1B Highway-Railroad Crossing Safety	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Traffic Congestion Relief Program	(1.5)	(38.0)	35.7	-	-	-	-	-	-	-	-	-	-	-	-	-	(3.8)
CMAQ & RSTP ⁽⁴⁾	0.3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.3
Regional Improvement Program	(15.6)	(6.8)	20.9	-	-	-	-	-	-	-	-	-	-	-	-	-	(1.5)
Other State & Federal ⁽⁵⁾	(8.2)	(47.3)	(23.2)	(11.0)	53.6	49.8	11.7										25.5
Total																	

**Fiscal Stability Overview and Funding Commitments Inventory
Interstate 5 South from Orange County Line to Interstate 605 (includes Carmenita Interchange) Project Funding Comparison**

(\$ in millions)		2014		2015		2016		2017		2018		2019		2020		2021		2022		Total
		Prior	2015	2014	2016	2015	2017	2016	2018	2017	2019	2018	2020	2019	2021	2020	2021	2022		
As of March 2014																				
S RTP Mar 2014		52.8	13.7	103.1	160.9	154.6	54.8	52.5												592.5
Proposition C 25%																				-
Proposition C 10%																				-
Measure R 20%																				0.5
Local Agency Funds		0.5																		315.0
Proposition 1B CMIA ⁽⁷⁾		89.3	165.9	59.8																14.9
Proposition 1B SLPP ⁽⁸⁾		14.9																		-
Proposition 1B Highway-Railroad Crossing Safety																				196.0
Traffic Congestion Relief Program		156.3	19.8	19.8																196.0
CMAQ & RSTP ⁽⁴⁾		106.7	10.4	78.9																435.2
Regional Improvement Program		334.7	46.4		54.1															144.3
Other State & Federal ⁽⁵⁾		87.3	7.0				50.0													1,894.3
Total		842.6	263.3	261.6	215.0	154.6	104.8	52.5	0.0	0.0										
As of Mar 2015																				
Mar 2015		42.8			23.4	65.0	50.2	30.8	6.0											218.1
Proposition C 25%																				-
Proposition C 10%																				209.9
Measure R 20%																				0.5
Local Agency Funds		0.5																		315.1
Proposition 1B CMIA ⁽⁷⁾		67.9	45.0	113.9	88.3															14.9
Proposition 1B SLPP ⁽⁸⁾		14.9		0.0																196.0
Traffic Congestion Relief Program		156.3	10.2	9.6	19.8															296.0
CMAQ & RSTP ⁽⁴⁾		148.5		77.3	35.7	34.5														545.5
Regional Improvement Program		394.5	150.8	0.2																144.3
Other State & Federal ⁽⁵⁾		20.3	39.0	35.0			50.0													1,940.3
Total		895.4	285.3	356.0	167.2	99.5	100.2	30.8	6.0	0.0										
Change⁽⁶⁾																				
Change		(10.1)	(13.7)	(103.1)	(137.5)	(89.6)	(4.6)	(21.7)	6.0	-										(374.3)
Proposition C 25%																				-
Proposition C 10%																				-
Measure R 20%		49.7	40.2	120.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	209.9
Local Agency Funds																				-
Proposition 1B CMIA ⁽⁷⁾		(21.5)	(120.9)	54.1	88.3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0
Traffic Congestion Relief Program			(9.6)	(10.2)	19.8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
CMAQ & RSTP ⁽⁴⁾		41.8	(10.4)	(1.6)	35.7	34.5	-	-	-	-	-	-	-	-	-	-	-	-	-	100.0
Regional Improvement Program		59.8	104.4	0.2	(54.1)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	110.3
Other State & Federal ⁽⁵⁾		(67.0)	32.0	35.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0
Total		52.8	22.0	94.3	(47.8)	(55.1)	(4.6)	(21.7)	6.0	-										46.0



File #: 2015-1763, File Type: Program

Agenda Number: 20.

**REVISED
PLANNING AND PROGRAMMING COMMITTEE
JANUARY 20, 2016**

**SUBJECT: 2009 LONG RANGE TRANSPORTATION PLAN MEASURE R HIGHWAY
REPLACEMENT PROJECT CREDITS**

**ACTION: APPROVE FUNDING CHANGE FOR MEASURE R REPLACEMENT PROJECT
CREDITS**

RECOMMENDATION

APPROVE the inclusion of **\$350.0 million of Proposition C 25% funds (or other eligible funds as necessary)** in the third decade of the Long Range Transportation Plan for the San Fernando Valley, Arroyo Verdugo, and Gateway subregions as replacement project credits for Measure R 20% highway funds now programmed (instead of the originally planned Proposition C 25%) on three projects:

- A. the I-5 North Capacity Enhancement (SR-134 to SR-170);
- B. the I-5 South Capacity Enhancement (I-605 to Orange County Line); and
- C. the I-5 South Carmenita Road Interchange.

ISSUE

Metro staff reported to the Board of Directors in June 2015 that it was in the best interest of Metro to use Measure R 20% Highway Sub-fund resources instead of issuing Proposition C 25% bonds for the I-5 North Capacity Enhancement (SR-134 to SR-170), the I-5 South Capacity Enhancement (I-605 to Orange County Line), and the I-5 South Carmenita Road Interchange projects. In total, \$350.0 million of Measure R 20% Highway Subfund resources are now expected to be used instead of Proposition C 25% funds, which are anticipated to incur interest costs due to the need to borrow for this fund type.

Normally, this would not require an action of the Metro Board of Directors. In this instance, the use of the Measure R funds instead of Proposition C funds will eliminate Measure R required replacement project credits once included in the 2009 LRTP. We are recommending that the Metro Board of Directors instead make these replacement project credits available to the applicable subregions from Proposition C 25% funds. The Measure R credits were not to be made available until late in the 2009 LRTP period and so we propose to include the \$350.0 million from Proposition C 25% in the third decade of the LRTP.

DISCUSSION

Four projects are listed with footnote “j” in the Measure R Expenditure Plan for an allocation of Measure R 20% highway funds:

1. I-5 North Capacity Enhancement from SR-134 to SR-170 (San Fernando Valley and Arroyo Verdugo subregions);
2. I-5 South Capacity Enhancement from I-605 to Orange County Line (Gateway subregion);
3. I-5 South Carmenita Road Interchange (Gateway subregion); and
4. I-5/SR-14 Capacity Enhancement (North County subregion).

Footnote “j” of the Measure R Expenditure Plan states:

“For projects funded from other sources on or before December 31, 2008, the funds freed-up by passage of this sales tax shall remain in the subregion in which the project is located for projects or programs of regional significance (per AB 2321).”

These four projects are Measure R highway projects programmed for delivery using other funding sources before the passage of Measure R. The Measure R funding made available due to this prior programming was to be reserved for use by the subregions in which the projects exist. This was a subregional equity protection included in the Measure R authorizing legislation, ordinance, and Expenditure Plan. To track the requirement for the projects, the 2009 Long Range Transportation Plan (LRTP) and the 2014 Short Range Transportation Plan (SRTP) assumed Measure R highway project credits for the San Fernando Valley, Arroyo Verdugo, Gateway, and North County subregions for to-be-determined projects late in the third decade.

Per the legal opinion of County Counsel, Metro staff believes the Measure R Ordinance only governs the use of Measure R funds, not any other funds, including Proposition C 25% funds. In accordance with that legal opinion, Metro staff believes that neither the Measure R Ordinance nor State law requires an equivalent subregional payback of non-Measure R funds. However, the Metro Board can act as it deems appropriate to provide such subregional project credits paid with non-Measure R funds independent of the Measure R Ordinance. We believe it is appropriate to do so given the Measure R footnote “j”.

Table 1 below shows the amount of Measure R 20% Highway Subfunds originally planned to complete the projects with the balance originally assumed for Measure R replacement project credits in the third decade of Measure R for the affected subregions. Due to the availability of Measure R 20% highway cash funds and the cost of bonding for Proposition C 25% funds, Metro staff has reassigned funding within the project budgets to expend Measure R 20% Highway Subfund resources in place of the originally planned Proposition C 25% funds for three of the four projects.

Without further action by the Metro Board of Directors, this funding change would result in the substantial reduction and/or elimination of the replacement Measure R 20% project credits assumed in the 2009 LRTP and the 2014 SRTP.

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Total	\$765.1	\$95.0	\$670.1

*Per the asterisk footnote on the Measure R Expenditure Plan, additional funding for the West Santa Ana Branch project would come from replacement projects credits from the I-5 South project (\$108.4 million is the current estimate).

The Measure R 20% Highway Subfunds require no bonding at this time compared to the bonding which would be required for Proposition C 25% funds which are in higher demand and are anticipated to require borrowing in the future. The annual level debt service payment on a \$350.0 million bond at 4% for 30 years would be \$20.2 million per year totaling \$257.2 million of interest. The reassessment of the fund types was intended to avoid some or all of this interest.

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Table 2

STAFF RECOMMENDATION - FUNDING OF REPLACEMENT PROJECT CREDITS IN 3RD DECADE			
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The estimated fund reassignments for the three projects through FY 2020 were reported to the Metro Board in June 2015 as part of Attachment A of Items 5 and 19, the Fiscal Stability Overview and Funding Commitments Inventory. The associated reduction of the replacement project credits in the later decades of the 2009 LRTP was not separately reported at that time. No other projects were forecasted to be impacted or delayed as a result of this recommendation.

