

Metro

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



Agenda - Final

Wednesday, April 13, 2016

2:00 PM

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

Planning and Programming Committee

Mike Bonin, Chair

Sheila Kuehl, Vice Chair

James Butts

Jacquelyn Dupont-Walker

Hilda Solis

Carrie Bowen, non-voting member

Phillip A. Washington, Chief Executive Officer

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

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

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

CALL TO ORDER

ROLL CALL

8. APPROVE Consent Calendar Item: 9

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

CONSENT CALENDAR

9. RECEIVE AND FILE the **Regional Rail Update through March 2016.**

[2016-0256](#)

Attachments: [Attachment A - Regional Rail Capital Projects Status Report](#)
[Attachment B - Metrolink Ridership Performance Trends](#)
[Attachment C - LOSSAN Map](#)
[Attachment D - LOSSAN Corridor Trends](#)

NON-CONSENT

10. AUTHORIZE the Chief Executive Officer (CEO) to award a 30-month firm fixed price Contract No. AE469080015383, to CH2M Hill Inc. in the amount of \$30,975,446 for **Architecture and Engineering (A&E) services for Plans, Specifications and Estimate (PS&E) for I-5 North Managed Lanes.**

[2015-1729](#)

Attachments: [Attachment A - Procurement Summary](#)
[Attachment B - DEOD Summary](#)
[Attachment C - I-5 North HOV](#)

11. **WITHDRAWN:** ~~AUTHORIZE the Chief Executive Officer (CEO) to award a one-year firm fixed price Contract No. AE470670022889 to Cityworks-Design in the amount of \$1,905,359 for the **Rail to Rail Active-Transportation Corridor Environmental Review, Clearance and Design - Segment A Project.**~~

[2016-0116](#)

12. AUTHORIZE the Chief Executive Officer to award a 36-month cost plus fixed fee Contract No. AE476110012334, to Michael Baker International, Inc. in an amount not to exceed \$7,762,669 for **Architectural and Engineering (A&E) services for the preparation of the Project Approval and Environmental Document (PAED) on Westbound SR-91, from Shoemaker Avenue to the I-605/SR-91 Interchange.**

[2016-0123](#)

Attachments: [Attachment A - Procurement Summary.pdf](#)
[Attachment B - DEOD Summary.pdf](#)
[Attachment C - Location Map](#)

13. CONSIDER:

[2016-0162](#)

- A. ADOPTING findings of the **Environmental Analysis for the Metro Countywide Bike Share Phase I Pilot in Downtown Los Angeles (DTLA Pilot)** that the project qualifies for a CEQA Categorical Exemption under the Section 15303 (Class 3) New Construction or Conversion of Small Structures exemption (Attachment A);
- B. AUTHORIZING staff to file the **Notice of Exemption for the DTLA Pilot**; and
- C. ADOPTING findings of the **Title VI and Environmental Justice Analysis for the DTLA Pilot** that no Disparate Impact and no Disproportionate Burden associated with the project (Attachment B).

Attachments: [Attachment A - Categorical Exemption Analysis](#)
[Attachment B - Equity Analysis Methodology and Results](#)
[Presentation](#)

14. AUTHORIZE the Chief Executive Officer (CEO) to enter into a **Funding Agreement (FA) for the West Santa Ana Branch Transit Corridor - Sustainable Transit Oriented Communities Predevelopment and Planning Activities (Operation Shovel Ready) with the Gateway Cities Council of Governments (COG), to be led by the Eco-Rapid Transit Joint Powers Authority (JPA)** for near-term project activities in response to the Metro Board February 2016 directive, in an amount not-to-exceed \$230,800.

[2016-0209](#)

Attachments: [Attachment A - February 25, 2016 Board Motion, Item# 32.1](#)
[Attachment B - Letters of Support](#)
[Attachment C - WSAB Transit Corridor Study Area Map](#)
[Attachment D - January 15, 2014 Board Motion](#)

15. CONSIDER: [2016-0231](#)

- A. APPROVING the revised Resolution in Attachment A that authorizes the Chief Executive Officer (CEO) or his designee to claim \$16,825,598 in fiscal year (FY) 2015-16 **Low Carbon Transit Operations Program (LCTOP) grant funds for one year of Gold Line Foothill Extension Phase 2A operations and one year of Expo Line Phase 2 operations**; and
- B. APPROVING the Resolution in Attachment B that certifies that Metro will comply with the LCTOP Certification and Assurances and the Authorized Agent requirements, and authorizes the CEO or his designee to execute all required documents and any amendments with the California Department of Transportation.

Attachments: [Attachment A - Resolution to Execute LCTOP Projects](#)
[Attachment B - Resolution to Execute LCTOP Certifications and Assurances](#)

16. CONSIDER: [2016-0252](#)

- A. SUPPORTING the establishment of the proposed **Hollywood Western Business Improvement District (“BID”) in the City of Los Angeles** and the resulting assessments on properties within the District boundaries owned by Metro; and
- B. AUTHORIZING the Chief Executive Officer or his delegate to sign any necessary petition and cast any subsequent ballots in support of the BID and property assessments.

