

Metro

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



Agenda - Final

Wednesday, March 14, 2018

2:00 PM

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

Planning and Programming Committee

Jacquelyn Dupont-Walker, Chair

Hilda Solis, Vice Chair

Kathryn Barger

Mike Bonin

Ara Najarian

Carrie Bowen, non-voting member

Phillip A. Washington, Chief Executive Officer

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(ALSO APPLIES TO BOARD COMMITTEES)

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CALL TO ORDER**ROLL CALL**

6. **SUBJECT: VERMONT/SANTA MONICA STATION JOINT DEVELOPMENT PROJECT** [2017-0688](#)

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to execute an 18-month Exclusive Negotiation Agreement and Planning Document (“ENA”) with Little Tokyo Service Center Community Development Corporation (“LTSC” or “the Proposer”) for the development of 1.06 acres of Metro-owned property at the Vermont/Santa Monica Station (“Site”), subject to resolution of protest(s), if any.

Attachments: [Attachment A - Site Map](#)
[Attachment B - Procurement Summary](#)
[Presentation](#)

7. **SUBJECT: OPEN STREETS CYCLE 3** [2017-0888](#)

RECOMMENDATION

AUTHORIZE the Metro Open Streets Grant Program Cycle Three Application and Guidelines (Attachment B).

Attachments: [Attachment A - June 27, 2013 Board Motion #72](#)
[Attachment B - Open Streets Cycle Three Application Package & Guidelines](#)
[Attachment C - Open Streets Grant Program Cycle Two Summary and Funding Recommendation](#)
[Presentation](#)

8. **SUBJECT: METRO BIKE SHARE EXPANSION ENVIRONMENTAL AND TITLE VI ANALYSES** [2017-0916](#)

RECOMMENDATION

CONSIDER:

- A. ADOPTING the Metro Bike Share Phase III through V Expansion Environmental Analysis findings that the expansion qualifies for a Categorical Exemption under Section 15303 (Class 3), New Construction or Conversion of Small Structures (Attachment A);
- B. AUTHORIZING staff to file the Notice of Exemption for the Phase III through V Expansion;
- C. ADOPTING the Phase III through V Expansion Title VI and Environmental

Justice Analysis findings that there is no Disparate Impact and no Disproportionate Burden associated with the expansion (Attachment B); and

- D. AUTHORIZING the CEO to negotiate and execute an amendment to the Memorandum of Understanding (MOU) between the City of Los Angeles and Metro to expand the Metro Bike Share service area with reallocated equipment within these Environmentally, Title VI, and Environmental Justice cleared areas.

Attachments: [ATTACHMENT A - Environmental Analysis for Phase III through V Expansion](#)
[ATTACHMENT B - Title VI and Environmental Justice Analysis](#)
[Presentation](#)

9. **SUBJECT: CAP-AND-TRADE LOW CARBON TRANSIT OPERATIONS PROGRAM (LCTOP)** [2018-0007](#)

RECOMMENDATION

APPROVE the Resolution in Attachment A to:

- A. AUTHORIZE the Chief Executive Officer (CEO) or his designee to claim \$24,719,649 in fiscal year (FY) 2017-18 LCTOP grant funds for one year of Gold Line Foothill Extension Phase 2A operations and one year of Expo Line Phase 2 operations;
- B. CERTIFY that Metro will comply with LCTOP Certification and Assurances and the Authorized Agent requirements; and
- C. AUTHORIZE the CEO or his designee to execute all required documents and any amendments with the California Department of Transportation.

Attachments: [Attachment A - Resolution for FY2017-18 LCTOP Funding](#)
[Attachment B - Funding Table](#)

31. **SUBJECT: EASTSIDE TRANSIT CORRIDOR PHASE 2 STATUS UPDATE** [2018-0088](#)

RECOMMENDATION

RECEIVE oral status update on Eastside Transit Corridor Phase 2.

Attachments: [Attachment A Project Area Map](#)
[Presentation](#)

Adjournment

GENERAL PUBLIC COMMENT

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

**Board Report**

File #: 2017-0688, **File Type:** Agreement**Agenda Number:** 6.

**PLANNING AND PROGRAMMING COMMITTEE
MARCH 14, 2018****SUBJECT: VERMONT/SANTA MONICA STATION JOINT
DEVELOPMENT PROJECT****ACTION: AUTHORIZE EXECUTION OF EXCLUSIVE NEGOTIATION AGREEMENT AND
PLANNING DOCUMENT****RECOMMENDATION**

AUTHORIZE the Chief Executive Officer to execute an 18-month Exclusive Negotiation Agreement and Planning Document (“ENA”) with Little Tokyo Service Center Community Development Corporation (“LTSC” or “the Proposer”) for the development of 1.06 acres of Metro-owned property at the Vermont/Santa Monica Station (“Site”), subject to resolution of protest(s), if any.

ISSUE

In January 2017, Metro received an Unsolicited Joint Development Proposal from LTSC which contemplated joint development of Metro-owned property and adjacent privately-owned parcels at the Vermont/Santa Monica Station (see Attachment A - Site Map). After completing a two-phased review and public solicitation in accordance with the Joint Development Unsolicited Proposals Policy and Process (“JD UP Policy”), the Metro staff evaluation committee recommends advancing the proposal by entering into an ENA with LTSC (see Attachment B - Procurement Summary).

DISCUSSION**Background**

In January 1993, the Metro Red Line opened and began providing heavy rail subway transit service between downtown Los Angeles and Westlake/MacArthur Park. By early 2000, the service was extended to North Hollywood. The Vermont/Santa Monica Station includes parcels of land that were acquired by Metro to build the station as well as adjacent parcels that are currently vacant and leased to neighboring businesses for parking.

A study was conducted in December 2015 to determine the feasibility of development on the Metro-owned parcels at the Vermont/Santa Monica Station. The analysis concluded that, due to the constraints of the irregularly shaped parcels and location of the station’s portal and plaza, the only potentially feasible development scenario would be limited to a small single-story 20,000 square foot shopping center with 37 surface parking spaces. While technically feasible, this scenario with solely

the Metro-owned parcels was not deemed to be the highest and best use for this high traffic urban corridor and staff decided to not actively pursue joint development of the site at that time.

The Joint Development Unsolicited Proposals Process

In February 2016, the Metro JD UP Policy was released. The JD UP Policy provides instructions for submission of joint development proposals not submitted in response to a formal request for proposals issued by Metro. It also outlines the criteria by which proposals are evaluated, and was written in accordance with Federal Transit Administration (FTA) procurement requirements. Since its release, five joint development unsolicited proposals have been received.

Per the JD UP Policy, LTSC submitted a Phase I Conceptual Proposal. After review by an interdepartmental evaluation committee, Metro invited LTSC to submit a Phase II Detailed Proposal. After review of the Phase II submission, Metro publicized its interest in the joint development of this Site for 30 days in order to provide adequate opportunity for interested parties to comment or submit competing proposals. This solicitation was posted on the Metro Vendor Portal, run in the *Los Angeles Times*, and sent to Metro's Joint Development interested developers email list. Metro staff also notified the Office of Los Angeles City Councilmember Mitch O'Farrell, the East Hollywood Business Improvement District (BID), and the East Hollywood Neighborhood Council to make them aware of Metro's interest in joint development at the Vermont/Santa Monica Station. A competing proposal was received on October 23, 2017. After completing a review of the competing proposal, the evaluation committee concluded the LTSC proposal has greater potential to advance Metro's Transit Oriented Communities objectives and Joint Development Policy goals, and therefore recommended pursuing the LTSC proposal.

Site Description

The Site is located within the East Hollywood community in the City of Los Angeles and is surrounded by several prominent neighborhoods, such as Hollywood, Silver Lake, and Los Feliz. The site's close proximity to Los Angeles Community College (LACC), major commercial corridors along Santa Monica Boulevard and Vermont Avenue, and the Hollywood Presbyterian Medical Center makes the Vermont/Santa Monica Station a busy terminus attracting over 2,000 riders a day.

The Site is made up of four parcels owned by Metro, which together form an irregularly shaped site with a total area of 1.06 acres. The Site has substantial frontage along Vermont Avenue, with a portion that extends west to New Hampshire Avenue. It includes an approximately 18,340 sq. ft. (.42 acres) public plaza with a 30 foot long almond-shaped metal-clad canopy cantilevered 30 feet above the station portal. Three surface parking lots surround the plaza and are leased to local businesses.

LTSC's proposal includes the four Metro-owned parcels as well as four adjacent LTSC-owned parcels (4718-4722 Santa Monica Boulevard and 1020 N. Hampshire Avenue). These four parcels add another .45 acres to the development, for a total of 1.51 acres and create a more regular street-to-street lot suitable for mixed-use development.

Developer Proposal

The unsolicited proposal was submitted by LTSC, a 501(c)(3) nonprofit and Community-Based Organization (CBO) founded in 1979 with the mission to contribute to community revitalization and cultural preservation in Little Tokyo. LTSC has since expanded to other communities and provides

affordable housing, community services, community organizing, and wealth building services to low-income individuals and families. Since 1979, LTSC has developed close to 1,000 units of affordable rental housing and 130,000 square feet of community-based commercial real estate.

LTSC's proposal includes the redevelopment of the Metro-owned parcels at the Vermont/Santa Monica Station along with LTSC-owned adjacent properties. The proposal contemplates 160 affordable rental units, with half of the units designated as permanent supportive housing for special needs tenants. Rents would be targeted for households earning 30 to 60% of Area Median Income (AMI). Metro's Joint Development Policy seeks to facilitate construction of affordable housing units, such that 35% of the total housing units in the Metro JD portfolio are affordable for residents earning 60% or less of AMI. This project would support that goal by bringing the total affordable units completed, in construction and/or in negotiations to 36%.

Approximately 21,000 square feet of ground floor commercial space would be provided, along with on-site supportive services and community space. In order to enhance the overall pedestrian experience and connect with the existing neighborhood fabric, the proposal includes transit-related infrastructure and pedestrian amenities such as improvements to bus shelters and streetscape. Sustainable features such as bike storage, electric vehicle charging stations, solar panels, and a cool roof are also included in the proposal.

Financial Offer

The Metro Joint Development Policy has a number of objectives and goals, one of which is fiscal responsibility and a fair financial return to Metro. The proposed project includes a \$4.4M capitalized ground lease payment to Metro at the start of construction, with an \$8.4 million total land value. The proposed capitalized rent payment to Metro appears to be competitive with the surrounding real estate market. The financial terms are preliminary and subject to change during the transaction negotiation. Once the ENA negotiation is complete, the terms for a Joint Development Agreement and Ground Lease will be brought to the Board for consideration.

The ENA Terms

The ENA term is 18 months, with the option to administratively extend up to 30 months. Key activities and goals during the ENA include:

- **Re-scope project design:** The evaluation committee expressed concerns regarding the proposed project's architectural design and programming of ground floor space. Metro's Joint Development projects are seen as a gateway to the transit system with the potential to positively shape a community's built environment, and high quality design and activation of public spaces are critical to achieving this. During the first six months of the ENA, LTSC will be required to refine the project design.
- **Community Engagement:** The JD UP process does not provide the same level of initial, up front community engagement as traditionally-procured JD projects. The ENA requires a robust community engagement plan to introduce the proposed project to stakeholders, and then shape and refine the proposal based on that input.
- Beginning of the entitlement and CEQA process.
- Negotiation of a term sheet for the Joint Development Agreement and Ground Lease.
- Metro and LTSC will also use the ENA period to develop a strategy to resolve the real

estate and entitlements complexities associated with developing across multiple sites with two different owners.

DETERMINATION OF SAFETY IMPACT

Approval of this item will have no impact on safety. Metro's operations staff will review and comment on the proposed development to ensure that the proposal will have no adverse impact on the Vermont/Santa Monica Station, portal and public-serving areas on Metro's property. In addition, the eventual implementation of this joint development project at the Vermont/Santa Monica Station will offer opportunities to improve safety for transit riders through better pedestrian and bicycle connections and improvements to the existing plaza at the station entrance.

FINANCIAL IMPACT

Funding for the joint development activities related to the ENA and the proposed project is included in the FY18 budget in Cost Center 2210, Project 401004. The ENA will require the developer to pay a non-refundable fee of \$50,000, as well as a \$50,000 deposit to cover certain Metro staff costs and third-party expenses during the negotiation period.

Impact to Budget

Metro project planning activities and related costs will be funded from General Fund local right-of-way lease revenues and any deposits secured from LTSC, as appropriate. Local right-of-way lease revenues are eligible for bus/rail operating and capital expenses.

ALTERNATIVES CONSIDERED

The Board could choose not to proceed with the recommended action and could direct staff to (a) not enter into an ENA with LTSC, (b) evaluate whether to enter into an ENA with the competing proposer; or (c) not proceed with the project and seek new development options via a new competitive process. Staff does not recommend proceeding with these alternatives as the selected Proposer is a CBO committed to ongoing stakeholder engagement and project refinement and was selected through a thorough evaluation process. A new competitive process would delay the development of the Site and may fail to take advantage of currently favorable conditions in the real estate market. Further, any proposals received would be unlikely to include the adjacent land required for feasible mixed-use development of this scale. Finally, the proposed project offers 160 units of affordable housing, in support of Metro's JD affordable housing goals.

NEXT STEPS

Upon Board approval of the recommended action, staff will execute the 18-month ENA, and Metro staff and LTSC will commence preliminary negotiations in parallel with community outreach to engage stakeholders in a dialog about the development proposal. LTSC will make appropriate changes to project architectural design and present these changes to Metro for review and approval. Metro staff, with support from a financial consultant and County Counsel, will negotiate a term sheet for a Joint Development Agreement and Ground Lease. Staff will return to the Board with the terms of a recommended Joint Development Agreement and Ground Lease at the end of the ENA negotiation

period.

ATTACHMENTS

Attachment A - Site Map

Attachment B - Procurement Summary


Prepared by: Nicole Velasquez, Manager, Transportation Planning, Countywide Planning & Development, (213) 922-7439

Wells Lawson, Senior Director, Countywide Planning & Development, (213) 922-7217

Jenna Hornstock, Executive Officer, Transit Oriented Communities, (213) 922-7437

Reviewed by: Debra Avila, Chief Vendor/Contract Management Officer, (213) 418-3051

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



Phillip A. Washington
Chief Executive Officer

Attachment A


Site Map



 **Metro Property**

Size: 1.06 acres

Use: Station plaza, portal, and surface parking

 Station Portal

 **LTSC Property**

Size: .45 acres

Use: Restaurant, surface parking, and residential

Total Site: 1.51 acres

PROCUREMENT SUMMARY

VERMONT/SANTA MONICA STATION JOINT DEVELOPMENT PROJECT

1.	Recommended Vendor: Little Tokyo Service Center Community Development Corporation	
2.	Type of Procurement: Joint Development – Unsolicited Proposal	
3.	Procurement Dates:	
	A. Unsolicited Proposal Phase 1 Received: January 3, 2017	
	B. Unsolicited Proposal Phase 2 Received: April 27, 2017	
	C. Advertised/Publicized Interest: September 22, 2017	
	D. Comments/Submittals/Proposals Due: October 23, 2017	
	E. Protest Period End Date: March 19, 2018	
4.	Unsolicited and Interested Proposals Received: 2	
5.	Contract Administrator: Carolina Coppolo	Telephone Number: 213.922.4471
6.	Project Manager: Nicole Velasquez	Telephone Number: 213.922.7439

A. Procurement Background

This Board Action is to approve an 18-month Exclusive Negotiation Agreement and Planning Document (ENA) with Little Tokyo Service Center Community Development Corporation (LTSC) issued in support of the development of 1.06 acres of Metro-owned property at the Vermont/Santa Monica Station. Board approval of contract awards are subject to resolution of any properly submitted protest.