DETERMINATION OF SAFETY IMPACT

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

FINANCIAL IMPACT

For FYs 2014 and 2015, Measure R 20% Highway Subfunds of \$136.7 million were used instead of issuing Proposition C 25% bonds. For FY 2016 and beyond, \$213.3 million of Measure R 20% Highway Subfunds are currently estimated to be used. Therefore, the estimated total is \$350.0 million of Measure R 20% highway cash funds which will save approximately \$257.2 million in debt interest over 30 years instead of issuing \$350.0 million of Proposition C 25% bonds for use on the projects.

Approval of the recommendation would result in the programming of \$350.0 million of Proposition C 25% funds late in the third decade of Measure R as replacement project credits for the San Fernando Valley, Arroyo Verdugo, and Gateway subregions for Measure R 20% highway funds.

Impact to Budget

The FY 2016 budget includes the reassignment of \$83.0 million of Measure R 20% highway cash funds in place of bonding Proposition C 25% funds, thereby saving on interest costs.

ALTERNATIVES CONSIDERED

The Board could choose not to approve the programming of Proposition C 25% funds late in the third decade of Measure R for the affected subregions. Staff does not recommend this alternative as the recommendation provides for a subregional equity payback in the form of replacement project credits with non-Measure R funds consistent with the spirit of the Measure R Expenditure Plan and its footnote "j".

NEXT STEPS

Subject to Board action on the staff recommendation, Metro staff will work with the San Fernando Valley, Arroyo Verdugo, and Gateway subregions to identify specific projects and years in the 2017 LRTP update for reprogramming the estimated \$350.0 million in Proposition C 25% project credits.

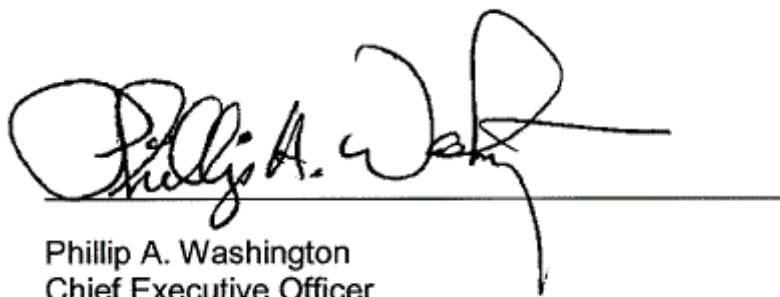
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Phillip A. Washington
Chief Executive Officer



File #: 2015-1763, File Type: Program

Agenda Number: 20.

**REVISED
PLANNING AND PROGRAMMING COMMITTEE
JANUARY 20, 2016**

**SUBJECT: 2009 LONG RANGE TRANSPORTATION PLAN MEASURE R HIGHWAY
REPLACEMENT PROJECT CREDITS**

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Per the legal opinion of County Counsel, Metro staff believes the Measure R Ordinance only governs the use of Measure R funds, not any other funds, including Proposition C 25% funds. In accordance with that legal opinion, Metro staff believes that neither the Measure R Ordinance nor State law requires an equivalent subregional payback of non-Measure R funds. However, the Metro Board can act as it deems appropriate to provide such subregional project credits paid with non-Measure R funds independent of the Measure R Ordinance. We believe it is appropriate to do so given the Measure R footnote “j”.

Table 1 below shows the amount of Measure R 20% Highway Subfunds originally planned to complete the projects with the balance originally assumed for Measure R replacement project credits in the third decade of Measure R for the affected subregions. Due to the availability of Measure R 20% highway cash funds and the cost of bonding for Proposition C 25% funds, Metro staff has reassigned funding within the project budgets to expend Measure R 20% Highway Subfund resources in place of the originally planned Proposition C 25% funds for three of the four projects.

Without further action by the Metro Board of Directors, this funding change would result in the substantial reduction and/or elimination of the replacement Measure R 20% project credits assumed in the 2009 LRTP and the 2014 SRTP.

Table 1

BEFORE STAFF RECOMMENDATION (2014 SRTP)			
(millions)	A	B	C=A-B
Project	Measure R Expenditure Plan	Measure R 20% in SRTP	Measure R 20% Replacement Project Credits
I-5 North Capacity Enhancement	\$271.5	\$18.0	\$253.5
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I-5 South Carmenita Interchange	\$138.0	\$5.0	\$133.0
I-5/SR-14 Capacity Enhancement	\$90.8	\$2.0	\$88.8
Total	\$765.1	\$95.0	\$670.1

*Per the asterisk footnote on the Measure R Expenditure Plan, additional funding for the West Santa Ana Branch project would come from replacement projects credits from the I-5 South project (\$108.4 million is the current estimate).

The Measure R 20% Highway Subfunds require no bonding at this time compared to the bonding which would be required for Proposition C 25% funds which are in higher demand and are anticipated to require borrowing in the future. The annual level debt service payment on a \$350.0 million bond at 4% for 30 years would be \$20.2 million per year totaling \$257.2 million of interest. The reassigment of the fund types was intended to avoid some or all of this interest.

Table 2 shows the proposed estimated Measure R 20% and Proposition C 25% replacement project credits late in the third decade of Measure R. Metro staff believes that neither the Measure R Ordinance nor State law requires equivalent replacement project credits from non-Measure R funds; however, the Metro Board can adopt a policy to fund replacement project credits under such circumstances.

Table 2

STAFF RECOMMENDATION - FUNDING OF REPLACEMENT PROJECT CREDITS IN 3RD DECADE			
(millions)	D	E	F=D+E
Project	Proposition C 25% Replacement Project Credits	Measure R 20% Replacement Project Credits	Total Replacement Project Credits
I-5 North Capacity Enhancement	\$223.5	\$30.0	\$253.5
I-5 South Capacity Enhancement	\$86.4	\$108.4*	\$194.8
I-5 South Carmenita Interchange	\$40.1	\$92.9	\$133
I-5/SR-14 Capacity Enhancement	\$0	\$88.8	\$88.8
Total	\$350.0	\$320.1	\$670.1

*Per the asterisk footnote on the Measure R Expenditure Plan, additional funding for the West Santa Ana Branch project would come from replacement projects credits from the I-5 South project (\$108.4 million is the current estimate).

The estimated fund reassignments for the three projects through FY 2020 were reported to the Metro Board in June 2015 as part of Attachment A of Items 5 and 19, the Fiscal Stability Overview and Funding Commitments Inventory. The associated reduction of the replacement project credits in the later decades of the 2009 LRTP was not separately reported at that time. No other projects were forecasted to be impacted or delayed as a result of this recommendation.

DETERMINATION OF SAFETY IMPACT

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

FINANCIAL IMPACT

For FYs 2014 and 2015, Measure R 20% Highway Subfunds of \$136.7 million were used instead of issuing Proposition C 25% bonds. For FY 2016 and beyond, \$213.3 million of Measure R 20% Highway Subfunds are currently estimated to be used. Therefore, the estimated total is \$350.0 million of Measure R 20% highway cash funds which will save approximately \$257.2 million in debt interest over 30 years instead of issuing \$350.0 million of Proposition C 25% bonds for use on the projects.

Approval of the recommendation would result in the programming of \$350.0 million of Proposition C 25% funds late in the third decade of Measure R as replacement project credits for the San Fernando Valley, Arroyo Verdugo, and Gateway subregions for Measure R 20% highway funds.

Impact to Budget

The FY 2016 budget includes the reassignment of \$83.0 million of Measure R 20% highway cash funds in place of bonding Proposition C 25% funds, thereby saving on interest costs.

ALTERNATIVES CONSIDERED

The Board could choose not to approve the programming of Proposition C 25% funds late in the third decade of Measure R for the affected subregions. Staff does not recommend this alternative as the recommendation provides for a subregional equity payback in the form of replacement project credits with non-Measure R funds consistent with the spirit of the Measure R Expenditure Plan and its footnote "j".

NEXT STEPS

Subject to Board action on the staff recommendation, Metro staff will work with the San Fernando Valley, Arroyo Verdugo, and Gateway subregions to identify specific projects and years in the 2017 LRTP update for reprogramming the estimated \$350.0 million in Proposition C 25% project credits.

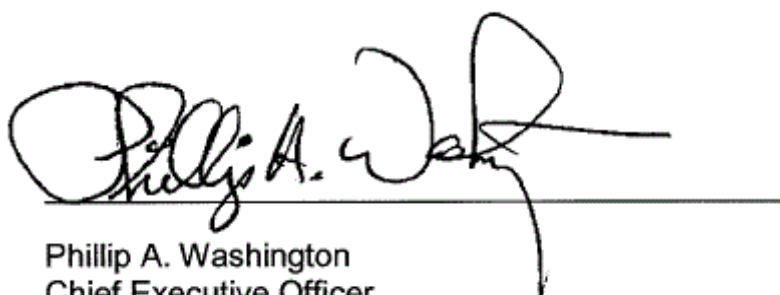
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Attachment B - I-5 South (I-605 to Orange County Line) and Carmenita Interchange Project Funding Comparison - Fiscal Stability Overview and Funding Commitments Inventory, Items 5/19, June 2015

Prepared by: Gloria Anderson, Director, (213) 922-2457
Wil Ridder, Executive Officer, (213) 922-2887
David Yale, Managing Executive Officer, (213) 922-2469

Reviewed by: Calvin E. Hollis, Interim Chief Planning Officer, (213) 922-7319



Phillip A. Washington
Chief Executive Officer



Board Report

File #: 2015-1763, File Type: Program

Agenda Number: 20.