On January 3, 2017, LTSC submitted a Phase 1 Unsolicited Joint Development Proposal (UP) for the Vermont/Santa Monica Center mixed use development project (Project). An evaluation committee was formed consisting of Metro staff from Joint Development (JD), Vendor/Contract Management (V/CM) and Project Engineering, and determined that the Phase 1 UP met the preliminary requirements of a UP and warranted further consideration. Therefore, LTSC was invited to submit a Phase 2 – Detailed Proposal so that Metro could receive more detailed technical and financial information to fully understand and evaluate the proposal. The Phase 2 Proposal (Proposal) was received on April 27, 2017.

The Phase 2 Proposal was evaluated to ensure the following minimum factors were considered:

1. Qualifications, related experience or unique combination of those, of the Offeror
2. Qualifications, capabilities and experience of the proposed team leader or key personnel who are critical to achieving the Proposal objectives
3. Integration with transit facilities and active transportation infrastructure
4. Opportunity for transit improvements associated with the Proposal
5. Economic and regulatory feasibility of the Proposal
6. Quality of design

7. Provision of community benefits
8. Inclusion of SBE/DBE/DVBE and Community-Based Organizations (CBOs)
9. Innovative and unique characteristics
10. Financial offer

Based on the review of LTSC's Phase 2 Proposal, staff determined the proposal warranted further consideration. In accordance with Federal Transit Administration (FTA) requirements and Metro's JD UP Policy, the next step in the process was to publish Metro's interest in the joint development of the Project for 30 days in order to provide adequate opportunity to receive competing proposals and/or comments. Staff notified community stakeholders, city officials, and Board members of its plans to post the opportunity.

In accordance with the JD UP, Metro staff could proceed with one of four scenarios following the 30-day posting period:

1. Metro receives no additional proposals and decides to pursue the original Unsolicited Proposal. Staff may recommend the Board consider entering into an Exclusive Negotiation Agreement and Planning Document with the proposer under which further community outreach, planning and project refinement would occur.
2. Metro receives additional proposals and desires to further evaluate and negotiate with one of the proposers, be it the previously received proposal or one of the new proposals received as a result of the publication.
3. Metro receives additional proposals and, based on this evidence of interest, determines that it is in Metro's best interest to reject and return all submittals and conduct a full competitive procurement.
4. Regardless of the number of proposals received, Metro may determine that it is in its best interests not to move forward with any proposal.

On September 22, 2017, V/CM staff published Metro's interest in the joint development of this Project in order to provide adequate opportunity for interested parties to comment or submit competing proposals. This was posted on Metro's Vendor Portal and advertised in the *Los Angeles Times*, *La Opinion*, and *Korea Times*. The opportunity was also sent to Metro's JD interested developer's email list. In addition, Metro staff also notified the Office of Los Angeles City Councilman Mitch O'Farrell, the East Hollywood Business Improvement District and the East Hollywood Neighborhood Council to make them aware of Metro's interest in joint development at the Vermont/Santa Monica Station. Staff received six questions from interested parties that were responded to prior to the due date. On October 23, 2017, one additional proposal was received from Hollywood Community Housing Corporation (HCHC).

B. Evaluation of Competing Proposal

Metro staff reviewed the proposal submitted by HCHC. While it was determined that it met the preliminary requirements, the evaluation committee concluded the original UP has greater potential to advance Metro’s Transit Oriented Communities objectives and JD Policy goals. Therefore, staff recommends pursuing the original UP submitted by LTSC.

C. Background on Recommended Developer

The recommended firm, Little Tokyo Service Center Community Development Corporation (LTSC), is a 501(c)(3) non-profit and Community-Based Organization (CBO) and was founded in 1979. LTSC is located in Los Angeles and has developed close to 1,000 units of affordable housing and 130,000 square feet of community-based commercial real estate. Their projects are located in communities throughout the region including Little Tokyo, Koreatown, South Los Angeles, Van Nuys and Sun Valley.

D. DEOD Summary

Metro encourages Development Teams to create opportunities to include Metro-certified SBE/DBE and DVBE firms in their projects, through professional and/or construction services. LTSC did not commit to SBE/DVBE or DBE participation in its proposal. However, LTSC is planning to engage the expertise of the Asian Pacific Islander Small Business Program (API SBP), which is a collaborative of five community organizations: the Chinatown Service Center, Koreatown Youth & Community Center, Little Tokyo Service Center CDC, Search to Involve Pilipino Americans and Thai Community Development Center. LTSC will initially work with the API SBP’s Thai Business Counselor to ensure the retail space can accommodate any needs of enterprising local small businesses.

E. Project Labor Agreement/Construction Careers Policy

Project Labor Agreement/Construction Careers Policy (PLA/CCP) will be applicable on this Joint Development project. The PLA/CCP requires that the Developer commit to meet the applicable Targeted Hiring Requirements.

Federally Funded Projects		
Extremely / Economically Disadvantaged Worker Goal	Apprentice Worker Goal	Disadvantaged Worker Goal
40%	20%	10%

Non-Federally Funded Projects		
Community / Local Area Worker Goal	Apprentice Worker Goal	Disadvantaged Worker Goal
40%	20%	10%

Vermont/Santa Monica Joint Development Project



Planning and Programming Committee

March 14, 2018

Agenda Item 6



Metro®

Recommendation

Enter into an 18-month Exclusive Negotiation Agreement (ENA) with Little Tokyo Service Center (LTSC) Community Development Corporation for development of 1.06 acres of Metro-owned property at the Vermont/Santa Monica Station.


Vermont/Santa Monica Joint Development Site



Metro Property

Size: 1.06 acres

Use: Station plaza, portal, and surface parking

 Station Portal

LTSC Property

Size: .45 acres

Use: Restaurant, surface parking, and residential

Total Site: 1.51 acres

Joint Development Unsolicited Proposal

- 2015: Development Analysis - joint development infeasible – irregular lot configuration
- 2017: LTSC CDC submitted an Unsolicited Proposal
 - Posted publicly to allow for competing proposals
 - 1 competing proposal received
- LTSC site control of 4 adjacent parcels – expands developable footprint

Joint Development Unsolicited Proposal

- LTSC Proposed Project
 - 160 units – 100% affordable
 - 50% for individuals with special needs
 - 30-60% Area Median Income (AMI)
 - 21,000 square feet of ground floor commercial and services space
- LTSC is an experienced developer with over 1,000 affordable units in portfolio

Next Steps

- Spring 2018 – Refine project design & commence outreach
- By End of 2018 – Complete project's Conceptual Plan & Schematic Design Drawings
- 1st half of 2019 – Obtain project entitlements/CEQA clearance
- Over ENA term – Negotiate key terms and conditions of Joint Development Agreement (JDA) & Ground Lease
- Summer 2019 – Return to Board for approval to enter into JDA & Ground Lease

**Board Report**

File #: 2017-0888, **File Type:** Program**Agenda Number:** 7.

**PLANNING AND PROGRAMMING COMMITTEE
MARCH 14, 2018****SUBJECT: OPEN STREETS CYCLE 3****ACTION: APPROVE RECOMMENDATION****RECOMMENDATION**

AUTHORIZE the Metro Open Streets Grant Program Cycle Three Application and Guidelines (Attachment B).

ISSUE

In June 2013 the Board introduced Motion 72 (Attachment A), directing staff to award up to \$2 million annually to support Open Street events. Cycle Three Application and Guidelines (Attachment B) build on the Cycle One and Two framework and support a competitive process. Board authorization of the Open Streets Cycle Three competitive grant program framework and release of competitive application package and guidelines are needed in order to proceed.

DISCUSSION

Open Street events are temporary one-day events that close streets to automotive traffic and open them to people to walk, bike or roll. Cycles One and Two of the Open Streets Grant Program were successful in encouraging participants to ride transit and walk and ride a bike on urban streets, possibly for the first time. In doing so the program fits into Metro objectives by encouraging future mode shift and encouraging civic engagement to foster the development of multi-modal policies and infrastructure at the local level. The Open Streets Grant program provides opportunities for economic development and the improvement of public health, since they get people out onto the street patronizing local businesses, all while exercising and interacting with their community. The Metro Outreach Booth at Open Streets events provides a platform for public input on Metro active transportation corridor projects such as the LA River and Rail to River, including the Countywide Bike Share Program. During the Cycle Three event, the booth will continue to provide a location in the community to promote Metro programs.

Cycle One Implementation

In response to Motion 72 (Attachment A) staff developed a comprehensive framework and competitive grant process to solicit and evaluate applications for Open Street events throughout Los Angeles County. At the September 18, 2013 meeting, the Board awarded \$3.7 million to 12 separate

event applications. Eleven of the 12 events awarded funding in Cycle One were completed totaling nearly 84 miles of streets closed to cars and opened to pedestrians, bicyclists and other non-motorized forms of transportation across 18 separate jurisdictions. The events allowed participants to experience the region in a car-free and or car-light manner and ride transit possibly for the first time.

To support cities in executing Open Street events, staff held a half day workshop that highlighted the objectives of the program; the process for planning, implementation and reimbursement; and showcased examples of previous successful regional events.

Cycle Two Implementation

On March 16, 2016 the Metro Board authorized staff to release the Cycle Two Application and Guidelines. An Amendment by Board Member Hilda Solis was included that asked staff to seek opportunities to work with Councils of Governments and provided additional points to multi-jurisdictional events and events that included disadvantaged communities as determined by CalEnviroScreen. Staff provided outreach to cities across the County and hosted application workshops at Metro Headquarters and LA County Councils of Government offices. In total 19 competitive applications were received. In September 2016 the Board awarded \$4.04 million to 17 Cycle Two events scheduled through December 2018, programmed \$200,000 in supplemental funds to a Cycle One event that was postponed due to natural disaster, and reprogrammed \$100,000 from a cancelled Cycle One event to Cycle Two . Thirteen of the 17 awarded Cycle Two events include disadvantaged communities and 7 are multi-jurisdictional (Attachment C). To date 8 events have been staged totaling over 41 miles. 10 events covering an additional 45 miles of car-free streets are expected to be delivered by December 2018.

Open Streets Evaluation Study

Per Board Motion 72, staff released a Request For Proposals Package (RFP) in the spring of 2016 seeking the professional services of a contractor to conduct an in depth evaluation of the 11 implemented Cycle One events utilizing grantee's post implementation reports, transit TAP data and other sources. Due to inconsistency in the data collected independently by cities during Cycle One, the contractor will also include an appendix of standardized data that the contractor collects at the 17 Cycle Two events. The initial event data shows:

- Systemwide rail boarding increased an average of 8% on the day of events;
- Lines directly adjacent to events saw the largest increase, with Metro Gold Line boarding increasing by 32% during the May 31, 2015 CicLAvia: Pasadena;
- Overall sales of TAP Cards increased an average of 11% systemwide on the day of events indicating introduction of new riders to the system, and;
- Event-day sales for commercial stores along Open Street event routes increased an average of 10% on the day of events.

The final evaluation study will be delivered to Metro upon completion of Cycle Two in December of 2018.

Cycle Three Initiation

The success of the Open Streets Grant Program-funded events to date has been the result of the

strong partnership between Metro; the grantee cities and nonprofits such as CicLAvia, Bikeable Communities, BikeSGV and others. Staff will encourage similar partnerships with the Cycle Three Open Street Grant Program solicitation process.

The proposed Application and Guidelines for Cycle Three are informed by feedback from applicants, grantees and participants of Cycles One and Two, as well as recommendations solicited from the Open Streets Evaluation Study contractor. In response to feedback and in order to ensure that the Cycle Three program continues to serve to increase multi-modal access, advance active transportation at local levels and encourage transit usage, the following modifications have been made to the event data collection methodology and the program's guidelines, application, and rubric:

- Additional detail on routing mistakes to avoid is provided, such as magnitude and lengths of grade to avoid, routes with poor pavement quality, routes that cross railroad tracks or freeway ramps, routes that box in residential areas, and routes that traverse residential areas for extended distances.
- Separate criteria for new and existing applicants have been included. Existing applicants should demonstrate success with previous events and what they have learned, while new applicants should demonstrate that they are ready and have the capacity to produce a successful event.
- Scoring criteria for bike-trains and bike-bus shuttle ridership have been removed as the one-off nature of Open Street events makes them unlikely.
- A standardized data collection template is provided to grantees to ensure a standard universe of event data for Cycle Two and Three.
- Additional scoring criteria have been included that evaluate how applicants will satisfy Metro's data collection requirements (i.e. agency staff, volunteers, consultant, etc.).
- Additional scoring criteria have been included for innovative events that help to ensure Open Street events remain relevant and continue to increase multi-mobility in the region.
- During Cycle Two a maximum funding ceiling was implemented based on population share for large cities and \$149,000 for smaller cities not partnering with other jurisdictions. The funding ceiling amount was based on FHWA procurement process guidelines. Based on feedback from grantees it has been determined that \$149,000 is not a sufficient amount of funds to create a community-scaled open streets event. Because the Program is no longer utilizing federal funds and based on grantee feedback, staff is increasing the funding floor to \$167,000. The increase to \$167,000 is based on the goal of reaching 12 events per year. The increase in funding ceiling does not increase the Open Streets Grant Program annual budget and is consistent with the new Equity Platform Framework in that it increases the amount of Metro funds available to cities that would otherwise not be able to produce an Open Street event in their community due to lack of City funds available.

FINANCIAL IMPACT

There is no impact to the FY 2018 budget. Up to \$2 million annually for Cycle Three will be requested during the FY 2019 and FY 2020 budget process. Staff will work with Regional Programming, Budget and Local Programs and the Office of Financial Services to identify a funding source through FY 2020. As this is a multi-year program it will be the responsibility of the cost center manager and the

Chief Planning Officer to budget funds in future Cycles.

ALTERNATIVES CONSIDERED

The Board has the option to not approve the Cycle Three initiation. This alternative is not recommended as it is not in line with Board goals to increase awareness of opportunities throughout Los Angeles County for taking public transportation, walking and riding a bicycle.

NEXT STEPS

Upon Board approval, staff will release the application package for the Open Streets program. An easy to fill out web-based application will be utilized and an informational workshop will be held for applicants. It is anticipated that the application will be released in early Spring 2018 with staff returning for Board approval of the Cycle Three Open Street Grant Program in late Summer 2018.

ATTACHMENTS

Attachment A - June 27, 2013 Board Motion #72

Attachment B - Open Streets Cycle Three Application Package & Guidelines

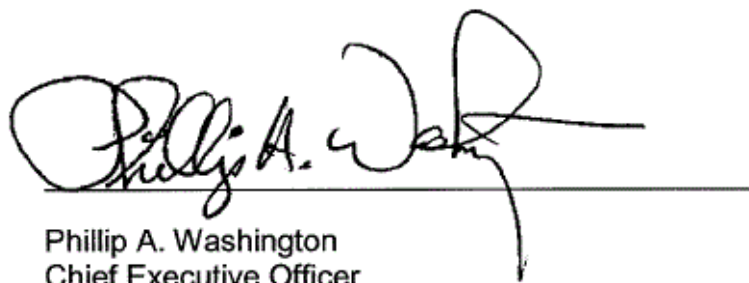
Attachment C - Cycle Two Summary and Funding Recommendation

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Phillip A. Washington
Chief Executive Officer

**MOTION BY
MAYOR ANTONIO R. VILLARAIGOSA,
SUPERVISOR GLORIA MOLINA,
DIRECTOR ARA NAJARIAN, DIRECTOR MEL WILSON**

Planning and Programming Committee
June 19, 2013

Los Angeles County “Open Streets” Program

Across the nation, cities have begun hosting “open streets” events, which seek to close down streets to vehicular traffic so that residents can gather, exercise, and participate in pedestrian, bicycling, skating and other related activities.

These events are modeled after the “*Ciclovias*” started in Bogota, Colombia over thirty years ago in response to congestion and pollution in the city.

In 2010, Los Angeles held its first “open streets” event, called CicLAvia.

After six very successful events, CicLAvia has become a signature event for the Los Angeles region.

With over 100,000 in attendance at each event, CicLAvia continues to successfully bring participants of all demographics out to the streets.

This event offers LA County residents an opportunity to experience active transportation in a safe and more protected environment, and familiarizes them with MTA transit options and destinations along routes that can be accessed without an automobile.

The event also takes thousands of cars off the streets, thereby decreasing carbon emissions.

Bicycling, as a mode share, has increased dramatically within LA County in the last years, boosted largely by the awareness brought about by these “open streets” programs.

Over the past decade, LA County has seen a 90% increase in all bicycle trips.

CONTINUED

In response to this growing demand, many local jurisdictions have begun implementing robust bike infrastructure and operational programs that enhance the safety and convenience of bicycling as a mode of travel.

Seeing the success of CicLAvia in Los Angeles, these jurisdictions have expressed a desire to pursue their own “open streets” events to increase awareness for active transportation and reduced reliance on the private automobile.

MTA should partner alongside a regional “open streets” type program in order to coordinate, assist, and promote transit related options.

These events will become a significant contributor to MTA’s overall strategy to increase mobility and expand multi-modal infrastructure throughout the region.

They will also promote first-mile/last-mile solutions and fulfill the Sustainable Communities Strategy Plan, as proposed by the Southern California Association of Governments.

WE THEREFORE MOVE THAT the MTA Board of Directors direct the CEO to use the following framework in order to create an “open streets” program:

1. Identify an eligible source of funds to allocate annually up to \$2 million to support the planning, coordination, promotion and other related organizational costs.
2. Report back at the September 2013 Board meeting a recommended competitive process and program, working with the County Council of Governments and other interested cities, to implement and fund a series of regional “open streets” events throughout Los Angeles County.
3. Develop a technical process to collect data and evaluate the cost and benefits (e.g. transit use increases, reduction of air emissions, etc.) of these events.

###


Metro

 Los Angeles County
 Metropolitan Transportation Authority

 One Gateway Plaza
 Los Angeles, CA 90012-2952

 213.922.2000 Tel
 metro.net

Open Streets Cycle Three Application Package & Guidelines

All fields are required for application submission unless noted.

Program Guidelines

Program Objectives

Open Streets are events which temporarily close the streets to automobiles and open them up to people to re-imagine their streets while walking, biking, rollerblading or pushing a stroller in a car-free environment. The goals of the program are to encourage sustainable modes of transportation (biking, walking and transit), provide an opportunity to take transit for the first time, and provide an opportunity for civic engagement that can foster the development of a city's multi-modal policies.

Eligibility

Applicants must be a city/county/council of government office within Los Angeles County. Funding may be distributed to more than one event per city/jurisdiction until the city/jurisdiction maximum funding allocation is reached. Applicants shall rank applications in order of priority with 1 being the most important, 2 being the second most important, etc.

Funding

There is up to \$4 million available for grants for the Open Streets Grant Cycle Three. Each city/jurisdiction can apply for the greater of a. \$167,000 OR b. population share (see chart). If an event is in multiple cities, jurisdictions may combine population shares and add to the base of \$167,000. Funds will be available starting in January 2019, pending Metro Board approval and events must be staged by December 31, 2020. Funding sources may be federal and cities/jurisdictions will be required to comply with all federal funding procedures and requirements.

See Chart A for maximum eligibility

Scoring

Project will be evaluated on the following criteria on a 100 point score. An event must receive a minimum of 70 points to be eligible for funding.

General Event Information – 10 points

Project Feasibility – 25 points

Proposed partnerships and demonstration of potential for event success*	10
Event readiness (Funds will be required to be expended by December 31, 2020)	4
Agency's existing active transportation programs and policies	4
Community support	4
Matching funds committed	3

* Partners may include but are not limited to COGs, community groups, event producers and non-profits. Previous grantees must demonstrate success with previous events and lessons learned. New applicants must demonstrate that they have the capacity to produce an Open Street event.

Route Setting – 35 points

Route is innovative (Examples include evening events, events that encourage increased retail/stakeholder participation, and events that deviate from previous LA County Open Street events)	5
Event cost per mile and value of connections to destinations along the route	5
Proximity and access to commercial and retail corridors	5
Connections to cultural, architectural, historical and/or important destinations in the community	4
Route includes disadvantaged communities*	4
Route is along or intersects with existing bicycle infrastructure**	3
Activities for pedestrians (dance classes, yoga, concessions, information booths)	3
Topography - The route minimizes hilly terrain***	3
Route length (industry standards recommend a minimum of between 4 and 6 miles in length)	3

*Based on average of 70th percentile CalEnviroScreen Score for census tracts directly adjacent to the proposed route

(<http://oehha.maps.arcgis.com/apps/Viewer/index.html?appid=112d915348834263ab8ecd5c6da67f68>)

**Will the route be on or intersect any existing bicycle infrastructure? Will the route encourage first time riders to modify their travel behavior in the future?

*** As an example see San Francisco's "Wiggle" - http://en.wikipedia.org/wiki/The_Wiggle

Transit and Community Connectivity - 30 points

Route includes multiple cities	10
Ability to attract participants from surrounding and countywide jurisdictions	5
Accessibility to Metro Rail	5
Connections between multiple central business districts or retail corridors	5
Applicant jurisdiction has not had a previous Open Street event in their community	5

Funding Eligibility

Funding may be used for pre-event planning & outreach costs in conjunction with implementing an event. Funding may be used for any operational or capital cost associated with the day-of event excluding activation/routing held off street unless approved in writing by the Open Streets Grant Program Manager. Funding may not be used for alcohol related activities. Funds awarded will not exceed the event cost in the original application and may be less if the key objectives can be achieved at lower costs. Scope and event day changes shall be handled administratively and be approved by Program Manager. Any cost overruns shall be the responsibility of the applicant. Both third party consulting costs and internal staff costs for staff directly providing services with respect to the project will be eligible for funding.

Data Collection and Reporting Requirements

Grantee shall collect data using Metro's selected data collection methodology and survey instrument as provided by the Metro's Open Street Evaluation Study contractor. Data should be provided to Metro in a post implementation report no later than three months after the event is executed. Metro will withhold ten percent (10%) of eligible expenditures per invoice as retainage. Metro will release retainage after Metro has evaluated Grantee's post implementation report and data collection performance according to the criteria specified by Metro and its Evaluation Study contractor. Data collection will include at a minimum but not be limited to: participation counts of pedestrians and cyclists along the route; transportation use data and counts of

individuals exiting Metro Rail Stations with bicycles where applicable; personal anecdotes, and economic impact on local retailers.

General and Administrative Conditions Lapsing Policy

Open Streets Cycle Three events must be staged by December 31, 2020 and funds not expended within this time will lapse. Lapsed funding will go towards the next grant cycle of the Open Streets Program. Applicants who have their funds lapse may reapply for funding in the next cycle however their requests will be prioritized after new applicants and previously successful applicants.

Grant Agreement

Each awarded applicant must execute a grant agreement with Metro. The agreement will include the event scope and a financial plan reflecting the grant amount, event partners and the local match. Funding will be disbursed on a reimbursement basis subject to satisfactory compliance with the original application cost and schedule as demonstrated in a quarterly report supported by a detailed invoice showing the staff and hours billed to the project, any consultant hours, etc. Final scheduled payment will be withheld until the event is staged and approved by Metro and all post implementation requirements have been satisfied.

Audits and Event Scheduling

All grant programs may be audited for conformance to their original application. Metro shall review event schedule and final date of the event to ensure regional and scheduling distribution. At Metro's Program Manager request events may be rescheduled to avoid overlapping events.

Chart A

Los Angeles County Metropolitan Transportation Authority Open Streets Grant Funding Eligibility

Forecasted shares are based on population percentage as of 1/1/14.

Subregion	Jurisdiction	Population 1/1/14 per State Dept of Finance	% of County	Pop Share Funding	Max eligible
	FY17 & FY18			\$4,000,000	
AV	Burbank	105,543	1.051%	\$42,041	\$167,000
AV	Glendale	195,799	1.950%	\$77,994	\$167,000
AV	La Canada Flintridge	20,535	0.204%	\$8,180	\$167,000
Central	Los Angeles	3,904,657	38.884%	\$1,555,362	\$1,555,362
Gateway	Artesia	16,776	0.167%	\$6,682	\$167,000
Gateway	Avalon	3,820	0.038%	\$1,522	\$167,000
Gateway	Bell	35,972	0.358%	\$14,329	\$167,000
Gateway	Bell Gardens	42,667	0.425%	\$16,996	\$167,000
Gateway	Bellflower	77,741	0.774%	\$30,967	\$167,000
Gateway	Cerritos	49,741	0.495%	\$19,814	\$167,000
Gateway	Commerce	13,003	0.129%	\$5,180	\$167,000

Gateway	Compton	98,082	0.977%	\$39,070	\$167,000
Gateway	Cudahy	24,142	0.240%	\$9,617	\$167,000
Gateway	Downey	113,363	1.129%	\$45,156	\$167,000
Gateway	Hawaiian Gardens	14,456	0.144%	\$5,758	\$167,000
Gateway	Huntington Park	59,033	0.588%	\$23,515	\$167,000
Gateway	La Habra Heights	5,420	0.054%	\$2,159	\$167,000
Gateway	La Mirada	49,178	0.490%	\$19,589	\$167,000
Gateway	Lakewood	81,224	0.809%	\$32,354	\$167,000
Gateway	Long Beach	470,292	4.683%	\$187,334	\$187,334
Gateway	Lynwood	70,980	0.707%	\$28,274	\$167,000
Gateway	Maywood	27,758	0.276%	\$11,057	\$167,000
Gateway	Montebello	63,527	0.633%	\$25,305	\$167,000
Gateway	Norwalk	106,630	1.062%	\$42,474	\$167,000
Gateway	Paramount	55,051	0.548%	\$21,929	\$167,000
Gateway	Pico Rivera	63,873	0.636%	\$25,443	\$167,000
Gateway	Santa Fe Springs	17,349	0.173%	\$6,911	\$167,000
Gateway	Signal Hill	11,411	0.114%	\$4,545	\$167,000
Gateway	South Gate	96,057	0.957%	\$38,263	\$167,000
Gateway	Vernon	122	0.001%	\$49	\$167,000
Gateway	Whittier	86,538	0.862%	\$34,471	\$167,000
LV/M	Agoura Hills	20,625	0.205%	\$8,216	\$167,000
LV/M	Calabasas	23,943	0.238%	\$9,537	\$167,000
LV/M	Hidden Hills	1,901	0.019%	\$757	\$167,000
LV/M	Malibu	12,865	0.128%	\$5,125	\$167,000
LV/M	Westlake Village	8,386	0.084%	\$3,340	\$167,000
North	Lancaster	159,878	1.592%	\$63,685	\$167,000
North	Palmdale	155,657	1.550%	\$62,004	\$167,000
North	Santa Clarita	209,130	2.083%	\$83,304	\$167,000
SFV	San Fernando	24,222	0.241%	\$9,648	\$167,000
SGV	Alhambra	84,697	0.843%	\$33,738	\$167,000
SGV	Arcadia	57,500	0.573%	\$22,904	\$167,000
SGV	Azusa	48,385	0.482%	\$19,273	\$167,000
SGV	Baldwin Park	76,715	0.764%	\$30,558	\$167,000
SGV	Bradbury	1,082	0.011%	\$431	\$167,000
SGV	Claremont	35,920	0.358%	\$14,308	\$167,000
SGV	Covina	48,619	0.484%	\$19,367	\$167,000
SGV	Diamond Bar	56,400	0.562%	\$22,466	\$167,000
SGV	Duarte	21,668	0.216%	\$8,631	\$167,000
SGV	El Monte	115,064	1.146%	\$45,834	\$167,000
SGV	Glendora	51,290	0.511%	\$20,431	\$167,000
SGV	Industry	438	0.004%	\$174	\$167,000
SGV	Irwindale	1,466	0.015%	\$584	\$167,000
SGV	La Puente	40,478	0.403%	\$16,124	\$167,000
SGV	La Verne	32,228	0.321%	\$12,838	\$167,000
SGV	Monrovia	37,162	0.370%	\$14,803	\$167,000
SGV	Monterey Park	61,777	0.615%	\$24,608	\$167,000

SGV	Pasadena	140,879	1.403%	\$56,117	\$167,000
SGV	Pomona	151,713	1.511%	\$60,433	\$167,000
SGV	Rosemead	54,762	0.545%	\$21,814	\$167,000
SGV	San Dimas	34,072	0.339%	\$13,572	\$167,000
SGV	San Gabriel	40,313	0.401%	\$16,058	\$167,000
SGV	San Marino	13,341	0.133%	\$5,314	\$167,000
SGV	Sierra Madre	11,094	0.110%	\$4,419	\$167,000
SGV	South El Monte	20,426	0.203%	\$8,136	\$167,000
SGV	South Pasadena	26,011	0.259%	\$10,361	\$167,000
SGV	Temple City	36,134	0.360%	\$14,393	\$167,000
SGV	Walnut	30,112	0.300%	\$11,995	\$167,000
SGV	West Covina	107,828	1.074%	\$42,952	\$167,000
South Bay	Carson	92,636	0.923%	\$36,900	\$167,000
South Bay	El Segundo	16,897	0.168%	\$6,731	\$167,000
South Bay	Gardena	60,082	0.598%	\$23,933	\$167,000
South Bay	Hawthorne	86,644	0.863%	\$34,513	\$167,000
South Bay	Hermosa Beach	19,750	0.197%	\$7,867	\$167,000
South Bay	Inglewood	111,795	1.113%	\$44,532	\$167,000
South Bay	Lawndale	33,228	0.331%	\$13,236	\$167,000
South Bay	Lomita	20,630	0.205%	\$8,218	\$167,000
South Bay	Manhattan Beach	35,619	0.355%	\$14,188	\$167,000
South Bay	Palos Verdes Estates	13,665	0.136%	\$5,443	\$167,000
South Bay	Rancho Palos Verdes	42,358	0.422%	\$16,873	\$167,000
South Bay	Redondo Beach	67,717	0.674%	\$26,974	\$167,000
South Bay	Rolling Hills	1,895	0.019%	\$755	\$167,000
South Bay	Rolling Hills Estates	8,184	0.081%	\$3,260	\$167,000
South Bay	Torrance	147,706	1.471%	\$58,836	\$167,000
Westside	Beverly Hills	34,677	0.345%	\$13,813	\$167,000
Westside	Culver City	39,579	0.394%	\$15,766	\$167,000
Westside	Santa Monica	92,185	0.918%	\$36,721	\$167,000
Westside	West Hollywood	35,072	0.349%	\$13,970	\$167,000
Unincorporated	County unincorporated	1,046,557	10.422%	\$416,880	\$416,800
	TOTAL	10,041,797	100.000%	\$4,000,000	NA

Application

General Information

1. City/Government Agency Name:

2. Project Manager Name:

3. Project Manager Title and Department:

4. Project Manager Phone Number:

5. Project Manager E-mail Address:

6. City Manager Name:

7. City Manager Phone Number:

8. City Manager E-mail Address:

General Open Street Event Information

9. Open Street Event Name

(Example: Sunnyside Sunday Parkways Open Street Event.)