**REVISED
PLANNING AND PROGRAMMING COMMITTEE
JANUARY 20, 2016**

**SUBJECT: 2009 LONG RANGE TRANSPORTATION PLAN MEASURE R HIGHWAY
REPLACEMENT PROJECT CREDITS**

**ACTION: APPROVE FUNDING CHANGE FOR MEASURE R REPLACEMENT PROJECT
CREDITS**

RECOMMENDATION

APPROVE the inclusion of **\$350.0 million of Proposition C 25% funds (or other eligible funds as necessary)** in the third decade of the Long Range Transportation Plan for the San Fernando Valley, Arroyo Verdugo, and Gateway subregions as replacement project credits for Measure R 20% highway funds now programmed (instead of the originally planned Proposition C 25%) on three projects:

- A. the I-5 North Capacity Enhancement (SR-134 to SR-170);
- B. the I-5 South Capacity Enhancement (I-605 to Orange County Line); and
- C. the I-5 South Carmenita Road Interchange.

ISSUE

Metro staff reported to the Board of Directors in June 2015 that it was in the best interest of Metro to use Measure R 20% Highway Sub-fund resources instead of issuing Proposition C 25% bonds for the I-5 North Capacity Enhancement (SR-134 to SR-170), the I-5 South Capacity Enhancement (I-605 to Orange County Line), and the I-5 South Carmenita Road Interchange projects. In total, \$350.0 million of Measure R 20% Highway Subfund resources are now expected to be used instead of Proposition C 25% funds, which are anticipated to incur interest costs due to the need to borrow for this fund type.

Normally, this would not require an action of the Metro Board of Directors. In this instance, the use of the Measure R funds instead of Proposition C funds will eliminate Measure R required replacement project credits once included in the 2009 LRTP. We are recommending that the Metro Board of Directors instead make these replacement project credits available to the applicable subregions from Proposition C 25% funds. The Measure R credits were not to be made available until late in the 2009 LRTP period and so we propose to include the \$350.0 million from Proposition C 25% in the third decade of the LRTP.

DISCUSSION

Four projects are listed with footnote “j” in the Measure R Expenditure Plan for an allocation of Measure R 20% highway funds:

1. I-5 North Capacity Enhancement from SR-134 to SR-170 (San Fernando Valley and Arroyo Verdugo subregions);
2. I-5 South Capacity Enhancement from I-605 to Orange County Line (Gateway subregion);
3. I-5 South Carmenita Road Interchange (Gateway subregion); and
4. I-5/SR-14 Capacity Enhancement (North County subregion).

Footnote “j” of the Measure R Expenditure Plan states:

“For projects funded from other sources on or before December 31, 2008, the funds freed-up by passage of this sales tax shall remain in the subregion in which the project is located for projects or programs of regional significance (per AB 2321).”

These four projects are Measure R highway projects programmed for delivery using other funding sources before the passage of Measure R. The Measure R funding made available due to this prior programming was to be reserved for use by the subregions in which the projects exist. This was a subregional equity protection included in the Measure R authorizing legislation, ordinance, and Expenditure Plan. To track the requirement for the projects, the 2009 Long Range Transportation Plan (LRTP) and the 2014 Short Range Transportation Plan (SRTP) assumed Measure R highway project credits for the San Fernando Valley, Arroyo Verdugo, Gateway, and North County subregions for to-be-determined projects late in the third decade.

Per the legal opinion of County Counsel, Metro staff believes the Measure R Ordinance only governs the use of Measure R funds, not any other funds, including Proposition C 25% funds. In accordance with that legal opinion, Metro staff believes that neither the Measure R Ordinance nor State law requires an equivalent subregional payback of non-Measure R funds. However, the Metro Board can act as it deems appropriate to provide such subregional project credits paid with non-Measure R funds independent of the Measure R Ordinance. We believe it is appropriate to do so given the Measure R footnote “j”.

Table 1 below shows the amount of Measure R 20% Highway Subfunds originally planned to complete the projects with the balance originally assumed for Measure R replacement project credits in the third decade of Measure R for the affected subregions. Due to the availability of Measure R 20% highway cash funds and the cost of bonding for Proposition C 25% funds, Metro staff has reassigned funding within the project budgets to expend Measure R 20% Highway Subfund resources in place of the originally planned Proposition C 25% funds for three of the four projects.

Without further action by the Metro Board of Directors, this funding change would result in the substantial reduction and/or elimination of the replacement Measure R 20% project credits assumed in the 2009 LRTP and the 2014 SRTP.

Table 1

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Total	\$765.1	\$95.0	\$670.1

*Per the asterisk footnote on the Measure R Expenditure Plan, additional funding for the West Santa Ana Branch project would come from replacement projects credits from the I-5 South project (\$108.4 million is the current estimate).

The Measure R 20% Highway Subfunds require no bonding at this time compared to the bonding which would be required for Proposition C 25% funds which are in higher demand and are anticipated to require borrowing in the future. The annual level debt service payment on a \$350.0 million bond at 4% for 30 years would be \$20.2 million per year totaling \$257.2 million of interest. The reassigment of the fund types was intended to avoid some or all of this interest.

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STAFF RECOMMENDATION - FUNDING OF REPLACEMENT PROJECT CREDITS IN 3RD DECADE			
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*Per the asterisk footnote on the Measure R Expenditure Plan, additional funding for the West Santa Ana Branch project would come from replacement projects credits from the I-5 South project (\$108.4 million is the current estimate).

The estimated fund reassignments for the three projects through FY 2020 were reported to the Metro Board in June 2015 as part of Attachment A of Items 5 and 19, the Fiscal Stability Overview and Funding Commitments Inventory. The associated reduction of the replacement project credits in the later decades of the 2009 LRTP was not separately reported at that time. No other projects were forecasted to be impacted or delayed as a result of this recommendation.

DETERMINATION OF SAFETY IMPACT

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

FINANCIAL IMPACT

For FYs 2014 and 2015, Measure R 20% Highway Subfunds of \$136.7 million were used instead of issuing Proposition C 25% bonds. For FY 2016 and beyond, \$213.3 million of Measure R 20% Highway Subfunds are currently estimated to be used. Therefore, the estimated total is \$350.0 million of Measure R 20% highway cash funds which will save approximately \$257.2 million in debt interest over 30 years instead of issuing \$350.0 million of Proposition C 25% bonds for use on the projects.

Approval of the recommendation would result in the programming of \$350.0 million of Proposition C 25% funds late in the third decade of Measure R as replacement project credits for the San Fernando Valley, Arroyo Verdugo, and Gateway subregions for Measure R 20% highway funds.

Impact to Budget

The FY 2016 budget includes the reassignment of \$83.0 million of Measure R 20% highway cash funds in place of bonding Proposition C 25% funds, thereby saving on interest costs.

ALTERNATIVES CONSIDERED

The Board could choose not to approve the programming of Proposition C 25% funds late in the third decade of Measure R for the affected subregions. Staff does not recommend this alternative as the recommendation provides for a subregional equity payback in the form of replacement project credits with non-Measure R funds consistent with the spirit of the Measure R Expenditure Plan and its footnote "j".

NEXT STEPS

Subject to Board action on the staff recommendation, Metro staff will work with the San Fernando Valley, Arroyo Verdugo, and Gateway subregions to identify specific projects and years in the 2017 LRTP update for reprogramming the estimated \$350.0 million in Proposition C 25% project credits.

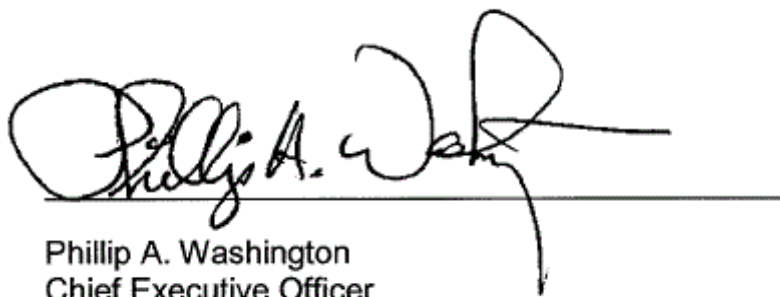
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Phillip A. Washington
Chief Executive Officer



Board Report

File #: 2015-1763, File Type: Program

Agenda Number: 20.

**REVISED
PLANNING AND PROGRAMMING COMMITTEE
JANUARY 20, 2016**

**SUBJECT: 2009 LONG RANGE TRANSPORTATION PLAN MEASURE R HIGHWAY
REPLACEMENT PROJECT CREDITS**

**ACTION: APPROVE FUNDING CHANGE FOR MEASURE R REPLACEMENT PROJECT
CREDITS**

RECOMMENDATION

APPROVE the inclusion of **\$350.0 million of Proposition C 25% funds (or other eligible funds as necessary)** in the third decade of the Long Range Transportation Plan for the San Fernando Valley, Arroyo Verdugo, and Gateway subregions as replacement project credits for Measure R 20% highway funds now programmed (instead of the originally planned Proposition C 25%) on three projects:

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DISCUSSION

Four projects are listed with footnote “j” in the Measure R Expenditure Plan for an allocation of Measure R 20% highway funds:

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DETERMINATION OF SAFETY IMPACT

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

FINANCIAL IMPACT

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Impact to Budget

The FY 2016 budget includes the reassignment of \$83.0 million of Measure R 20% highway cash funds in place of bonding Proposition C 25% funds, thereby saving on interest costs.