Maximum Allowed: 150 characters.

10. Event Description

(Example: Main Street, Flower Street, Spring Street, 7th Street, 1st Street and Broadway Avenue in downtown Sunnyside will be closed to cars from downtown to Mid-Town to invite people on foot and on bikes to rediscover the streets of their community in a car-free environment. Local retailers and restaurants will be invited to expand their operation in to the street. A health fair, yoga in the street, booths from local community organizations, and an art show will be included in the route.)

Maximum Allowed: 500 characters.

11. Estimated Route Length (in miles):

Maximum Allowed: 4 digits.

12. Estimated Number of Signalized Intersections:

Maximum Allowed: 3 digits

13. Attach a map of the proposed route including a clear demarcation of event bounds by street name. A digital map made in Google maps or ArcGIS is preferred

14. Describe the pavement quality along the route and any considerations that will be made for poor quality pavement.

Maximum Allowed: 150 characters.

15. Does the event route cross any freeway on or off ramps? (Y/N)

If "YES" for Question 15

15A. How many freeway crossings exist along the proposed route and what are their locations? (NOTE: Additional coordination with CalTrans will be required for each freeway ramp crossing at the cost of grantee).

Maximum Allowed: 150 characters

16. Does the event include rail grade crossings? (Y/N)

If "YES" for Question 16

16A. How many grade crossing exist along the proposed route and what are their locations? (NOTE: Additional staff resources will be required for each grade crossing at the cost of grantee).

Maximum Allowed: 150 characters

17. Municipal and private motorized vehicles are prohibited from the route for the entirety of the event. List how your jurisdiction will monitor the route without motorized vehicles, what measures will be taken to ensure that vehicles do not enter the route, and any other safety measures that will be taken.

Maximum Allowed: 300 characters

Project Feasibility

18 Estimated Month & Year of Event (Funds will be available starting in January 2019, pending Metro Board approval. Event must be staged by December 31, 2020)

Maximum Allowed: 6 digits

19. Does your City's General Plan or other planning program support open street events and/or active transportation?

(Examples include: adopted a Complete Streets Policy or Updated Circulation Element to include Complete Streets, adopted a Bike Plan, adopted a Pedestrian Plan, Developing or implementing Bike Share Programs, adopted Climate Action Plans, and Implementation of Parking Management Programs to encourage more efficient use of parking resources)

Maximum Allowed: 500 characters

20. Would your jurisdiction be amenable to reduced scope or route length? (Y/N)

Demonstration of Event Success

21. Does your city plan to partner with any non-profits, event production companies and other community partners to assist in event implementation and planning? (Y/N)

If "YES" for question 21

21a. List your proposed partners and their role in the event planning and implementation:

Maximum Allowed: 600 Characters

If "NO" for question 21

21b. What is your city doing in lieu of partnerships with outside agencies (including non-profits and other community partners) to engage the community and make the event successful? *Maximum Allowed: 800 Characters*

22. Does your city have previous experience organizing open street events or other large public events (such as large city-wide or region-wide events related to transportation, athletics, cultural celebrations and/or events that require street closures)? List and describe.

Maximum Allowed: 800 Characters

If "YES" for question 22

22a. What lessons has your city learned from previous open street (or similar) events that will increase the success of the proposed event? *Maximum Allowed: 800 Characters*

Event Budget

23. What is the total estimated cost of the event?

Maximum Allowed: 10 characters.

24. What is the requested grant amount? *Maximum Allowed: 10 characters*

25. What is the proposed local match amount? (min 20% in-kind required)

Maximum Allowed: 10 characters.

26. What are the estimated outreach costs?

Maximum Allowed: 10 characters.

27. What are the estimated pre-event planning costs?

Maximum Allowed: 10 characters.

28. What are the estimated day of event staging costs (including staffing, rentals, permits, etc.)?

Maximum Allowed: 7 characters.

29. Agencies are required to provide a 20% match: Will you provide an in-kind or a local fund match?

1. In-kind
2. Local Fund Match

30. What is the event cost per mile (Answer to #23 / Answer #11)?

31. Attach completed Financial Plan and event Scope of Work templates provided at <https://www.metro.net/projects/active-transportation/metro-open-streets-grant-program/>

Route Setting

32. Will the route connect multiple cities? Y/N List partner cities.

If "YES" to question 32

32a. How will your city insure connectivity throughout the route, coordination between multiple agencies and a sense of one contiguous event?

Maximum Allowed: 1000 characters.

33. Will the route be along or connect to commercial corridors? Y/N Explain.

Maximum Allowed: 1000 characters.

34. Will the route be along any residential corridors? (Y/N)

Maximum Allowed: 1000 characters

If "YES" to question 34

34a. How will your city ensure connectivity throughout the route, a sense of one contiguous event through residential areas, and that participants do not feel isolated from the more active commercial areas of the event?

Maximum Allowed: 1000 characters.

35. Will the route be along any industrial or institutional corridors (such as large medical centers, universities, or fairgrounds)? (Y/N)

Maximum Allowed: 1000 characters

If "YES" to question 35

35a. How will your city insure connectivity throughout the route, a sense of one contiguous event through industrial/institutional areas, and that participants do not feel isolated from the more active commercial areas of the event?

Maximum Allowed: 1000 characters.

36. Will the route be along or connect to cultural, architectural, recreational and/or historical destinations and events? Y/N Explain.

Maximum Allowed: 1000 characters.

37. List and describe the bicycle and off-street pedestrian infrastructure along or adjacent to the route. *Maximum Allowed: 1000 characters.*

38. What is the elevation change between the highest and lowest points along the proposed route? (Tip: you can use a free website like www.mapmyride.com or google maps to calculate this information).

39. Will the event be innovative? Y/N

If "YES" to question 39

39a. List ways that the event will deviate from previous LA County Open Street events and how it will attract new participants (examples include afternoon or evening events, events that celebrate holidays or other special occasions such as Valentine's Day and Halloween, events that encourage increased retail/stakeholder participation, etc.).

40. Provide an outline of the general programming elements/ideas/goals that will be represented in activities along the route the day of the event (an example is public health goals will be highlighted by fitness classes such as yoga along the route).

Maximum Allowed: 1000 characters.

41. Use EnviroScreen score to determine the average score of the combined census tracts that are located directly adjacent to the route.

<http://oehha.maps.arcgis.com/apps/Viewer/index.html?appid=112d915348834263ab8ecd5c6da67f68>

Maximum Allowed: 4 digits

Regional Significance

42. Will the event route connect directly to a Metro Rail Station? Y/N List stations.

If "NO" to question 42

42a. How will your city transport people to the event other than by personal automobile? Explain how you will use organized bike trains/feeder rides (groups of people who travel by bike together), bike-bus shuttles (that carry a minimum of 10 bikes each) or other multi-modal options to transport people to the event.

Maximum Allowed: 1000 characters

43. List all other transit stations within ½ mile radius of the proposed event (including Metrolink, Amtrak and Metro) and describe how you will coordinate with the stations transit operators and why they will not be connected to the event route.

Maximum Allowed: 1000 characters

Marketing and Outreach

44. Briefly describe the marketing strategy you will employ to encourage event participation from nearby jurisdictions and throughout the county. *Maximum allowed: 150 characters*

45. What strategies will you employ to encourage increased participation of businesses located along the event route (examples include temporary suspension of sidewalk display permitting, workshops, door-to-door outreach, etc.)? *Maximum allowed 150 characters*

46. Upload a letter of support from the city/county applicant and if applicable each city/non-profit/other partner. (Please include all letters in one PDF).

47. Describe how your city will satisfy Metro's data collection requirements (i.e. agency staff, volunteers, consultant, etc.) and any additional event data the agency may collect.

48. If your agency plans to submit more than one application, please rank this application in order of priority with 1 being the most important and 2 the second most important, etc.

CYCLE TWO APPLICATIONS

Applicant	Open Street Event	Date	Rail Stations and Regional Bike/Ped Paths	Length in		Disadvantaged	Multi-Jurisdictional	Score	Total Request	Awarded
				Miles	Time Event					
1	West Hollywood	CicLAvia: Meet the Hollywoods	Spring 2018	Sunset/Vermont, Hollywood/Western, Hollywood/Vine, Hollywood/Highland	5.5	X	X	92.3	\$ 298,000.00	\$ 298,000.00
2	Burbank	Burbank on the Boulevard	Spring 2017	North Hollywood Station, Downtown Burbank Station, Chandler Bike Path	3.27	X		89.3	\$ 149,000.00	\$ 149,000.00
3	Culver City	CicLAvia: Culver City to the Beach	Spring 2017	Culver City Station, Ballona Creek Bike Path, North County Bike Path	6.58		X	89.0	\$ 298,000.00	\$ 298,000.00
4	Los Angeles	CicLAvia Heart of LA	Winter 2018	7th/Metro Center, Westlake/MacArthur Park, Pershing Square, Civic Center/Grand Park, Union Station	6		X	87.0	\$ 312,800.00	\$ 312,800.00
5	Baldwin Park	Pride of the Valley Open Streets	Summer 2017	Baldwin Park Station, Duarte/City of Hope Station, San Gabriel River Trail	6.8	X	X	86.8	\$ 206,821.00	\$ 206,821.00
6	Vernon	River to Rail: Vernon & Huntington Park's Open Streets Event	Summer 2017	Slauson Station, Los Angeles River Bike Path	5.17	X	X	86.8	\$ 199,000.00	\$ 199,000.00
7	Los Angeles	CicLAvia Heart of LA	Fall 2017	7th/Metro Center, Westlake/MacArthur Park, Pershing Square, Civic Center/Grand Park, Union Station	6		X	83.8	\$ 312,800.00	\$ 312,800.00
8	Los Angeles	CicLAvia Iconic Wilshire	Winter 2017	7th/Metro Center, Westlake/MacArthur Park, Wilshire/Vermont, and Wilshire/Western	6.3			79.5	\$ 312,800.00	\$ 312,800.00
9	Glendale	CicLAvia: Glendale meets Atwater Village	Spring 2017	Glendale Station, Los Angeles River Bike Trail	3	X	X	78.8	\$ 179,520.00	\$ 179,520.00
10	Santa Monica	Coast Santa Monica's Open Street Event	Summer 2018	Downtown Santa Monica Station. North County Bike Path, Expo Bike Path	2.06			78.7	\$ 149,000.00	\$ 149,000.00
11	Downey	Downey Ride & Stride Open Steets Event	Spring 2017	Lakewood Station	4.96		X	78.0	\$ 125,528.00	\$ 125,528.00
12	San Fernando	Healthy San Fernando Open Street Event	Fall 2017	San Fernando Station, Metrolink Bike path	4	X	X	77.5	\$ 148,800.00	\$ 148,800.00
13	Long Beach	Beach Streets: Anaheim Corridor	Fall 2016	Anaheim Street Blue Line Station, Los Angeles River Bike Trail	4.1		X	77.3	\$ 190,000.00	\$ 190,000.00
14	Whittier	Whittier Walk and Roll Street Festival	Summer 2017	Whittier Greenway Trail	6	X	X	76.8	\$ 119,000.00	\$ 119,000.00
15	Montebello	Cruising Whittier Blvd.	Spring 2018	Maravilla Station, Rio Hondo Bike Path	4.95	X	X	76.0	\$ 149,000.00	\$ 149,000.00
16	San Dimas	CicLAvia: Route 66	Spring 2018	Claremont Station, Pomona North Station	5.76	X	X	75.0	\$ 596,000.00	\$ 596,000.00
17	Los Angeles	San Pedro Willmington Open Streets	Summer 2017		4.23		X	74.3	\$ 289,600.00	\$ 289,600.00
18	Artesia	Artesia International Street Fair & Diversity Festival	Fall 2016		0.5	X		68.3	\$ 96,000.00	\$ -
19	Redondo Beach	Artesia-A-Go-Go	Summer 2018		1	X		62.3	\$ 120,000.00	\$ -
Total									\$ 4,251,669.00	\$ 4,035,669.00

CYCLE ONE CANCELED EVENT

Applicant	Open Street Event	Date	Rail Stations and Regional Bike/Ped Paths	Length in Miles	New App	Disadvantaged	Score	Award	Reprgramed to Cycle Two
Carson	Car Free Carson	Spring 2016	Del Amo Station	5	X	X	92	\$ 100,000.00	\$ 100,000.00

CYCLE ONE POSTPONED EVENT

Applicant	Open Street Event	New Date	Rail Stations and Regional Bike/Ped Paths	Length in Miles	New App	Disadvantaged	Score	Original Award	Max needed to execute event
South Pasadena	626 Gloden Streets	Spring 2017	Arcadia, Monrovia, Duarte, Irwindale, Alameda in Azusa, Citrus. San Gabriel River Regional Pedestrian/Bicycle Trail	17+	X	X		393,600	200000

Open Streets Cycle Three

Recommendation

Authorize the Metro Open Streets Grant Program Cycle Three Application and Guidelines



Metro

Cycle Three Guidelines and Application

- In June 2013 the Board introduced Motion 72 (Attachment A), directing staff to award up to \$2 million annually to support Open Street events.
- Cycle Three guidelines and application
 - Board authorization of the Open Streets Cycle Three competitive grant program, application package and guidelines are requested in order to proceed.
 - Build on the Cycle One and Two framework to support a competitive process.



Cycle One and Two Open Street Implementation

- Board has awarded \$7.74 million to 28 events in 32 jurisdictions
 - 19 of 28 events have been staged totaling over 125 miles
 - 9 events planned through December 2018 for another 44 additional miles
 - Additional points granted to multijurisdictional events and disadvantaged communities
- Initial findings from Cycle One
 - 8% ridership increase systemwide on the day of events
 - 11% increase in new tap card sales on the day of events which indicates new riders experiencing transit
 - 10% increase in day of event sales for retailers along route



Funded Cycle One and Two Events



Updates to Cycle Three Application

- **Max Funding Ceiling**
 - Based on population share for large cities and \$167,000 for smaller cities not partnering with other jurisdictions.
 - To encourage multijurisdictional cooperation and leverage equitable coverage of LA County, supplemental funding is awarded for each additional city on an event application, based on population share
- **Points added for enhanced data collection**
 - Standardized data collection template provided
- **Separate criteria for new and existing applicants**
 - Existing applicants demonstrate success with previous events
 - New applicants demonstrate the capacity to produce a successful event
- **Additional Scoring Criteria to encourage innovative events**

Cycle Three Funding Alternatives

- **Based on the Planning & Programming Committee discussion, Staff has developed three alternatives for the full Board to consider:**
 - (1) Honor Board Motion 72 funding cap of \$2,000,000 annually and maintain \$167,000 funding ceiling for single jurisdictions with the goal of 12 events per year**
 - (2) Honor Board Motion 72 funding cap but increase funding ceiling to \$200,000 with the goal of average 10 events per year**
 - (3) Increase the annual funding cap above \$2,000,000
(Budget modification required)**

Open Streets Grant Program Moving Forward

- An evaluation of the Open Streets Grant Program is ongoing
- Cycle One evaluation is anticipated to complete in Summer 2018
- Cycle Two evaluation will be completed in early 2019 after completion of all awarded events
- Staff will provide evaluation results and recommendations regarding future Open Street Grants in Spring 2019



Cycle Three Next Steps

- **Pending Board Approval:**
 - Release online application in late March 2018
 - Hold an informational workshop
 - Outreach to COGs, the Metro TAC and TAC subcommittees
 - Return to Board for Cycle Three funding recommendations in September 2018





Board Report

File #: 2017-0916, File Type: Program

Agenda Number: 8.

PLANNING AND PROGRAMMING COMMITTEE MARCH 14, 2018

**SUBJECT: METRO BIKE SHARE EXPANSION ENVIRONMENTAL
AND TITLE VI ANALYSES**

ACTION: APPROVE RECOMMENDATIONS FOR METRO BIKE SHARE EXPANSION

RECOMMENDATION

CONSIDER:

- A. ADOPTING the Metro Bike Share Phase III through V Expansion Environmental Analysis findings that the expansion qualifies for a Categorical Exemption under Section 15303 (Class 3), New Construction or Conversion of Small Structures (Attachment A);
- B. AUTHORIZING staff to file the Notice of Exemption for the Phase III through V Expansion;
- C. ADOPTING the Phase III through V Expansion Title VI and Environmental Justice Analysis findings that there is no Disparate Impact and no Disproportionate Burden associated with the expansion (Attachment B); and
- D. AUTHORIZING the CEO to negotiate and execute an amendment to the Memorandum of Understanding (MOU) between the City of Los Angeles and Metro to expand the Metro Bike Share service area with reallocated equipment within these Environmentally, Title VI, and Environmental Justice cleared areas.

ISSUE

An Environmental Analysis and Title VI and Environmental Justice Analysis have been completed for the Metro Bike Share Phase III through V Expansion ("Project"). In order to proceed, staff requests Board adoption of the analysis findings, authorization to file the Notice of Exemption, and authorization to amend the MOU with the City of Los Angeles.

DISCUSSION

Background

At the January 2014 meeting, the Board Motion 58 authorized the CEO to procure, contract, and

administer a bike share program. The Metro Bike Share system opened Phase I on July 17, 2016 in downtown Los Angeles and Phase II expansion was implemented in summer 2017 to Pasadena, Port of Los Angeles and Venice.

Expansion of the Metro Bike Share system is consistent with the Implementation Plan adopted by the Board in June 2015. Stations will be installed in accordance with local regulations and considerations regarding locations of fire hydrants, crosswalks, driveways, standpipes, street furniture, bus stops/shelters, impact on sight lines, and environmentally sensitive areas. Implemented and anticipated expansion phasing is provided below:

- *Phase I (implemented)*: Downtown Los Angeles
- *Phase II (implemented)*: Pasadena, Port of Los Angeles, Venice
- *Phase III (anticipated)*: Culver City, Marina del Rey, Palms/Mar Vista/Playa del Rey/Del Rey/Playa Vista, Echo Park/Silver Lake, Koreatown, MacArthur Park/Westlake, USC/Expo Park/University Park, San Gabriel Valley
- *Phase IV (anticipated)*: East Los Angeles, Glendale, Burbank, North Hollywood, Hollywood/East Hollywood
- *Phase V (anticipated)*: Boyle Heights, Mid-City, Huntington Park, Inglewood, Downey, Whittier

Environmental Analysis Findings

The environmental analysis for the Project has been completed in compliance with CEQA requirements. The findings show that the expansion qualifies for exemption under CEQA Categorical Exemption, *Section 15303 (Class 3) New Construction or Conversion of Small Structures*, because it involves a limited number of new, small structures. Stations have limited disturbance since most will be placed on existing paved rights-of-way such as sidewalks and streets. Small concrete pads and electrical connection work may be installed/performed on a limited number of stations.

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

Title VI and Environmental Justice Analysis Findings

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

The analyses found that there is no Disparate Impact and no Disproportionate Burden associated with the Project. Although the minority share of the population benefitting from the proposed program is 2.3% greater than for the County as a whole, the difference is less than 5% and presumed to be no Disparate Impact, consistent with the threshold applicable to transit service and fare changes. The poverty share of the proposed Project is 0.2% less than for the County as a whole and therefore has no Disproportionate Burden.

City of Los Angeles Reallocation

A station performance analysis of the existing downtown Los Angeles station locations has revealed that station placement may be optimized by relocation to provide enhanced service to patrons. Station relocation will expand the Metro Bike Share service area with no additional capital costs since existing equipment will be utilized. Stations will only be relocated in areas that have been cleared through Board-adopted Environmental and Title VI/Environmental Justice analyses.

Staff requests Board authorization to negotiate and execute an amendment to the MOU with the City of Los Angeles expanding the Metro Bike Share service area with reallocated equipment.

DETERMINATION OF SAFETY IMPACT

Board approval of the recommendations will not have any adverse safety impacts on Metro employees and patrons.

ALTERNATIVES CONSIDERED

The Board may choose not to act on any of the recommendations. This alternative is not recommended as it is not in line with previous Board direction.

NEXT STEPS

Upon Board adoption and authorization, the Notice of Exemption for the Phase III through V Expansion will be filed and the MOU will be negotiated with the City of Los Angeles.

The approvals recommended here are necessary for any expansion efforts going forward. Staff will return in Spring 2018 with a refined Business Plan for the Bike Share program, against which specific recommendations for Phase III implementation will be developed.

ATTACHMENTS

Attachment A - Environmental Analysis for Phase III through V Expansion

Attachment B - Title VI and Environmental Justice Analysis for Phase III through V Expansion

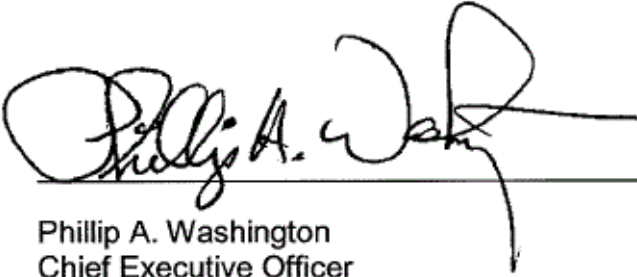
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Phillip A. Washington
Chief Executive Officer

CATEGORICAL EXEMPTION

INTRODUCTION

The Los Angeles County Metropolitan Transportation Authority (Metro) is proposing to expand its existing Countywide Bike Share network (proposed project). Phase 1 of Metro's bike share program began with the approval of up to 80 bike share stations and 1,000 bikes in downtown Los Angeles. Phase 2 of the program added approval of up to 60 new stations in Port of Los Angeles, Venice, and Pasadena. The proposed project consists of implementation of Phases 3, 4 and 5 of the expansion program and would add up to 4,409 bikes throughout Los Angeles County (not including the San Gabriel Valley). Within San Gabriel Valley, the proposed project would add up to 840 bikes.

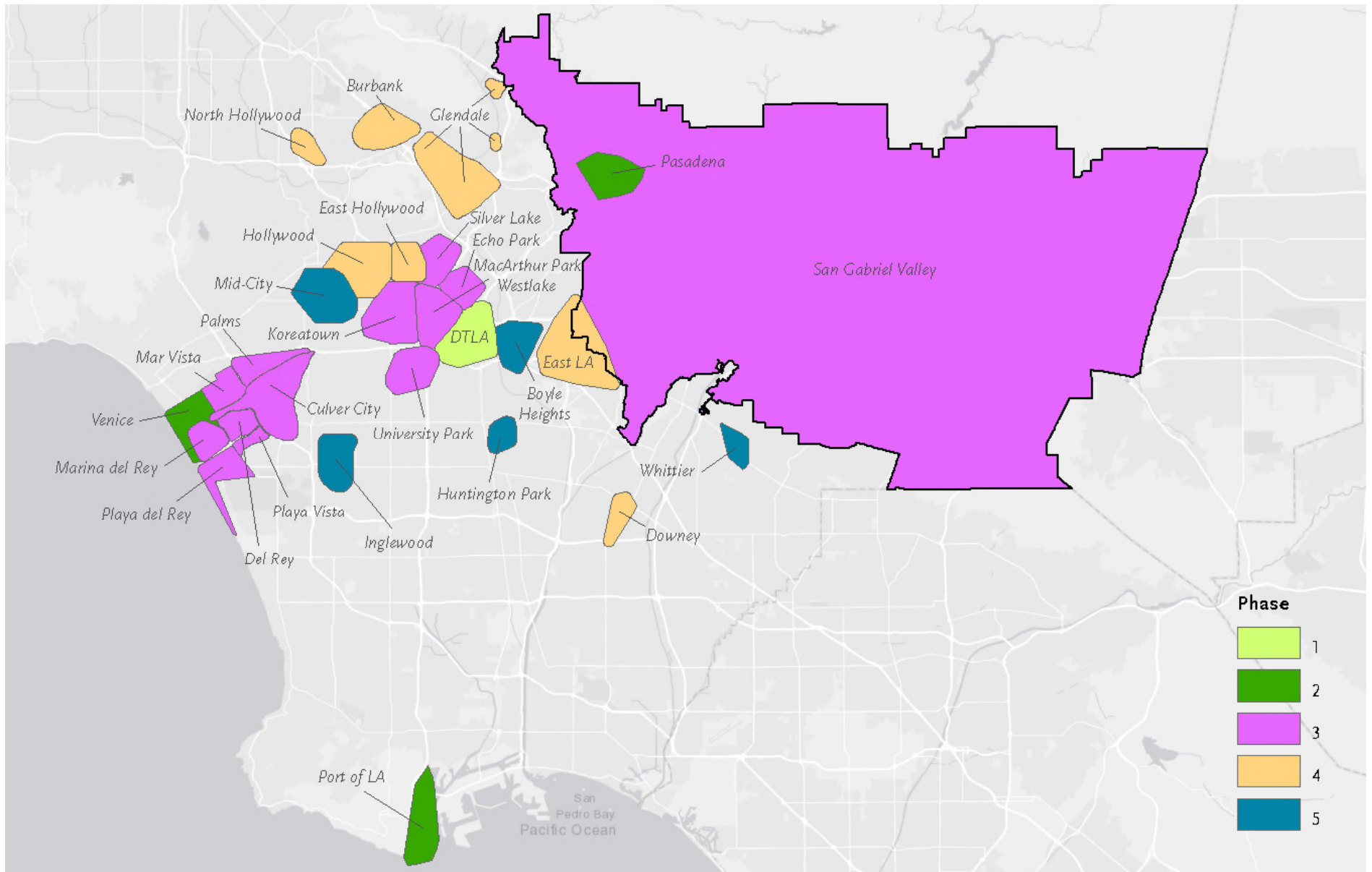
Final bike share station locations have not been identified at this time; however, the stations would typically be surrounded by commercial sites with high foot traffic and served by public transit. Final site selection for bike share stations would be determined during the construction phase, and specific locations like intersection corners, nearby intersections, or mid-block locations, would be determined based on key factors like visibility and safety. Collaboration between Metro and the various cities to identify the locations of bike share stations is ongoing. Metro is serving as the California Environmental Quality Act (CEQA) Lead Agency for the proposed project and would have final approval of all project plans and environmental documents.

PROJECT DESCRIPTION

The proposed bike share equipment and technology would include Third and Fourth Generation type equipment with the option to upgrade equipment and technology as needed. For a Third-Generation configuration, the bike share docking stations are wired together with plates or a top bar and a cell/satellite connection is placed at each station kiosk. The bikes would be locked at each dock station and solar power would be connected on top of the kiosk to enable bike share operations. Fourth Generation stations may have a kiosk with a cell/satellite connection and the docks are simple bike racks with no wiring; however the addition of electric bikes may result in power being wired to these docks. While most kiosks would be solar powered, some locations would include hard wiring for power. There are different configurations of the bike share stations, and the exact type would be determined during construction to best accommodate space and accessibility requirements. Metro would own, operate and maintain the system's equipment and docking stations.

The bike share station components are further described in **Table 1**. The service areas where the bike share stations would be located and expansion phases are shown in **Figure 1**.

TABLE 1: METRO BIKE SHARE STATION COMPONENTS	
Component	Description
Construction of Docking Station	Docking stations would be dropped into place. Docking stations would be held down with a weighted base and/or bolted to the ground requiring minimal ground disturbance. Most stations are solar powered; however, some locations would include hard wiring for power.
Construction Equipment	Lift gate, pallet jack, trucks.
Construction Duration	Installation of docking stations would take approximately four hours.
Project Operation	Docking stations would be operated by users with a pass card or a single-use permit. Bikes would be used and exchanged between stations. Solar stations would power most docking and payment stations, however some locations would include hard wiring for power.
SOURCE: Metro, 2018.	



Each bike share station would be sized based on ridership expectations as outlined in the Regional Bike Share Implementation and Feasibility Plans. Station location considerations, outlined in the Regional Bike Share Implementation Plan, include space, safety, access, visibility, property ownership, solar access, route planning, bike share network, and street design and guidelines. Bike share stations would be installed in accordance with local regulations regarding fire hydrants, crosswalks, driveways, standpipes, doorways, sidewalk widths, and effective widths. The bike share stations would not be located on sites identified as containing natural habitat or hazardous materials. Most of the bike share station installations would not require digging or ground disturbance, as the stations would have a weighted base and/or be bolted to the ground typically on existing hard surfaces including sidewalks, plazas and on street locations. Some locations may require minimal ground disturbance for installation of a concrete pad to place docking station.

A. EXEMPT STATUS

The proposed project qualifies for a CEQA Categorical Exemption under CEQA Guidelines Section 15303, New Construction or Conversion of Small Structures (Class 3).