ALTERNATIVES CONSIDERED

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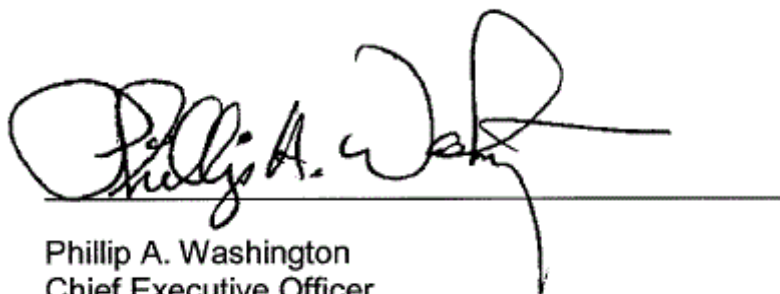
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Board Report

File #: 2015-1763, File Type: Program

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**REVISED
PLANNING AND PROGRAMMING COMMITTEE
JANUARY 20, 2016**

**SUBJECT: 2009 LONG RANGE TRANSPORTATION PLAN MEASURE R HIGHWAY
REPLACEMENT PROJECT CREDITS**

**ACTION: APPROVE FUNDING CHANGE FOR MEASURE R REPLACEMENT PROJECT
CREDITS**

RECOMMENDATION

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ISSUE

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Per the legal opinion of County Counsel, Metro staff believes the Measure R Ordinance only governs the use of Measure R funds, not any other funds, including Proposition C 25% funds. In accordance with that legal opinion, Metro staff believes that neither the Measure R Ordinance nor State law requires an equivalent subregional payback of non-Measure R funds. However, the Metro Board can act as it deems appropriate to provide such subregional project credits paid with non-Measure R funds independent of the Measure R Ordinance. We believe it is appropriate to do so given the Measure R footnote “j”.

Table 1 below shows the amount of Measure R 20% Highway Subfunds originally planned to complete the projects with the balance originally assumed for Measure R replacement project credits in the third decade of Measure R for the affected subregions. Due to the availability of Measure R 20% highway cash funds and the cost of bonding for Proposition C 25% funds, Metro staff has reassigned funding within the project budgets to expend Measure R 20% Highway Subfund resources in place of the originally planned Proposition C 25% funds for three of the four projects.

Without further action by the Metro Board of Directors, this funding change would result in the substantial reduction and/or elimination of the replacement Measure R 20% project credits assumed in the 2009 LRTP and the 2014 SRTP.

Table 1

BEFORE STAFF RECOMMENDATION (2014 SRTP)			
(millions)	A	B	C=A-B
Project	Measure R Expenditure Plan	Measure R 20% in SRTP	Measure R 20% Replacement Project Credits
I-5 North Capacity Enhancement	\$271.5	\$18.0	\$253.5
I-5 South Capacity Enhancement	\$264.8	\$70.0	\$194.8*
I-5 South Carmenita Interchange	\$138.0	\$5.0	\$133.0
I-5/SR-14 Capacity Enhancement	\$90.8	\$2.0	\$88.8
Total	\$765.1	\$95.0	\$670.1

*Per the asterisk footnote on the Measure R Expenditure Plan, additional funding for the West Santa Ana Branch project would come from replacement projects credits from the I-5 South project (\$108.4 million is the current estimate).

The Measure R 20% Highway Subfunds require no bonding at this time compared to the bonding which would be required for Proposition C 25% funds which are in higher demand and are anticipated to require borrowing in the future. The annual level debt service payment on a \$350.0 million bond at 4% for 30 years would be \$20.2 million per year totaling \$257.2 million of interest. The reassigment of the fund types was intended to avoid some or all of this interest.

Table 2 shows the proposed estimated Measure R 20% and Proposition C 25% replacement project credits late in the third decade of Measure R. Metro staff believes that neither the Measure R Ordinance nor State law requires equivalent replacement project credits from non-Measure R funds; however, the Metro Board can adopt a policy to fund replacement project credits under such circumstances.

Table 2

STAFF RECOMMENDATION - FUNDING OF REPLACEMENT PROJECT CREDITS IN 3RD DECADE			
(millions)	D	E	F=D+E
Project	Proposition C 25% Replacement Project Credits	Measure R 20% Replacement Project Credits	Total Replacement Project Credits
I-5 North Capacity Enhancement	\$223.5	\$30.0	\$253.5
I-5 South Capacity Enhancement	\$86.4	\$108.4*	\$194.8
I-5 South Carmenita Interchange	\$40.1	\$92.9	\$133
I-5/SR-14 Capacity Enhancement	\$0	\$88.8	\$88.8
Total	\$350.0	\$320.1	\$670.1

*Per the asterisk footnote on the Measure R Expenditure Plan, additional funding for the West Santa Ana Branch project would come from replacement projects credits from the I-5 South project (\$108.4 million is the current estimate).

The estimated fund reassignments for the three projects through FY 2020 were reported to the Metro Board in June 2015 as part of Attachment A of Items 5 and 19, the Fiscal Stability Overview and Funding Commitments Inventory. The associated reduction of the replacement project credits in the later decades of the 2009 LRTP was not separately reported at that time. No other projects were forecasted to be impacted or delayed as a result of this recommendation.

DETERMINATION OF SAFETY IMPACT

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

FINANCIAL IMPACT

For FYs 2014 and 2015, Measure R 20% Highway Subfunds of \$136.7 million were used instead of issuing Proposition C 25% bonds. For FY 2016 and beyond, \$213.3 million of Measure R 20% Highway Subfunds are currently estimated to be used. Therefore, the estimated total is \$350.0 million of Measure R 20% highway cash funds which will save approximately \$257.2 million in debt interest over 30 years instead of issuing \$350.0 million of Proposition C 25% bonds for use on the projects.

Approval of the recommendation would result in the programming of \$350.0 million of Proposition C 25% funds late in the third decade of Measure R as replacement project credits for the San Fernando Valley, Arroyo Verdugo, and Gateway subregions for Measure R 20% highway funds.

Impact to Budget

The FY 2016 budget includes the reassignment of \$83.0 million of Measure R 20% highway cash funds in place of bonding Proposition C 25% funds, thereby saving on interest costs.

ALTERNATIVES CONSIDERED

The Board could choose not to approve the programming of Proposition C 25% funds late in the third decade of Measure R for the affected subregions. Staff does not recommend this alternative as the recommendation provides for a subregional equity payback in the form of replacement project credits with non-Measure R funds consistent with the spirit of the Measure R Expenditure Plan and its footnote "j".

NEXT STEPS

Subject to Board action on the staff recommendation, Metro staff will work with the San Fernando Valley, Arroyo Verdugo, and Gateway subregions to identify specific projects and years in the 2017 LRTP update for reprogramming the estimated \$350.0 million in Proposition C 25% project credits.

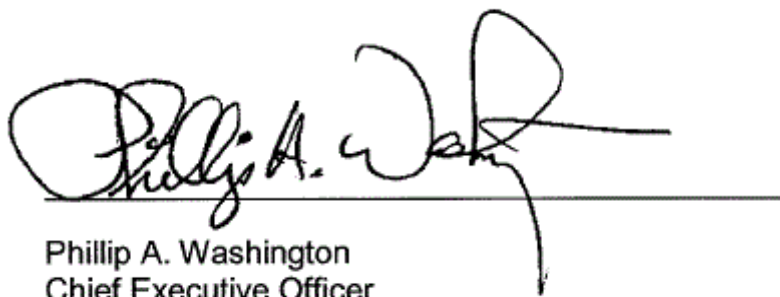
ATTACHMENTS

Attachment A - I-5 North Carpool Lanes (SR-134 to SR-170) Project Funding Comparison - Fiscal Stability Overview and Funding Commitments Inventory, Items 5/19, June 2015

Attachment B - I-5 South (I-605 to Orange County Line) and Carmenita Interchange Project Funding Comparison - Fiscal Stability Overview and Funding Commitments Inventory, Items 5/19, June 2015

Prepared by: Gloria Anderson, Director, (213) 922-2457
Wil Ridder, Executive Officer, (213) 922-2887
David Yale, Managing Executive Officer, (213) 922-2469

Reviewed by: Calvin E. Hollis, Interim Chief Planning Officer, (213) 922-7319



Phillip A. Washington
Chief Executive Officer



Board Report

File #: 2015-1763, File Type: Program

Agenda Number: 20.

**REVISED
PLANNING AND PROGRAMMING COMMITTEE
JANUARY 20, 2016**

**SUBJECT: 2009 LONG RANGE TRANSPORTATION PLAN MEASURE R HIGHWAY
REPLACEMENT PROJECT CREDITS**

**ACTION: APPROVE FUNDING CHANGE FOR MEASURE R REPLACEMENT PROJECT
CREDITS**

RECOMMENDATION

APPROVE the inclusion of **\$350.0 million of Proposition C 25% funds (or other eligible funds as necessary)** in the third decade of the Long Range Transportation Plan for the San Fernando Valley, Arroyo Verdugo, and Gateway subregions as replacement project credits for Measure R 20% highway funds now programmed (instead of the originally planned Proposition C 25%) on three projects:

- A. the I-5 North Capacity Enhancement (SR-134 to SR-170);
- B. the I-5 South Capacity Enhancement (I-605 to Orange County Line); and
- C. the I-5 South Carmenita Road Interchange.

ISSUE

Metro staff reported to the Board of Directors in June 2015 that it was in the best interest of Metro to use Measure R 20% Highway Sub-fund resources instead of issuing Proposition C 25% bonds for the I-5 North Capacity Enhancement (SR-134 to SR-170), the I-5 South Capacity Enhancement (I-605 to Orange County Line), and the I-5 South Carmenita Road Interchange projects. In total, \$350.0 million of Measure R 20% Highway Subfund resources are now expected to be used instead of Proposition C 25% funds, which are anticipated to incur interest costs due to the need to borrow for this fund type.