B. REASON WHY THE PROJECT IS EXEMPT

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

Categorical Exemption Analysis

15303 New Construction or Conversion of Small Structures

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

The proposed project meets this condition. The proposed project is categorically exempt from environmental review under CEQA because it involves the installation of a limited number of new small structures throughout Los Angeles County. Specifically, the proposed project would install stations for and deployment of up to 4,409 bikes within, but not limited to, the following cities and unincorporated portions of the County of Los Angeles:

- Burbank
- Culver City
- Downey
- East Los Angeles
- Glendale
- Huntington Park
- Inglewood
- Los Angeles – Boyle Heights
- Los Angeles – Del Rey
- Los Angeles - Echo Park
- Los Angeles - Hollywood / East Hollywood
- Los Angeles - Koreatown
- Los Angeles - MacArthur Park / Westlake
- Los Angeles - Mar Vista
- Los Angeles - Mid-City
- Los Angeles - North Hollywood
- Los Angeles - Palms
- Los Angeles - Playa del Rey
- Los Angeles - Playa Vista
- Los Angeles - Silver Lake
- Los Angeles - University Park / Exposition Park / USC
- Marina del Rey
- Whittier

Stations for and deployment of up to 840 additional bikes would be installed in the San Gabriel Valley within, but not limited to, the following cities and unincorporated portions of the County of Los Angeles:

- Baldwin Park
- Claremont
- Covina
- Duarte
- El Monte
- Glendora
- La Verne
- La Canada Flintridge
- Monrovia
- Monterey Park
- Pomona
- San Dimas
- South El Monte
- South Pasadena
- West Covina

As discussed above, most of bike share station installations would not require digging or ground disturbance, as the stations would have a weighted base and/or would be bolted to the ground, typically on existing hard surfaces including sidewalks, plazas and on street locations. However, some locations may require minimal ground disturbance for installation of a concrete pad to place a docking station. Nonetheless, ground disturbance would be minimal, and as analyzed below, would not impact environmental resources.

Conclusion

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

C. EXCEPTIONS TO CATEGORICAL EXEMPTION ANALYSIS

15300.2 Exceptions

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

This exception does not apply to the proposed project. The final bike share station locations have not been identified at this time; however, the stations would typically be surrounded by commercial sites with high foot traffic and served by public transit. The stations have a weighted base and/or would be bolted to the ground, typically on existing hard surfaces including sidewalks, plazas and on street locations. The final locations would be determined during the construction phase, and specific locations like intersection corners, nearby intersections, or mid-block locations, would be determined based on key factors like visibility and safety.

Natural Habitat and Endangered Species

Most of the bike share stations would be located on existing hard surfaces including sidewalks, plazas and on street locations. The docking stations would be placed on previously disturbed paved areas via lift gate or pallet jack, and would be held down by a weighted base and/or bolted to the ground. Some of the bike share stations may require minimal ground disturbance for installation of a concrete pad to place a docking station; however, the bike share stations would be located in developed urban areas. The locations selected for the bike share stations would not contain important farmland, wetlands, wild and scenic rivers, floodplains, or critical habitat. No natural habitat or endangered species would be impacted, as the bike share station locations would be surrounded by commercial sites with high foot traffic and served by public transit. Any existing vegetation impacted by the proposed project would be ornamental. Collaboration between Metro and the various cities to identify the final bike share station locations is ongoing; however, the proposed project would not impact would not impact natural habitats and endangered or threatened species.

Historic Resources

Los Angeles County contains numerous historic buildings and historical districts, and therefore, it is likely that some of the bike share stations would be located near historic places and structures. Nonetheless, due to their location in urban areas and their small size, the bike share stations would not damage historic resources' integrity or create new visual barriers that would change the historic character of an area or break up the continuity of a historic district. The bike share stations would be visually congruent with any historic structures and the existing urban setting. The stations would be located on existing hard surfaces including sidewalks, plazas and on street locations and would not constitute a substantial visual change in the character of an area or contribute to a decline in a historic resource's importance. Installation of some bike share stations may require minimal ground disturbance for installation of a concrete pad to place a docking station; however, the station locations would be situated in previously disturbed urban areas. As such, the proposed project would not impact any archaeological or paleontological resources. Collaboration between Metro and the various cities to identify the final bike share station locations is ongoing; however, the proposed project would not impact historic resources.

Hazardous Waste Site

The final bike share station locations have not been identified at this time; however, the bike share stations would be located in urban areas surrounded by commercial sites. Therefore, it is likely that some of the stations may be located near hazardous sites that are included on a list compiled pursuant to Section 65962.5. Nonetheless, most of the bike share stations would be located on existing hard surfaces including sidewalks, plazas and on street locations, and the stations would be placed on previously disturbed paved areas via lift gate or pallet jack, and would be held down by a weighted base and/or bolted to the ground. As such, any hazardous sites would not be impacted by proposed project. In addition, similar to how key factors like visibility and safety would determine final site selection, a search of the GeoTracker and EnviroStor environmental databases would be conducted to determine if the final bike share stations locations are included on any list compiled pursuant to Section 65962.5 of the Government Code. Collaboration between Metro and the various cities to identify the final bike share station locations is ongoing; however, the stations would not be located on sites included on any list compiled pursuant to Section 65962.5 of the Government Code.

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

This exception does not apply to the proposed project. The proposed project would install new small structures throughout Los Angeles County. Most of the bike share station installations would not require digging or ground disturbance, as the stations would have a weighted base and/or be bolted to the ground, typically on existing hard surfaces including sidewalks, plazas and on street locations. Some locations may require minimal ground disturbance for installation of a concrete pad to place a docking station. However, because ground disturbance would be minimal, the proposed project would not result in any significant impacts and would not contribute to any cumulative biological or cultural resources impacts. Therefore, this exception would not apply to the proposed project.

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

This exception does not apply to the proposed project. Although the final bike share station locations have not been identified at this time, there are no unusual circumstances or planned project operations that would create a reasonable possibility of significant effects to the environment. Bike share stations would be installed in accordance with local regulations regarding fire hydrants, crosswalks, driveways, standpipes, doorways, sidewalk widths, and effective widths. The bike share stations have a weighted base and/or would

be bolted to the ground, typically on existing hard surfaces including sidewalks, plazas and on street locations. Some locations may require minimal ground disturbance for installation of a concrete pad to place a docking station. Nonetheless, the proposed project would not have a significant effect on any biological or cultural resources, and the proposed project would be compatible with the existing urban setting of the services. Land uses in the vicinity of the bike share stations would not change their functions. Therefore, there would be no potential for significant effects, and this exception would not apply to the proposed project.

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

This exception does not apply to the proposed project. While there are designated scenic highways in Los Angeles County, the proposed project would not impact any scenic resources within an officially designated state scenic highway due to and the size of the bike share stations and their location in urban areas. Therefore, this exception would not apply to the proposed project.

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

This exception does not apply to the proposed project. As discussed above, the final bike share station locations have not been identified at this time. Nonetheless, a search of the GeoTracker and EnviroStor environmental databases would be conducted to determine if the locations of the bike share stations are included on any list compiled pursuant to Section 65962.5 of the Government Code. Therefore, this exception would not apply to the proposed project.

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

This exception does not apply to the proposed project. As discussed above, it is likely that some of the bike share stations would be located near historic places and structures. Nonetheless, due to their location in urban areas and their size, the bike share stations would not cause a substantial adverse change in the significance of a historical resource. The bike share stations would be visually congruent with any historic structures and the existing urban setting. Installation of some bike share stations may require minimal ground disturbance for installation of a concrete pad to place a docking station; however, the station locations would be situated in developed urban areas that have been previously disturbed. As such, proposed project would not impact any historical resources. Therefore, this exception would not apply to the proposed project.

Conclusion

There are no wetlands, endangered species, wildlife habitats, and cultural, historical, and archaeological resources that would be impacted by the proposed project and the bike share stations would not be located on a hazardous site that is included on any list compiled pursuant to Section 65962.5 of the Government Code. Therefore, these exceptions would not apply to the proposed project.

**Equity Analysis
Methodology & Results**

**Proposed Bike Share Program
Siting of Program Locations
October 2017
Revised February 2018**

Service Planning and Scheduling
Civil Rights Programs Compliance

Contents

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	Step By Step Methodology.....	2
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1. PROPOSAL OVERVIEW

Metro's countywide bike share program has developed a five phase plan for implementing the bike share program in 40 community areas. Participants would be able to rent and return a bicycle from any of the program's self service locations. The first two phases of the program have been implemented, and were previously evaluated for Title VI and Environmental Justice impacts. This document's evaluation considers the overall program. This evaluation compares the demographics of those community areas that would benefit from the program with the demographics of Los Angeles County.

2. METHODOLOGICAL APPROACH

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

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

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

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

A Title VI and Environmental Justice equity evaluation has been completed consistent with the requirements set forth in Executive Order 12890 and 49CFR Section 21.5. One of the primary purposes of a bike share network is to provide first and last mile connectivity for the transit system. As such a bike share system can be considered as a transit amenity and a similar methodology can be used to determine the Title VI and Environmental Justice Impacts. This equity evaluation is based on the analysis of this amenity in the context of the entire system and uses the same thresholds that are applied to other transit amenities.

The basic approach to this analysis is to compare the demographics of the populations within the proposed community areas that would receive bicycle share facilities to the demographics of Los Angeles County. Since the availability of a bike share facility is considered a benefit, then the benefiting population should not be significantly less minority or significantly less poor than the county population. If this is so, then there is a presumption of a Disparate Impact on minorities and/or a Disproportionate Burden on poverty level persons.

Data Sources

Data on the ethnicity and household income levels of the population of Los Angeles County was obtained from the 2010 US Census. Population ethnicity is available at the block group level. The poverty classification of households, and therefore members of those households, was obtained from the 2011-2015 American Community Survey (another US Census data product) and is available at the census tract level.

Step By Step Methodology

A list of the proposed community areas that would receive bicycle share facility locations was obtained and linked to a geographic database containing census data (Table 1). Two separate analyses were performed: (1) the minority and total populations of all block groups within the proposed bicycle share community areas were aggregated with the resulting minority population shares being compared to the minority share of the Los Angeles county population, and (2) the poverty and total populations of all census tracts within the proposed bicycle share community areas were aggregated with the resulting poverty population shares being compared to the poverty share of the Los Angeles county population.

Bicycle Share Program Phasing as of October 2017

Service Area	City	Square Mi.
<i>Phase 1</i>		
Downtown Los Angeles	Los Angeles	6.2
<i>Phase 2</i>		
Port of LA	Los Angeles	4.6
Venice	Los Angeles	4.7
Central Pasadena	Pasadena	4.1
<i>Phase 3</i>		
Baldwin Park	Baldwin Park	1.2
Claremont	Claremont	1.3
Covina	Covina	1.5
Culver City	Culver City	7.1
Del Rey	Los Angeles	2.4
Duarte	Duarte	1.6
Echo Park	Los Angeles	2.6
El Monte	El Monte	1.3
Glendora	Glendora	3.8
Koreatown	Los Angeles	6.3
La Canada Flintridge	La Canada Flintridge	4.2
La Verne	La Verne	1.3
MacArthur Park – Westlake	Los Angeles	4.1
Marina del Rey	Los Angeles County	2.2
Mar Vista	Mar Vista	2.3
Monrovia	Monrovia	2.1
Monterey Park	Monterey Park	2.6
Palms	Los Angeles	2.5
Playa del Rey	Los Angeles	2.7
Playa Vista	Los Angeles	1.3
Pomona	Pomona	1.8
San Dimas	San Dimas	2.5
Silver Lake	Los Angeles	3.5
South El Monte	South El Monte	1.2
South Pasadena	South Pasadena	1.8
West Covina	West Covina	1.3
University park	Los Angeles	3.8
<i>Phase 4</i>		
Burbank	Burbank	1.8
East Hollywood	Los Angeles	2.9
East Los Angeles	Los Angeles County	1.3
Glendale	Glendale	6.4
Hollywood	Los Angeles	6.6
North Hollywood	Los Angeles	1.5
<i>Phase 5</i>		
Boyle Heights	Los Angeles County	3.5
Downey	Downey	2.0
Huntington Park	Huntington Park	1.6
Inglewood	Inglewood	2.3
Mid-City	Los Angeles	5.4
Whittier	Whittier	1.6
Total Program Area		126.8

3. FINDINGS

The comparison of minority shares of the Los Angeles county population and those within block groups within the proposed bike share community areas is depicted in Table 2.

Table 2 Minority Population Shares			
	Total Population	Minority Population	Minority Share
LA County Population	9,411,367	6,657,943	70.7%
Proposed Bicycle Share Community Areas	3,702,499	2,702,228	73.0%

Similarly, the comparison of poverty shares of the Los Angeles county population and those within census tracts within the proposed bike share community areas is depicted in Table 3.

Table 3 Poverty Population Shares			
	Total Population	Minority Population	Minority Share
LA County Population	9,576,850	1,747,429	18.2%
Proposed Bicycle Share Community Areas	4,022,592	723,485	18.0%

The minority population benefitting from the proposed program is an absolute 2.3% greater than the minority population of the County, and a relative 3.3% greater than the County. While there is no adopted standard for what constitutes a significant difference for a transit amenity, the absolute 5% difference threshold, and relative 20% difference threshold, applicable to transit service suggests that these differences would result in no Disparate Impact.