Normally, this would not require an action of the Metro Board of Directors. In this instance, the use of the Measure R funds instead of Proposition C funds will eliminate Measure R required replacement project credits once included in the 2009 LRTP. We are recommending that the Metro Board of Directors instead make these replacement project credits available to the applicable subregions from Proposition C 25% funds. The Measure R credits were not to be made available until late in the 2009 LRTP period and so we propose to include the \$350.0 million from Proposition C 25% in the third decade of the LRTP.

DISCUSSION

Four projects are listed with footnote “j” in the Measure R Expenditure Plan for an allocation of Measure R 20% highway funds:

1. I-5 North Capacity Enhancement from SR-134 to SR-170 (San Fernando Valley and Arroyo Verdugo subregions);
2. I-5 South Capacity Enhancement from I-605 to Orange County Line (Gateway subregion);
3. I-5 South Carmenita Road Interchange (Gateway subregion); and
4. I-5/SR-14 Capacity Enhancement (North County subregion).

Footnote “j” of the Measure R Expenditure Plan states:

“For projects funded from other sources on or before December 31, 2008, the funds freed-up by passage of this sales tax shall remain in the subregion in which the project is located for projects or programs of regional significance (per AB 2321).”

These four projects are Measure R highway projects programmed for delivery using other funding sources before the passage of Measure R. The Measure R funding made available due to this prior programming was to be reserved for use by the subregions in which the projects exist. This was a subregional equity protection included in the Measure R authorizing legislation, ordinance, and Expenditure Plan. To track the requirement for the projects, the 2009 Long Range Transportation Plan (LRTP) and the 2014 Short Range Transportation Plan (SRTP) assumed Measure R highway project credits for the San Fernando Valley, Arroyo Verdugo, Gateway, and North County subregions for to-be-determined projects late in the third decade.

Per the legal opinion of County Counsel, Metro staff believes the Measure R Ordinance only governs the use of Measure R funds, not any other funds, including Proposition C 25% funds. In accordance with that legal opinion, Metro staff believes that neither the Measure R Ordinance nor State law requires an equivalent subregional payback of non-Measure R funds. However, the Metro Board can act as it deems appropriate to provide such subregional project credits paid with non-Measure R funds independent of the Measure R Ordinance. We believe it is appropriate to do so given the Measure R footnote “j”.

Table 1 below shows the amount of Measure R 20% Highway Subfunds originally planned to complete the projects with the balance originally assumed for Measure R replacement project credits in the third decade of Measure R for the affected subregions. Due to the availability of Measure R 20% highway cash funds and the cost of bonding for Proposition C 25% funds, Metro staff has reassigned funding within the project budgets to expend Measure R 20% Highway Subfund resources in place of the originally planned Proposition C 25% funds for three of the four projects.

Without further action by the Metro Board of Directors, this funding change would result in the substantial reduction and/or elimination of the replacement Measure R 20% project credits assumed in the 2009 LRTP and the 2014 SRTP.

Table 1

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Total	\$765.1	\$95.0	\$670.1

*Per the asterisk footnote on the Measure R Expenditure Plan, additional funding for the West Santa Ana Branch project would come from replacement projects credits from the I-5 South project (\$108.4 million is the current estimate).

The Measure R 20% Highway Subfunds require no bonding at this time compared to the bonding which would be required for Proposition C 25% funds which are in higher demand and are anticipated to require borrowing in the future. The annual level debt service payment on a \$350.0 million bond at 4% for 30 years would be \$20.2 million per year totaling \$257.2 million of interest. The reassigment of the fund types was intended to avoid some or all of this interest.

Table 2 shows the proposed estimated Measure R 20% and Proposition C 25% replacement project credits late in the third decade of Measure R. Metro staff believes that neither the Measure R Ordinance nor State law requires equivalent replacement project credits from non-Measure R funds; however, the Metro Board can adopt a policy to fund replacement project credits under such circumstances.

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Total	\$350.0	\$320.1	\$670.1

*Per the asterisk footnote on the Measure R Expenditure Plan, additional funding for the West Santa Ana Branch project would come from replacement projects credits from the I-5 South project (\$108.4 million is the current estimate).

The estimated fund reassignments for the three projects through FY 2020 were reported to the Metro Board in June 2015 as part of Attachment A of Items 5 and 19, the Fiscal Stability Overview and Funding Commitments Inventory. The associated reduction of the replacement project credits in the later decades of the 2009 LRTP was not separately reported at that time. No other projects were forecasted to be impacted or delayed as a result of this recommendation.

DETERMINATION OF SAFETY IMPACT

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

FINANCIAL IMPACT

For FYs 2014 and 2015, Measure R 20% Highway Subfunds of \$136.7 million were used instead of issuing Proposition C 25% bonds. For FY 2016 and beyond, \$213.3 million of Measure R 20% Highway Subfunds are currently estimated to be used. Therefore, the estimated total is \$350.0 million of Measure R 20% highway cash funds which will save approximately \$257.2 million in debt interest over 30 years instead of issuing \$350.0 million of Proposition C 25% bonds for use on the projects.

Approval of the recommendation would result in the programming of \$350.0 million of Proposition C 25% funds late in the third decade of Measure R as replacement project credits for the San Fernando Valley, Arroyo Verdugo, and Gateway subregions for Measure R 20% highway funds.

Impact to Budget

The FY 2016 budget includes the reassignment of \$83.0 million of Measure R 20% highway cash funds in place of bonding Proposition C 25% funds, thereby saving on interest costs.

ALTERNATIVES CONSIDERED

The Board could choose not to approve the programming of Proposition C 25% funds late in the third decade of Measure R for the affected subregions. Staff does not recommend this alternative as the recommendation provides for a subregional equity payback in the form of replacement project credits with non-Measure R funds consistent with the spirit of the Measure R Expenditure Plan and its footnote "j".

NEXT STEPS

Subject to Board action on the staff recommendation, Metro staff will work with the San Fernando Valley, Arroyo Verdugo, and Gateway subregions to identify specific projects and years in the 2017 LRTP update for reprogramming the estimated \$350.0 million in Proposition C 25% project credits.

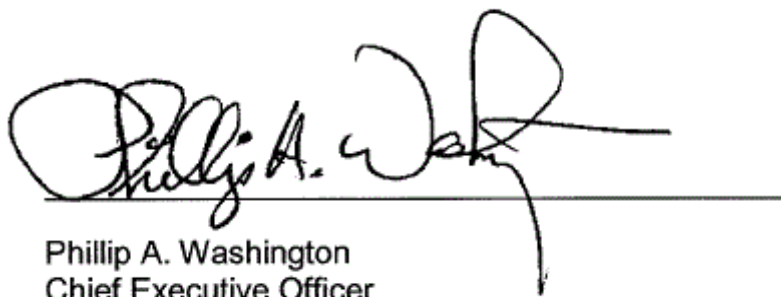
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Reviewed by: Calvin E. Hollis, Interim Chief Planning Officer, (213) 922-7319



Phillip A. Washington
Chief Executive Officer

**Board Report**

File #: 2015-1656, **File Type:** Contract**Agenda Number:** 21.

**PLANNING & PROGRAMMING COMMITTEE
JANUARY 20, 2016****SUBJECT: I-710 SOUTH CORRIDOR PROJECT EIR/EIS, SCOPE, BUDGET, AND SCHEDULE****ACTION: APPROVE CONTRACT MODIFICATION****RECOMMENDATION**

AUTHORIZE the Chief Executive Officer to execute Contract Modification No. 17 to **Contract No. PS4340-1939 for the I-710 South Corridor Project with URS Corporation (an AECOM Entity) to provide professional services for an additional four month period** in the not-to-exceed amount of \$3,729,598, increasing the total contract value from \$45,794,130 to \$49,523,728.

ISSUE

At the October 2015 meeting, the Board approved Motion 22.1 to evaluate additional scope elements for Alternatives 5C and 7 in the I-710 Corridor Project EIR/EIS and directed staff to report back in 60 days. The additional scope elements include bikeway and pedestrian improvements, right-of-way avoidance designs, and additional transit service analysis among other things (see Attachment D). Three independent bikeway projects were also recommended for study outside the EIR/EIS and staff was directed to return to the Board with recommendations on how to fund these studies.

Metro staff developed a statement of work and an independent cost estimate for the additional scope elements included in Motion 22.1. The contract modification covers the preliminary engineering and environmental studies associated with the additional scope items for the I-710 South Corridor EIR/EIS. The cost to develop the three independent bikeway projects (\$1,196,596) will come from Measure R Administrative funds and is included in this contract modification. Staff also determined that the additional work will delay the re-circulation date by at least four months.

DISCUSSION

The I-710 South Corridor Project (I-710 South) study encompasses an 18-mile long corridor that extends from Ocean Blvd in Long Beach to State Route 60. The I-710 South is a vital transportation artery linking the Ports of Los Angeles and Long Beach to Southern California and beyond. As a result of population growth, cargo container growth, increasing traffic volumes, and aging infrastructure, the I-710 South experiences serious congestion and safety issues. Among the major concerns in the corridor are higher than average truck accident rates; the projected growth in the study area, and effects of recurring congestion and diesel emissions on the quality of life in the

surrounding communities. The I-710 South project alternatives seek to improve safety, air quality/public health, and mobility, and accommodate projected growth.

A Draft EIR/EIS circulated on June 28, 2012 evaluated four build alternatives, three of which included a grade-separated freight corridor. Close to 3,000 comments were received as part of the circulation. Community Alternative 7 (CA-7) was proposed by the Coalition for Environmental Health and Justice (CEHAJ) as a build alternative to be studied in the Draft EIR/EIS. CEHAJ consists of several environmental and community organizations including Communities for Better Environment, Legal Aid Foundation of Los Angeles, Natural Resources Defense Council, East Yard Communities for Environmental Justice, Physicians for Social Responsibility, and Coalition for Clean Air, among others. CA-7 proposes no additional general purpose lanes, a separate 4 lane elevated freight corridor restricted for use by zero emission trucks, no new right-of-way acquisition, an aggressive strategy to improve public transit via rail and bus in the I-710 Corridor, comprehensive regional active transportation improvements, comprehensive construction mitigation program, and extensive community benefits programs. As most of these proposed concepts are not fully developed, CEHAJ proposed that CA-7 be further developed by the Project Team and then studied in the Recirculated Draft Environmental Impact Report/Supplemental Draft Environmental Impact Statement (RDEIR/SDEIS).

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

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

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

The Board approved Motion 22.1 after extensive coordination and collaboration with a variety of stakeholders. This Motion directed staff to evaluate certain CA-7 scope elements under Alternatives 5C and 7 in the I-710 Corridor Project EIR/EIS, and to report back in 60 days. The additional scope elements include bikeway and pedestrian improvements, right-of-way avoidance designs, and additional transit service analysis among other things (Attachment D). Three independent bikeway projects were also recommended for study outside the EIR/EIS and staff was directed to come back with recommendations on how to fund the studies.

DETERMINATION OF SAFETY IMPACT

The I-710 South Corridor project scope, schedule, and budget revisions will have no impact to the safety of Metro's patrons or employees or the general public.

FINANCIAL IMPACT

Funding for the scope elements to be added to the I-710 South Draft EIR/EIS is included in the \$13,886,695 FY16 budget in Cost Center 4730 (Highway Program B), Project 460316, (I-710 South Early Action Projects), Account 50316 (Services Professional/Technical). Funding for the independent bikeway projects will come from Measure R Administrative funds. Since this is a multi-year project, the cost center manager and the Managing Executive Officer of the Highway Program or designee will continue to be responsible for budgeting the cost in future years.

Impact to Budget

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

ALTERNATIVES CONSIDERED

The Board may elect not to approve the proposed contract modification. This option is not recommended. Completing the environmental document for the project is a necessary step in developing the improvements described in Measure R for the corridor. Board approval would allow the project to move forward with continued community engagement and support which has been the trademark of this study.

NEXT STEPS

Upon approval by the Board, staff will execute the contract modification.

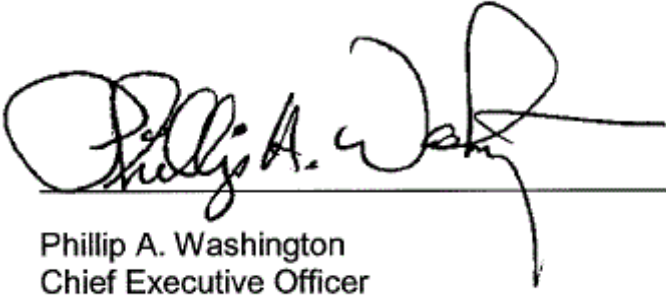
ATTACHMENTS

Attachment A - Procurement Summary
Attachment B - Contract Modification/Change Order Log
Attachment C - DEOD Summary
Attachment D - Board Motion 22.1

Prepared by: Lucy Olmos-Delgadillo, Transportation Planning Manager, Highway Program,
(213) 922-7099
Ernesto Chaves, Director, Highway Program (213) 922-7343

Reviewed by: Ivan Page, Interim Executive Director, Vendor/Contract Management (213) 922-6383

Richard Clarke, Executive Director, Program Management, (213) 922-7557



Phillip A. Washington
Chief Executive Officer

PROCUREMENT SUMMARY

**I-710 SOUTH CORRIDOR PROJECT
ENVIRONMENTAL IMPACT REPORT/ENVIRONMENTAL IMPACT STUDY
(EIR/EIS) ENGINEERING/ENVIRONMENTAL COMPONENT**

1.	Contract Number: PS4340-1939 (Modification #17)		
2.	Contractor: URS Corporation (an AECOM Entity)		
3.	Mod. Work Description: Supplemental Statement of Work in support of Motion 22.1 by Metro Board and Period of Performance Extension		
4.	Contract Work Description: EIR/EIS for the I-710 Corridor Project		
5.	The following data is current as of: December 8, 2015		
6.	Contract Completion Status		Financial Status
	Contract Awarded:	01/28/08	Contract Award Amount: \$22,686,314
	Notice to Proceed (NTP):	01/28/08	Total of Modifications Approved: \$23,107,816
	Original Complete Date:	06/30/15	Pending Modifications (including this action): \$3,729,598
	Current Est. Complete Date:	07/31/17	Current Contract Value (with this action): \$49,523,728
7.	Contract Administrator: Erika Estrada		Telephone Number: 213-922-1102
8.	Project Manager: Ernesto Chaves		Telephone Number: 213-922-7343

A. Procurement Background

This Board Action is to approve Modification No.17 issued in support of Motion 22.1 by Director Solis which requested a supplemental statement of work to address geometric design for the I-710 Freight Corridor (under Alternative 7 only), evaluate the feasibility to operate only zero-emissions trucks along the Freight Corridor (under Alternative 7) to analyze Implementing High Frequency Express Bus Transit Service, evaluate Upgrades to the Existing Los Angeles River Bike Path, evaluate construction of Bike/Pedestrian Infrastructure Upgrades, Water Quality Enhancements, Bikeway Projects, and optional work to conduct Bike Projects Environmental Phase.

The supplemental statement of work is included in the evaluation of Alternatives 5C and 7 in the I-710 Recirculated Draft EIR/ EIS. The contract period of performance is extended for an additional four months for a revised program completion date of July 31, 2017.

This contract modification was processed in accordance with Metro's Acquisition Policy and Procedures. The contract type is cost plus fixed fee.

A total of 16 modifications have been executed to date. For details, please 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 MASD audit, an independent cost estimate, cost analysis, technical evaluation, and negotiations. Metro staff successfully negotiated a cost savings of \$56,879 from the firm's proposed amount.

Proposal Amount	Metro ICE	Negotiated Amount
\$3,786,477	\$4,514,465	\$3,729,598

CONTRACT MODIFICATION/CHANGE ORDER LOG
I-710 SOUTH CORRIDOR PROJECT EIR/EIS
ENGINEERING/ENVIRONMENTAL COMPONENT/PS4340-1939

Mod. No.	Description	Date	Amount
1.	Added New DBE/ and updated Project Manager	5/20/08	\$0.00
2.	Added New Subcontractor/Revised SOW – to include additional Traffic Studies	1/15/09	\$53,599
3.	Revised SOW – Utility Design	10/29/09	\$299,193
4.	Revised SOW – to include additional Traffic Studies	1/25/10	\$78,019
5.	Revised SOW – Enhanced Landscape design services	02/22/10	\$254,947
6.	Revised SOW to include additional geometric design options, traffic analysis and forecasts, advanced planning studies	10/20/10	\$484,017
7.	Revised SOW to revise build alternatives 6A/6B, oil field relocation strategies, Visual impact analysis, meeting support, project management support, tolling alternatives, Utility strategy alternatives analysis	1/5/11	\$4,001,672
8.	Revised SOW to revise alternative segments 6 and design options, update geometric plans, Visual impact analysis, meeting support, project management support, tolling alternatives, and community participation, public officials coordination	5/23/11	\$1,339,228
9.	Supplemental SOW – Traffic Simulation Model	04/23/12	\$324,339
10.	Supplemental Environmental Analyses for the I-710 Corridor Project (\$255,525) and Task reductions (-\$255,525) resulting in net zero change	04/24/12	\$0.00
11a.	Supplemental SOW (\$218,518) and Task reductions (-\$218,518) resulting in net zero change	11/30/12	\$0.00
12.	Revised SOW incorporating project changes, changes in State and federal improvement requirements, evaluation of Preferred alternative, re-circulation of Draft EIR/EIS and completion of Final EIR/EIS	1/24/13	\$9,190,276
13.	Supplemental Work -Augment public officials, staff oversight coordination	1/13/14	\$69,791
14.	Period of Performance Extension	6/29/15	\$0.00
15.	Period of Performance Extension	9/21/15	\$0.00

Mod. No.	Description	Date	Amount
16.	Supplemental Statement of Work and Period of Performance Extension to March 31, 2017	10/22/15	\$7,012,735
17.	Supplemental Statement of Work in support of Board Motion 22.1 and Period of Performance Extension to July 31, 2017	PENDING	\$3,729,598
	Modification Total:		\$26,837,414
	Original Contract:	1/28/08	\$22,686,314
	Total:		\$49,523,728

DEOD SUMMARY

I-710 SOUTH CORRIDOR PROJECT (EIR/EIS)/PS-4340-1939

A. Small Business Participation

URS Corporation (an AECOM Entity) (URS) made a 9.56% Disadvantaged Business Enterprise (DBE) commitment for this contract. URS is exceeding its commitment with a DBE participation of 9.78%. This project is 80% complete.