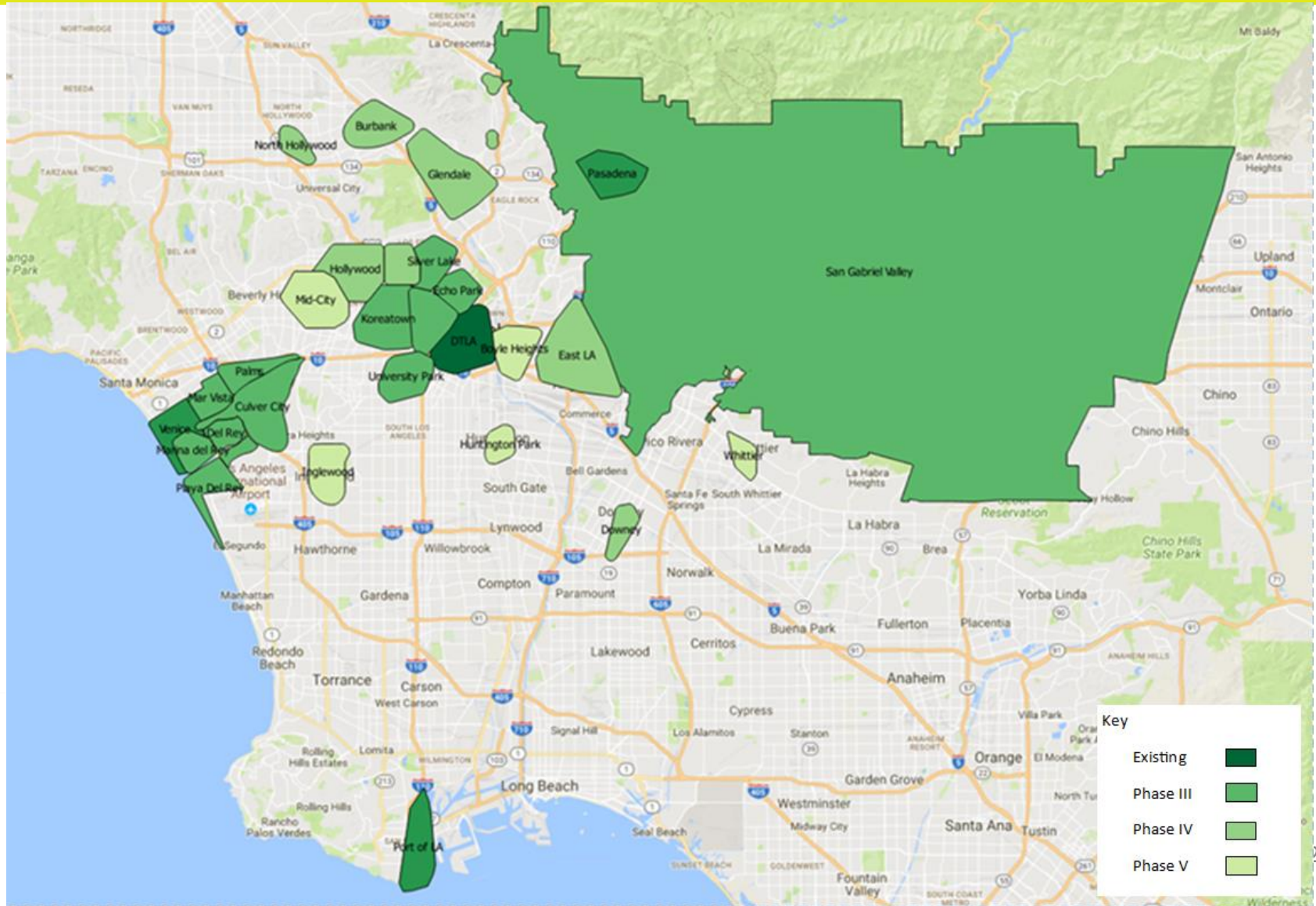
The poverty population benefitting from the proposed program is an absolute 0.2% less than the poverty population of the County, and a relative 1.1% less than the County. While there is no adopted standard for what constitutes a significant difference for a transit amenity, the absolute 5% difference threshold, and relative 20% difference threshold, applicable to transit service suggests that these differences would result in no Disproportionate Burden.



Planning and Programming Committee
March 14, 2018
Legistar File 2017-0916

March 2018

Metro Bike Share Potential Phasing



Environmental Analysis

- Completed in compliance with the California Environmental Quality Act (CEQA)
- Includes anticipated Metro Bike Share Expansion Phases III through V
- Finding: Qualifies for CEQA Categorical Exemption



Title VI and Environmental Justice Analysis

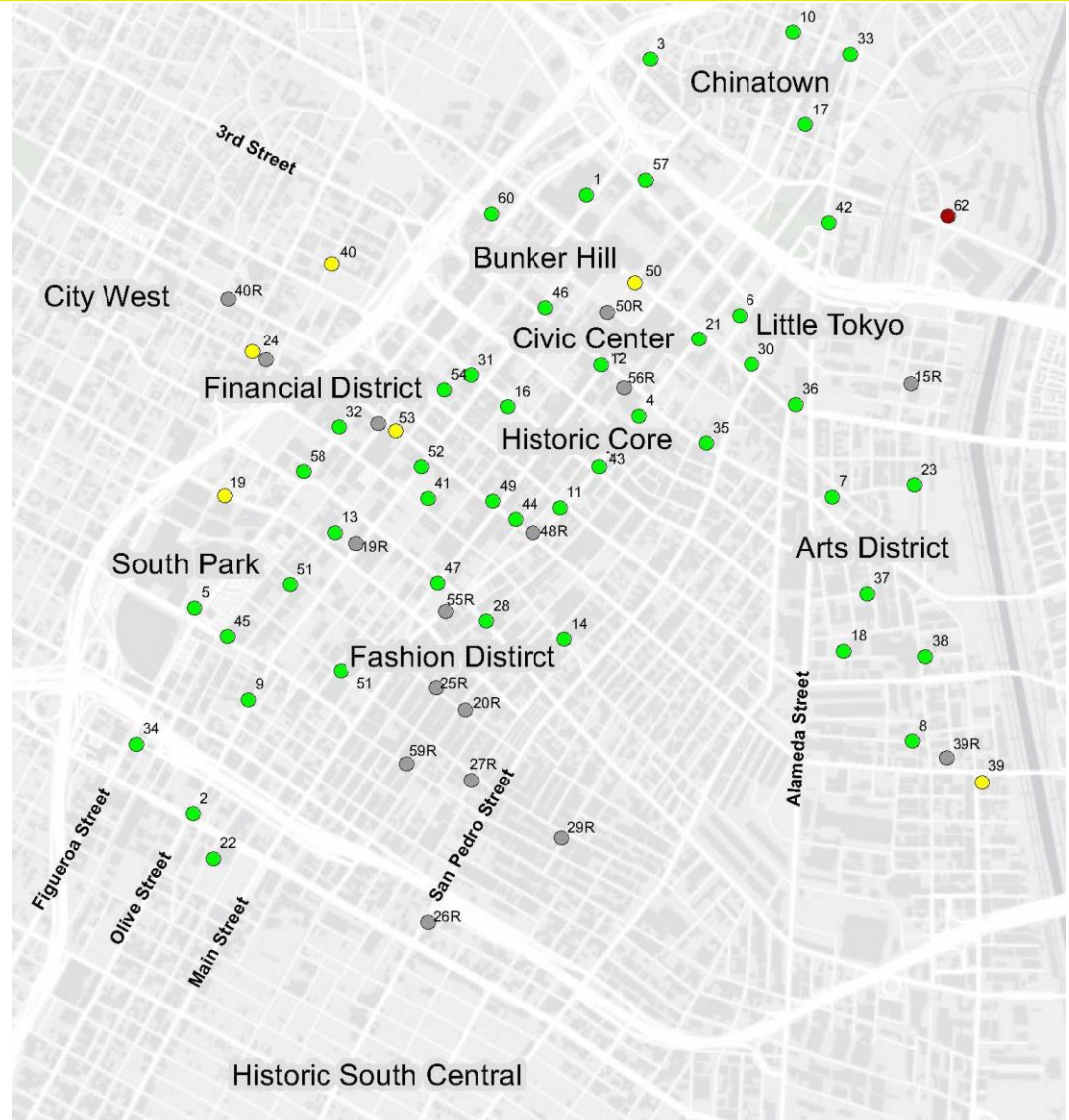
- No thresholds established for bike share programs
- Analysis completed consistent with Executive Order 12890 and 49CFR Section 21.5, applied to transit
- Two Analyses: Minority and Poverty Populations based on census data
- Finding: No Disparate Impact or Disproportionate Burden



Station Reallocation

- DTLA Stations to Remain
- DTLA Stations to Remove
- Relocated Station Location
- Potential New Station Location

Lower performing stations will be relocated to enhance the user experience



Next Steps

- Spring 2018 Board Meeting
 - Business Plan Update
 - Approval for Phase III Expansion
- June 2018 CTC Funding Allocation Request
 - USC
 - San Gabriel Valley
 - Return to Board for Approval
- Fall/Winter 2018 Phase III Expansion





Board Report

File #: 2018-0007, File Type: Resolution

Agenda Number: 9.

PLANNING AND PROGRAMMING COMMITTEE MARCH 14, 2018

**SUBJECT: CAP-AND-TRADE LOW CARBON TRANSIT
OPERATIONS PROGRAM (LCTOP)**

ACTION: APPROVE RESOLUTION FOR FISCAL YEAR 2017-18 LCTOP GRANT FUNDING

RECOMMENDATION

APPROVE the Resolution in Attachment A to:

- A. AUTHORIZE the Chief Executive Officer (CEO) or his designee to claim \$24,719,649 in fiscal year (FY) 2017-18 LCTOP grant funds for one year of Gold Line Foothill Extension Phase 2A operations and one year of Expo Line Phase 2 operations;
- B. CERTIFY that Metro will comply with LCTOP Certification and Assurances and the Authorized Agent requirements; and
- C. AUTHORIZE the CEO or his designee to execute all required documents and any amendments with the California Department of Transportation.

ISSUE

Each year the California Department of Transportation (Caltrans) makes LCTOP grant funds available through the California Air Resources Board's Cap-and-Trade Program. In February 2018, the State Controller's Office notified eligible agencies of FY 2017-18 fund allocation amounts, including \$24.7 million apportioned to Metro. To claim the grant award, Metro must prepare a request describing the proposed transit expenditures that will be funded using the LCTOP allocation. The grant application package must include a Board resolution that: 1) authorizes the CEO or his designee to claim \$24.7 million in FY 2017-18 LCTOP funds; 2) identifies the projects to be funded with the LCTOP funds; and 3) authorizes the CEO or his designee to execute and amend all required LCTOP documents with Caltrans including the Certifications and Assurances and Authorized Agent forms. As in FY17, staff is proposing to fund the operations of the Gold Line Foothill Extension Phase 2A and Expo Line Phase 2. Staff is seeking Board approval to submit the resolution contained in Attachment A.

DISCUSSION

LCTOP Program Funding

The LCTOP was created by California Senate Bill 862 to provide funding, on a formula basis, for operational or capital expansion projects to reduce greenhouse gas emissions and improve mobility, with a priority on serving disadvantaged communities. The grant funds are derived from California's Cap-and-Trade Program and are the result of quarterly auctions of emission credits for greenhouse gas emitters regulated under Assembly Bill AB32. Auction proceeds, known as the Greenhouse Gas Reduction Funds (Fund), are to be reinvested in various projects to further reduce emissions. In FY 2017-18, \$97 million has been allocated to LCTOP statewide, one of 11 such programs, from the Fund.

Transit agencies receiving funds from the LCTOP shall submit expenditure proposals listing projects that meet any of the following criteria:

- Expenditures that directly enhance or expand transit service by supporting new or expanded bus or rail services, new or expanded water-borne transit or expanded intermodal transit facilities, and may include equipment acquisition, fueling, maintenance, and other costs to operate those services or facilities,
- Operational expenditures that increase transit mode share,
- Expenditures related to the purchase of zero-emission buses, including electric buses and the installation of the necessary equipment and infrastructure to operate and support zero emissions buses, and
- For agencies whose service area includes a Disadvantaged Community (DAC) as identified in Section 39711 of the Health and Safety Code, 50% of total funds received shall be expended on projects or services that benefit the DAC.

Assembly Bill 1550 (AB 1550) modified existing legislation for DAC benefits, and created additional requirements for low-income communities and low-income residents. These requirements are as follows:

- 5% of available funds must be allocated to projects that benefit low-income households or to projects located within, and benefiting individuals living in, low-income communities, and
- 5% of available funds must be allocated to projects that benefit low-income households that are outside of, but within a ½ mile of, disadvantaged communities, or to projects located within the boundaries of, and benefiting individuals living in, low-income communities that are outside of, but within a ½ mile of disadvantaged

communities.

The Lead Agency must document and select the appropriate information to show their project meets all DAC and AB 1550 population requirements.

Project Eligibility Criteria

All projects must be consistent with the project lead's most recently adopted short-range transit plan, regional plan, or publicly-adopted plan. For project leads in a Metropolitan Planning Organization area, projects must also be consistent with the Sustainable Communities Strategy. Additionally, capital projects must meet useful life requirements consistent with State General Obligation Law, with buses or rail rolling stock considered to have a useful life of two or more years. The LCTOP specifically requires documentation that each proposed project will achieve a reduction in greenhouse gas emissions and improve mobility.

Another significant goal of LCTOP is to maximize benefits to DACs, low-income communities and/or low-income households. The California Environmental Protection Agency (CalEPA) has used an environmental health screening tool to delineate DACs through a calculation based on environmental (especially air quality), socio-economic, and public health factors. DACs, as defined, are disproportionately located in both Los Angeles County and the Central Valley, and notably less prevalent in other major metropolitan areas. In addition, the recent passage of AB 1550 modified existing legislation regarding DAC benefits and added requirements for low-income communities and low-income households. CalEPA has provided a mapping tool identifying communities that meet the AB 1550 criteria.

Metro-specific Considerations in Selecting LCTOP Projects

Staff developed the FY 2017-18 LCTOP funding recommendation with an eye toward LCTOP-eligible projects targeted to improve the balance between Metro's financial commitments and funding availability. As stated above, operations of new or expanded rail and bus services that reduce greenhouse gas emissions and provide benefits to disadvantaged communities are eligible for this fund source. Only the first few years of new service operations are eligible to be funded with LCTOP grants because the program goal is to help initiate new service. Therefore staff recommends using this grant to partially fund another year's operation of Expo Phase 2 and Gold Line Foothill Extension services because these projects best meet the grant eligibility criteria.

Specifically, the Metro Gold Line Foothill project adds six new light rail transit stations, five of which are located within neighborhoods designated as DACs and/or low-income communities per AB 1550 criteria. The project improves mobility for passengers living in these communities by providing direct, safe and reliable transit service to major employment centers in Pasadena, South Pasadena and Downtown Los Angeles. The service provides DAC and low-income populations in Monrovia, Duarte, Irwindale, Highland Park and downtown Los Angeles more direct access to educational facilities such as the campuses of Mount Sierra College, Citrus College, Azusa Pacific University, Pasadena City College and the California Institute of Technology. Additionally, the route provides direct access to medical services provided by the Huntington Hospital complex and its adjacent Urgent and

Emergency Care facilities in Pasadena.

Similarly, the Metro Expo Line Phase 2 adds seven new light rail transit stations, five of which are located in or adjacent to neighborhoods designated by AB 1550 as disadvantaged and/or low-income communities. This project improves access to residents of those neighborhoods by providing direct transit service to major employment centers in Santa Monica and West Los Angeles. This line also significantly improves access to educational opportunities offered by Santa Monica College, and health service providers such as the UCLA Medical Center in Santa Monica and Providence Saint John's Health Center.

FINANCIAL IMPACT

Adoption of the LCTOP resolution and authorization of the CEO to execute the required documents to claim LCTOP funds would positively impact the agency's budget by making \$24.7 million available to support the operation of Metro Rail service.

Impact to Budget

Claiming LCTOP funds will have a positive impact on the FY18 budget, as LCTOP funds are scheduled to be disbursed to Metro in June 2018 for use in FY19.

ALTERNATIVES CONSIDERED

The Board may choose not to approve the resolution in Attachment A. Staff does not recommend this alternative because it would risk loss of Metro's FY 2017-18 LCTOP fund allocation amount of \$24.7 million.