In September 2015, URS added DBE subcontractor Pan Environmental Inc. to the project for contract Modification No. 16, which was approved with a DBE commitment of 17.50%. Pan Environmental Inc. is expected to begin air quality technical analysis work in December 2015, and is expected to increase URS's overall DBE participation by 0.15%.

For contract Modification No. 17, URS added DBE subcontractor PacRim Engineering, Inc. to the project to perform additional civil engineering work; the DBE commitment proposed by URS for contract Modification No. 17 is 22.11%. Modification No. 17 is projected to increase URS' overall DBE participation by an additional 1.80%.

Small Business Commitment	9.56% DBE	Small Business Participation	9.78% DBE
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	DBE Subcontractors	Ethnicity	% Committed	Current Participation¹
1.	Civil Works Engineers	Caucasian Female	3.10%	2.81%
2.	JMD, Inc	Hispanic American	2.77%	1.79%
3.	Tatsumi and Partners, Inc	Asian Pacific American	0.79%	1.20%
4.	Wagner Engineering & Survey, Inc	Caucasian Female	2.90%	1.76%
5.	Epic Land Solutions	Caucasian Female	Added	0.05%
6.	Wiltec	African American	Added	0.36%
7.	D'Leon	Hispanic American	Added	0.90%
8.	MBI Media	Caucasian Female	Added	0.60%
9.	Galvin Preservation	Hispanic American	Added	0.31%
10.	Pan Environmental Inc.	Asian Pacific American	Added	0.00%
11.	PacRim Engineering	Asian Pacific American	Added	0.00%
Total			9.56%	9.78%

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

B. Living Wage and Service Contract Worker Retention Policy Applicability

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

C. Prevailing Wage Applicability

Prevailing Wage requirements are applicable to this project. DEOD will continue to monitor contractors' compliance with the State of California Department of Industrial Relations (DIR), California Labor Code, and, if federally funded, the U S Department of Labor (DOL) Davis Bacon and Related Acts (DBRA). Trades that may be covered include: surveying, potholing, field, soils and materials testing, building construction inspection and other support trades.

D. Project Labor Agreement/Construction Careers Policy

Project Labor Agreement/Construction Careers Policy is not applicable to this project.

**Board Report**

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

Agenda Number:22.1

**PLANNING AND PROGRAMMING COMMITTEE
OCTOBER 14, 2015**

Motion by:

Supervisor Solis as Amended by Director Knabe

October 14, 2015

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

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

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

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

-
- A. Geometric design for the I-710 Freight Corridor (under Alternative 7 only) that eliminates significant impacts and displacements of homes, businesses, or community resources, such as but not limited to the Bell Shelter or Senior Centers, and the implications of such a design on commuter and freight traffic demands; where significant impacts are unavoidable, provide documentation of the rationale and constraints;
- B. An option, under Alternative 7 only, to evaluate the feasibility should technology be available, to operate only zero-emissions trucks along the Freight Corridor as part of the project;
- C. Implementing high frequency Express Bus Transit service along the main 710 corridor and the impact of such a line on commuter and freight traffic demands;
- D. Adding transit service on the bus and rail lines serving the I-710 project area, including operating Blue and Green Line trains with a minimum of 10-minute headways and a minimum of 25% increase in local bus, express bus and community shuttles service frequencies;
- E. Traffic Control measures, traffic management, intelligent transportation systems and operational efficiency improvements, such as highway ramp metering and transit system signal prioritization, to reduce congestion on local streets and arterials before considering expanding lanes;
- F. The use of the best available control technology construction equipment as defined by the California Air Resources Board;
- G. Construction of a new, 8-foot, Class-I bike path and access points within the Los Angeles Flood Control District right-of-way on the western levee of the Los Angeles River Channel from the Pacific Coast Highway [Long Beach] to Imperial Highway [South Gate] to connect with the existing Los Angeles River Bike Path;
- H. Construction of a new 8-foot, Class I bike path and access points within SCE right-of-way, roughly parallel to Greenleaf Blvd., between the Los Angeles Blue Line and Sportsman Drive;

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

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

Instruct staff to report back within 60 days.

- I. Construction of a new 8-foot, Class I bike path and access points within SCE and LADWP right-of-way from Willow/TI Freeway [Long Beach] to connect with the Rio Hondo Bike trail at Garfield Avenue [South Gate] This new route would be approximately 12 miles in length;
- J. Upgrades to the existing Los Angeles River Bike Path consisting of safety, landscaping, hardscape, lighting and access enhancements and fix station including to locations, between Ocean Blvd. [Long Beach] and its northern terminus at Slauson Avenue [Vernon];
- K. The replacement/enhancement of approximately 28 existing bridges/underpasses and the construction of at least five new pedestrian/bike bridges/underpasses to ensure safe and easily accessible freeway and river crossings to reduce gaps between crossing over ½ a mile where demand for increased access exists along the project corridor;
- L. Ensure implementation of Complete Streets treatments that promote sustainable and “livable neighborhoods” for all those arterials, ramp termini, and intersections as part of the proposed I-710 Project. Designs shall be consistent with the principles outlined in Caltrans’ *Main Streets, California: A Guide for Improving Community and Transportation Vitality*;
- M. Consistent with Caltrans’ policy, maximize the number of new trees, shrubs and foliage within proposed state ROW that are drought resistant and have superior biosequestration and biofiltration capabilities, in an effort to surpass the minimum tree removal/replacement ratio;
- N. Consistent with the Regional Water Quality Control Board and their Municipal Separate Storm Sewer System permits, identify suitable locations within the state’s right of way to implement additional storm water Best Management Practices and enhance the water quality for the LA River and its tributaries; and
- O. Incorporate into the project design, avoidance and minimization measures to reduce the level of impacts to Los Angeles River’s riverbanks, trails, pocket parks, open space, wetlands and

native landscaping within the project area.

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

- A. Direct staff to monitor traffic congestion on all rail and bus routes in the I-710 construction area to identify and make needed adjustments to service based on actual traffic conditions and to determine if Metro services should operate on an incentive fee structure during the construction period;
- B. Direct staff to identify potential incentive programs for the Blue line and Metro buses in the I-710 corridor and affected by construction, to be considered as possible mitigation to help ease the impact of delays to bus service identified in the recirculated DEIR/DEIS;
- C. Develop a community outreach plan in conjunction with community stakeholders to provide quarterly reports on the progress of the I-710 project to the Gateway Cities Council of Governments (GCCOG) and the community at public meetings/hearings where there is the opportunity for community input;
- D. Establish a bike and pedestrian safety plan during construction; and
- E. Create a residential and school noise and air mitigation program, to be incorporated into the I-710 Community Health and Benefit Program.

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

- A. Direct staff to include an analysis of a Zero Emission Truck procurement and operations program (Alternative 7 only) in any Public Private Partnership analysis to be done for the Project;
- B. Work with the Gateway Cities Council Of Government jurisdictions to add, align and/or partner bus route stops with access points to surrounding Class-I bike paths to further promote the

combination of active transportation and transit ridership; and

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

**Board Report**

File #: 2015-1692, **File Type:** Contract

Agenda Number: 22.

**PLANNING AND PROGRAMMING COMMITTEE
JANUARY 20, 2016**

SUBJECT: VAN NUYS NORTH PLATFORM PROJECT

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to:

- A. EXECUTE Contract Modification No. 5 for **Contract No. PS2415-3268, Van Nuys North Platform Project, with RailPros Inc. (Rail Pros), in the amount of \$399,485 for Phase II bid support and additional engineering services**, increasing the contract value from \$3,176,169 to \$3,575,654; and
- B. INCREASE Contract Modification Authority (CMA) specific to Contract No. PS2415-3268, Van Nuys North Platform Project, in the amount of \$200,000, increasing the total CMA amount from \$288,750 to \$488,750.
- C. AMEND the FY16 annual budget by \$599,485 representing current year costs of the contract modifications requested above.

ISSUE

In December 2013, the California Transportation Commission (CTC) allocated \$4 million in Proposition 1B Intercity Improvement Program (ICR1B) funds to Metro to complete final design for the Van Nuys North Platform Project (Project).

In January 2014, the Metro Board approved amending the FY 2013-14 budget to add \$4 million to complete final design of the Project. Additionally, the Metro Board authorized the CEO to enter into funding agreements with Caltrans to reimburse Metro up to \$4 million in state funds for the final design of the Project.

In May 2014, the Metro Board authorized the CEO to negotiate and execute a cost-plus-fixed-fee (CPFF) Contract No. PS2415-3268 to RailPros for the Van Nuys North Platform Project inclusive of options for bid and design support services during construction. In June 2014, RailPros and Metro entered into Contract No. PS2415-3268 for a contract price of \$2,887,499 for Phase I services for plans, specifications, estimates, and final design.

Board approval for the contract modification is needed to fund Phase II bid support services and additional engineering to develop shoring plans, complete geotechnical engineering environmental investigation, Federal Communications Commission/Federal Aviation Administration (FCC/FAA) permit antenna applications, and provide support for obtaining all necessary agreements with stakeholders. If this work is not done at this point, it will lead to a delay of the project.

In addition, staff is requesting to increase the contract modification authorization amount by \$200,000 to cover any additional engineering contingencies.

Background

The Van Nuys Station is located along the Los Angeles - San Diego - San Luis Obispo (LOSSAN) corridor in the San Fernando Valley. LOSSAN is the second busiest intercity passenger rail corridor in the nation with 2.6 million Amtrak Pacific Surfliner boardings per year. Metrolink commuter rail also operates the Ventura Line through the San Fernando Valley. The planned improvements will occur along Metro owned right-of-way along the Ventura Subdivision.

Currently, there are two main line tracks at the Van Nuys Station; however, there is only one side platform. A center platform will be added to provide service to both tracks. A pedestrian underpass will be constructed to provide safe pedestrian access to the new platform. This project adds operational flexibility and has the following benefits: improved travel times, improved station safety, and enhanced cross-modal benefits to the intercity, commuter, and freight services. The project will provide for improved connectivity to the future East San Fernando Valley North South Transit Corridor along Van Nuys Boulevard. The issue for bid documents were completed on November 25, 2015.

After the completion of this final design phase, the project will proceed to construction. Metro and Metrolink are currently in discussions about transferring implementation of the construction phase to Metrolink.

Funding Commitment

Due to the significant project benefits, Caltrans Division of Rail has identified the Project as one of the highest priority LOSSAN corridor projects to advance through the environmental and design phases towards eventual construction.

In December 2013, the California Transportation Commission (CTC) affirmed its commitment to the Project by amending the Proposition 1B Intercity Rail (ICR1B) project list to add \$4 million for final design and \$30.5 million for construction.

FUNDING SOURCE	FINAL DESIGN	TOTAL
Prop 1B (State)	\$4,000,000	\$4,000,000

In January 2014, the Metro Board programmed \$4 million to advance the final design of the Project, subject to reimbursement by Caltrans.

The Project is fully funded by Caltrans. There is no Metro local match requirement. Metro acted under contract to Caltrans Division of Rail to complete issue for bid documents for the project.

DETERMINATION OF SAFETY IMPACT

The Project will include a new pedestrian underpass which will provide pedestrian access to the platform without crossing active railroad tracks. All aspects of the project will be designed in accordance with Metrolink's current design standards.

FINANCIAL IMPACT

The funding of \$4 million for this Project is from State ICR1B funds. Metro pays for the engineering work upfront from Measure R 3% funds; Metro has been getting reimbursement from the State ICR1B funds quarterly. In January 2014, the Metro Board approved amending the FY 2013-14 budget to add \$4 million to complete the final design. Currently \$823,830.79 is available for the engineering design.

This board report request is for authority to utilize \$599,485 out of the \$823,830.79 engineering funds available. The request is also for the amount of \$599,485 to be added to the FY 2015-16 Metro budget included in the department 2415, Regional Rail, Project No. 460080 to pay for Modification No. 5 and the CMA. Since this is a multi-year contract, the cost center manager, and Executive officer, Regional Rail will be accountable and responsible for budgeting the cost of future fiscal year requirements.

Impact to Budget

The request is for the amount of \$599,485 to be added to the FY 2015-16 Metro budget.

Source of Funds: \$4 million, to be reimbursed with State ICR1B funds from Caltrans, Division of Rail. The cost for final design of this project is fully reimbursable to Metro.

ALTERNATIVES CONSIDERED

The Board could choose not to execute Contract Modification No. 5 to complete the additional engineering required for the Project. This alternative is not recommended due to the significant benefits that the Project offers to the LOSSAN corridor and the Metrolink Ventura Line. Caltrans Division of Rail has also fully funded the project by allocating \$34.5 million in State ICR1B funds for final design and construction. These funds would otherwise be lost to the Los Angeles County region if the Project is not completed.

NEXT STEPS

Upon approval by the Board, staff will execute Contract Modification No. 5 for additional engineering required for the Project.

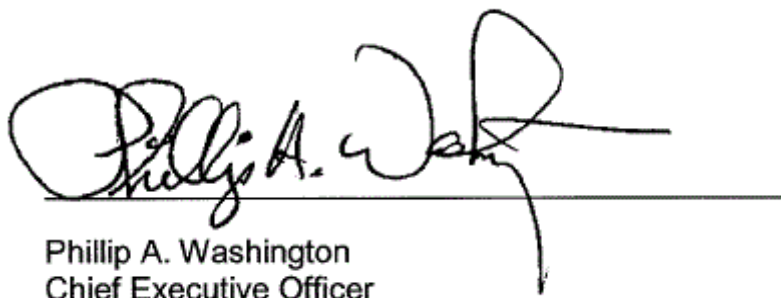
ATTACHMENTS

Attachment A - Procurement Summary
Attachment B - Contract Modification Log
Attachment C - DEOD Summary

Prepared by: Don A. Sepulveda, P.E., Executive Officer, Regional Rail
(213) 922-7491
Bryan Pennington, Deputy Executive Director, Program Management (213)
922-7382

Reviewed by: Ivan Page, Interim Executive Director, Vendor/Contract Management
(213) 922-6383

Richard Clark, Executive Director, Program Management
(213) 922-7557



Phillip A. Washington
Chief Executive Officer

PROCUREMENT SUMMARY

VAN NUYS NORTH PLATFORM PROJECT

1.	Contract Number: PS2415-3268		
2.	Contractor: RailPros, Inc.		
3.	Mod. Work Description: Modification No. 5 for Phase II bid support and additional engineering services.		
4.	Contract Work Description: Professional engineering services for the Van Nuys Metrolink Station North Platform		
5.	The following data is current as of: 11/16/15		
6.	Contract Completion Status		Financial Status
	Contract Awarded:	06/26/14	Contract Award Amount: \$2,887,499
	Notice to Proceed (NTP):	07/01/14	Total of Modifications Approved: \$288,670
	Original Complete Date:	07/01/17	Pending Modifications (including this action): \$399,485
	Current Est. Complete Date:	07/10/17	Current Contract Value (with this action): \$3,575,654
7.	Contract Administrator: Ben Calmes		Telephone Number: (213) 922-7341
8.	Project Manager: Kunle Ogunrinde		Telephone Number: (213) 922-8830

A. Procurement Background

This Board Action is to approve Contract Modification No. 5 for Phase II bid support and additional engineering required for this project to develop shoring plans, complete geotechnical engineering environmental investigation, Federal Communications Commission/Federal Aviation Administration (FCC/FAA) permit antenna applications, and provide support for obtaining all necessary agreements with stakeholders.

This Contract Modification was processed in accordance with Metro's Acquisition Policy and the contract type is a cost plus fixed fee. All other terms and conditions remain in effect.

In May 2014, the Metro Board authorized the CEO to negotiate and execute a cost-plus-fixed-fee (CPFF) Contract No. PS2415-3268 to RailPros for the Van Nuys North Platform Project inclusive of options for bid and design support services during construction. In June 2014, RailPros and Metro entered into Contract No. PS2415-3268 for a contract price of \$2,887,499 for Phase I services for plans, specifications, estimates, and final design.

A total of four modifications have been issued 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 costs estimate, cost analysis, technical evaluation, fact finding and negotiations. All contract indirect and direct rates remain unchanged from the original contract. Metro staff successfully negotiated a cost savings of \$43,119.

Proposal Amount	Metro ICE	Negotiated Amount
\$442,603	\$450,900	\$399,484

CONTRACT MODIFICATION/CHANGE ORDER LOG

VAN NUYS NORTH PLATFORM PROJECT/PS2415-3268

Mod. No.	Description	Date	Cost
1	No cost administrative changes.	09/04/14	\$0
2	Additional requirements for flagging services, right-of-entry agreements, and city permits.	11/26/14	\$54,750
3	Added additional SBE subcontractor.	01/26/15	\$0
4	Additional design work services required for site related changes and signal re-design.	09/30/15	\$233,920
5	Pending Board Approval Authorize Phase II bid support and additional engineering services support.	TBD	\$399,485
	Modification Total:		\$688,155
	Original Contract:	06/26/14	\$2,887,499
	Total:		\$3,575,654

DEOD SUMMARY

VAN NUYS NORTH PLATFORM PROJECT/PS2415-3268

A. Small Business Participation

Rail Pros, Inc. made a 22.04% Small Business Enterprise (SBE) commitment. The current SBE participation is 20.66%, a shortfall of 1.38%. The project is 88% complete. According to RailPros, and concurred by the Project Manager, Metro ultimately decided to conduct the outreach process in-house rather than using an outside subconsultant (MBI Media). Additionally, the scopes of work identified for two subcontractors (Diaz Yourman and Wagner Engineering) were less than the original budget. RailPros will utilize these subcontractors in the upcoming Contract Modification no. 5. Further, RailPros confirmed that their November invoice is pending and affirmed that they will achieve their goal commitment by the end of the project.

Small Business Commitment	22.04% SBE	Small Business Participation	20.66% SBE
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	SBE Subcontractors	% Commitment	Current Participation¹
1.	Anil Verma Associates	5.68%	6.06%
2.	BA Inc.	4.37%	4.93%
3.	Diaz Yourman Associates	1.95%	1.53%
4.	Lynn Capouya, Inc.	1.82%	1.84%
5.	MBI Media	1.83%	0.00%
6.	Wagner Engineering & Survey	6.39%	6.19%
7.	Archway Systems, Inc.	Added	0.11%
	Total	0	0

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

B. Living Wage and Service Contract Worker Retention Policy Applicability

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

C. Prevailing Wage Applicability

Prevailing Wage requirements are applicable to this project. DEOD will continue to monitor contractors' compliance with the State of California Department of Industrial Relations (DIR), California Labor Code, and, if federally funded, the U S Department of Labor (DOL) Davis Bacon and Related Acts (DBRA). Trades that may be covered include surveying, potholing, soils and materials testing, building construction inspection, and other support trades.

D. Project Labor Agreement/Construction Careers Policy

Project Labor Agreement/Construction Careers Policy is not applicable to this contract.