NEXT STEPS

- March 30, 2018: Metro submits allocation request to Caltrans.
- June 1, 2018: Caltrans and Air Resources Board approve list of projects and submit to State Controller's Office
- June 30, 2018: State Controller's Office releases approved project amounts to recipients

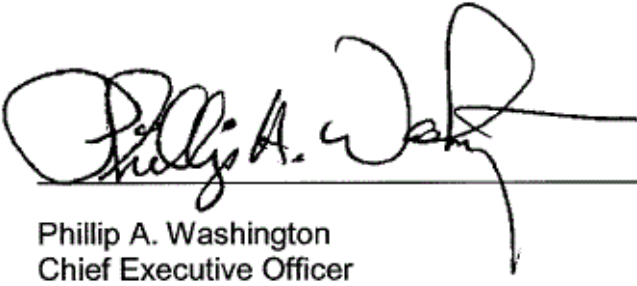
ATTACHMENTS

Attachment A - Resolution to Execute LCTOP Projects, Certifications and Assurances, and Authorized Agent Forms

Attachment B - Funding Table

Prepared by: Vince Lorenzo, Sr. Mgr., Transportation Planning, (213) 922-4320
Cosette Stark, DEO, Countywide Planning & Development, (213) 922-2822
Laurie Lombardi, SEO, Countywide Planning & Development, (213) 418-3251

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



Phillip A. Washington
Chief Executive Officer

Los Angeles County Metropolitan Transportation Authority

Board Resolution

**Authorization for the Execution of the Low Carbon Transit Operations Program
(LCTOP) Projects:**

Metro Gold Line Foothill Extension Phase 2A Operations - \$12,359,824

Metro Expo Line Phase 2 Operations - \$12,359,825

and

LCTOP Certifications and Assurances and Authorized Agent Forms

WHEREAS, the Los Angeles County Metropolitan Transportation Authority (Metro) is an eligible project sponsor and may receive state funding from the Low Carbon Transit Operations Program (LCTOP) for transit projects; and

WHEREAS, the statutes related to state-funded transit projects require a local or regional implementing agency to abide by various regulations; and

WHEREAS, Senate Bill 862 (2014) named the Department of Transportation (Department) as the administrative agency for the LCTOP; and

WHEREAS, the Department has developed guidelines for the purpose of administering and distributing LCTOP funds to eligible project sponsors (local agencies); and

WHEREAS, Metro wishes to implement the LCTOP projects listed above; and

WHEREAS, Metro wishes to delegate authorization to execute these documents and any amendments thereto to the Chief Executive Officer (CEO), or his designee; and

NOW, THEREFORE, BE IT RESOLVED by the Board of Directors of the Los Angeles County Metropolitan Transportation Authority that the fund recipient agrees to comply with all conditions and requirements set forth in the Certification and Assurances and the Authorized Agent documents and applicable statutes, regulations and guidelines for all LCTOP funded transit projects.

NOW THEREFORE, BE IT FURTHER RESOLVED that the CEO or his designee is authorized to execute all required documents of the LCTOP program and any Amendments thereto with the California Department of Transportation.



Metro

Los Angeles County
Metropolitan Transportation Authority

NOW, THEREFORE, BE IT RESOLVED by the Board of Directors of the Los Angeles County Metropolitan Transportation Authority that it hereby authorizes the submittal of the following project nominations and allocation requests to the Department in FY 2017-18 LCTOP funds:

Project Name: Metro Gold Line Foothill Extension Phase 2A

LCTOP Funds Requested: \$12,359,824

Description: 1 year operations of Metro Gold Line Foothill Extension Phase 2A service. The project adds six new light rail transit stations, five of which are located within neighborhoods designated as DACs and/or low-income communities per AB 1550 criteria. The project improves mobility for passengers living in these communities by providing direct, safe and reliable transit service to major employment centers in Pasadena, South Pasadena and Downtown Los Angeles.

Project Name: Metro Expo Light Rail Line Phase 2

LCTOP Funds Requested: \$12,359,825

Description: 1 year operations of Metro Expo Light Rail Line Phase 2 service. The project adds seven new light rail transit stations, five of which are located in, or adjacent to neighborhoods designated by AB 1550 as disadvantaged and/or low-income communities. This project improves access to residents of those neighborhoods by providing direct transit service to major employment centers in Santa Monica and West Los Angeles.



Los Angeles County
Metropolitan Transportation Authority

Metro

CERTIFICATION

The undersigned, duly qualified and acting as the Secretary of the Los Angeles County Metropolitan Transportation Authority, certifies that the foregoing is a true and correct representation of the Resolution adopted at a legally convened meeting of the Board of Directors of the Los Angeles County Metropolitan Transportation Authority held on Thursday, March 22, 2018.

Michelle Jackson
LACMTA Secretary

Dated:

(SEAL)



Los Angeles County
Metropolitan Transportation Authority

Metro

FUNDING TABLE

FY19 Metro Gold Line Foothill Extension & Metro Expo Line Phase 2 Operations

Project Cost \$	\$64,700,000
Cost Type	Estimated Cost

Revenue

Funding Source	Type	Amount	Status
Federal	Federal Congestion Mitigation and Air Quality Improvement (CMAQ) Grant	\$33,303,500	Committed
State	Cap & Trade LCTOP	\$24,719,649	Approved
Local	Fare Revenue	\$3,338,426	Planned
	Metro Local	\$3,338,425	Planned
Total Revenue		\$64,700,000	

**Board Report**

File #: 2018-0088, **File Type:** Oral Report / Presentation**Agenda Number:** 31.

**PLANNING AND PROGRAMMING COMMITTEE
MARCH 14, 2018****SUBJECT: EASTSIDE TRANSIT CORRIDOR PHASE 2 STATUS
UPDATE****ACTION: RECEIVE ORAL UPDATE****RECOMMENDATION**

RECEIVE oral status update on Eastside Transit Corridor Phase 2.

DISCUSSION**Eastside Transit Corridor Phase 2 Project History**

The Eastside Transit Corridor Phase 2 environmental study was initiated in 2007 with the Alternatives Analysis (AA) study in which 47 alternatives were studied. Through technical analysis and community input, the 47 alternatives were narrowed down to four Build alternatives in addition to the No Build and the Transportation Systems Management (TSM). The four Build alternatives were carried into an AA Addendum where additional technical screening was carried out. In 2009, the Board authorized staff to carry forward into the Draft EIS/EIR phase with the No Build, the TSM and two Build alternatives, SR 60 Light Rail Transit (LRT) and Washington Blvd LRT.

The Draft EIS/EIR phase was initiated in 2010. In addition to the No Build and TSM, two Build alternatives, SR 60 and Washington Blvd, were analyzed. To address technical issues, the SR 60 North Side Design Variation (SR 60 NSDV) was added. These alternatives were analyzed in coordination with the Federal Transit Administration (FTA) and the Project's cooperating agencies. The DEIS/DEIR was released for an extended public comment period from August 22, 2014 through October 21, 2014.

In November 2014, the Board received the Eastside Transit Corridor Phase 2 DEIS/DEIR and approved carrying forward two build alternatives - the SR 60 NSDV Alternative and the Washington Boulevard Alternative - into further study. Staff was directed to address comments received from cooperating and public agencies, identify an alternative to the Washington Boulevard Garfield Alternative aerial alignment, and analyze the feasibility of operating both alternatives. At the July 2015 meeting, the Board approved a contract modification to undertake this work including community outreach to support the Technical Study.

At the May 2017 meeting, the Board received the findings of the Technical Study and approved an updated Project Definition to include three (3) Build Alternatives:

- SR 60 North Side Design Variation (NSDV) Alternative,
- Washington Boulevard Alternative with Atlantic Boulevard below-grade option, and
- Combined Alternative defined as full build-out of the SR 60 NSDV and Washington Boulevard alignments.

Current Status

Measure M allocates \$6 billion to the Eastside Transit Corridor Phase 2 Project. Funding for this project, per Measure M's funding schedule, has been programmed in two cycles. Cycle 1 allocates \$3 billion in 2029, with an opening date of 2035 and Cycle 2 allocates \$3 billion in 2053, with an opening date of 2057. One alignment has also been identified as an aspirational project schedule in the Twenty-Eight by '28 project list.

The purpose of the draft environmental process is to identify the potential benefits and impacts of a project and to carry out the technical analysis to form the basis for the selection of a Locally Preferred Alternative (LPA). It is the LPA which is then carried forward for final environmental clearance. To this end, procurement is underway to allow environmental work, that was previously put on hold, to continue.

Staff has developed the scope of services for three separate contracts to undertake the continuing project work: Supplemental/Reinitiated DEIS/DEIR, supporting Advance Conceptual Engineering (ACE) and Outreach services. This work is necessary as the project definition now includes elements that were not analyzed or engineered during the DEIS/DEIR phase. Status of each contract is as follows:

- Supplemental/Reinitiated DEIS/DEIR: Contract Modification to the existing CDM Smith/AECOM Joint Venture Contract under negotiations;
- Advanced Conceptual Engineering: Request for Proposals was released February 27, 2018; and
- Outreach: Request for Proposals will be released to the On-Call Communications Bench this month.

Staff anticipates returning to the Board early summer to award the environmental and ACE contracts.

Attachment A - Project Area Map

Prepared by: Laura Cornejo, DEO, Countywide Planning & Development, (213) 922-2885
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Eastside Transit Corridor Phase 2 LRT Build Alternatives

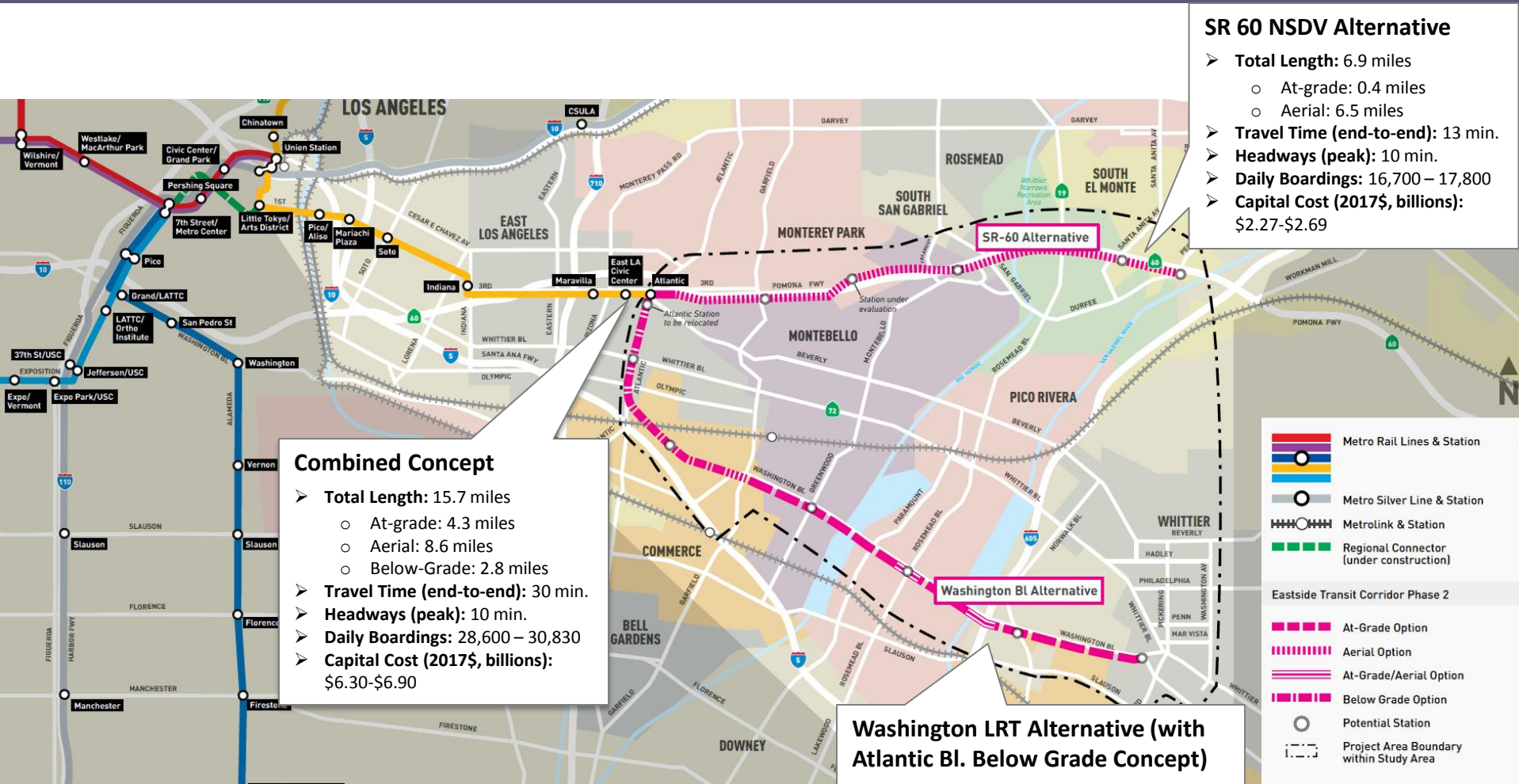


Eastside Transit Corridor Phase 2

March 2018



Project Alternatives



SR 60 NSDV Alternative

- **Total Length:** 6.9 miles
 - At-grade: 0.4 miles
 - Aerial: 6.5 miles
- **Travel Time (end-to-end):** 13 min.
- **Headways (peak):** 10 min.
- **Daily Boardings:** 16,700 – 17,800
- **Capital Cost (2017\$, billions):** \$2.27-\$2.69

Combined Concept

- **Total Length:** 15.7 miles
 - At-grade: 4.3 miles
 - Aerial: 8.6 miles
 - Below-Grade: 2.8 miles
- **Travel Time (end-to-end):** 30 min.
- **Headways (peak):** 10 min.
- **Daily Boardings:** 28,600 – 30,830
- **Capital Cost (2017\$, billions):** \$6.30-\$6.90

Washington LRT Alternative (with Atlantic Bl. Below Grade Concept)

- **Total Length:** 8.8 miles
 - At-grade: 3.9 miles
 - Aerial: 2.1 miles
 - Below-Grade: 2.8 miles
- **Travel Time (end-to-end):** 17-18 min.
- **Headways (peak):** 10 min.
- **Daily Boardings:** 19,610 – 21,070
- **Capital Cost (2017\$, billions):** \$4.24-\$4.40

Legend

- Metro Rail Lines & Station
- Metro Silver Line & Station
- Metrolink & Station
- Regional Connector (under construction)

Eastside Transit Corridor Phase 2

- At-Grade Option
- Aerial Option
- At-Grade/Aerial Option
- Below Grade Option
- Potential Station
- Project Area Boundary within Study Area

Project History

2007

- Initiated Alternatives Analysis

2010

- Initiated DEIS/R phase

2014

- Released the DEIS/R for public comment
- Board action to carry two alternatives forward and conduct additional Technical Study

2017

- Board received findings of Technical Study
- Updated Project Definition to include three build alternatives

Project Funding

- Per Measure M- \$6 billion in two funding cycles
 - \$3b in 2029
 - \$3b in 2053
- Identified as an aspirational project schedule in Twenty-Eight by '28

Current Procurement Status

- Supplemental DEIS/R- Contract Modification to the existing CDM Smith/AECOM Joint Venture Contract under negotiations
- Advanced Conceptual Engineering- Request for Proposals was released February 27, 2018
- Outreach- Request for Proposals will be released to the On-Call Communications Bench this month