Attachments: [Attachment A - Arts District Los Angeles Business Improvement District Bounda](#)
[Attachment B - Evaluation of Hollywood Western BID Benefit to Metro](#)
[Attachment C - Summary of Metro-Owned Parcels](#)

Adjournment

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



Board Report

File #: 2016-0256, **File Type:** Informational Report

Agenda Number: 9

**PLANNING AND PROGRAMMING COMMITTEE
APRIL 13, 2016**

SUBJECT: REGIONAL RAIL UPDATE

ACTION: RECEIVE AND FILE THE REGIONAL RAIL UPDATE THROUGH MARCH 2016

RECOMMENDATION

RECEIVE AND FILE the **Regional Rail Update through March 2016**.

ISSUE

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

DISCUSSION

LACMTA is the largest member agency for the Southern California Regional Rail Authority (SCRRA), the operator of the Metrolink commuter rail network. Metrolink carries approximately 42,000 riders per day throughout the southern California Region.

LACMTA is a member of the Los Angeles - San Diego - San Luis Obispo (LOSSAN) Rail Corridor Agency. This Joint Powers Authority (JPA) coordinates the passenger rail services of the three carriers (Amtrak, Metrolink, and COASTER) within this intercity rail corridor.

LACMTA is instrumental in the planning and coordination efforts within the County of Los Angeles for the future high speed rail program connecting northern California to southern California. Staff is involved with regional and statewide groups working to develop integrated passenger rail service in the state.

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

The Regional Rail unit has 11 capital improvement projects that it is actively managing. These

projects range from planning studies to the design of capacity and safety related projects.

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

This project will add a new Metrolink station on the Antelope Valley Line, to provide better access to the Bob Hope Airport. This project was delayed due to coordination regarding the funding grant.

Procurement for the construction of the Project is underway. The Invitation for Bids (IFB) was issued on March 14, 2016. Notice to Proceed is anticipated in May 2016. Staff is seeking options to accelerate this project.

- Bob Hope Airport Pedestrian Grade Separation, Ventura Line

This project will construct an elevated walkway to enhance safety and directly link the existing station to the airport. In March 2015 the Metro Board awarded the design contract. Notice to Proceed was issued in April 2015. Staff is working closely with Burbank/Bob Hope Airport staff in the development of the project. The project design is at the 65% level but has been delayed a month due to stakeholders delay in providing comments on the 65% submittal. Once the 65% comments are addressed the 90% design package will be issued. There are no adverse impacts to the project as a result of extending the review time by one month.

A public outreach meeting was held on March 16 at the Burbank Airport to seek public input. The meeting was attended by over 30 people. Staff is coordinating with Burbank/Bob Hope Airport, Amtrak, Caltrans, LOSSAN, City of Burbank, Metrolink, Union Pacific, and utility owners to identify potential issues early on in the project.

- Brighton to Roxford Double Track

This project will double track 10.95 miles of the Antelope Valley Line between Burbank and Sylmar. Once completed, Metrolink will be able to significantly improve on time performance and operational reliability on the Antelope Valley Line. This project includes construction of three new railroad bridges, modification of 15 at-grade crossings, and modifications to three stations, including possible pedestrian grade separations. The project will be designed to be compatible with the potential future high speed rail alignment. Once completed, there will be continuous double track between Los Angeles Union Station and CP Balboa, in the Sylmar area.

The Metro Board awarded the contract for design on July 23, 2015. Notice to Proceed (NTP) was issued on September 1, 2015. The consultant is currently working on Phase-1 (Environmental Clearance and Preliminary Engineering). The utility notification letters have been sent out to impacted utility companies and development of the aerial base map has been initiated. The concept plan drafts and cost estimates for the 3 bridges (Hollywood Way, Tujunga Wash, & Pacoima Wash) and project definition reports for Bob Hope Airport / Hollywood Way Station, and Sylmar / San Fernando Station were submitted; the consultant has also initiated design of track plans/profiles and grade crossings.

Doran Street and Broadway/Brazil Safety and Access Project

The Doran Street grade crossing has been identified by the California Public Utilities Commission as one of the most hazardous crossings on the Metrolink system. This project grade separates the crossing and enhances safety and mobility into the area. The project is currently in the Alternative

Analysis (AA) phase.

A Project Study Report Equivalent (PSRE) was completed in April 2014. The locally preferred Alternative 2 was approved by the Board in June 2015. This approval required Metro Staff to replace the proposed Fairmont Connector option near the Doran crossing with an option that meets the needs of the community. Metro staff is working with the design consultants and the cities of Glendale and Los Angeles to study options for a solution. Metro staff will report back to the Board with results of findings from deliberations with all stakeholders and designers. Meetings have begun with property owners affected by the project. A contract amendment was issued to the Contractor in September 2014 to complete the engineering of the interim condition at Doran Street. This one - way westbound configuration will be in place through the development of the grade separation. Meetings have been conducted with emergency responders and the CPUC and a consensus has been reached on the design of the crossing. On December 7, a California Environmental Quality Act (CEQA) notice of exemption was filed with the Los Angeles county Clerk's office for the interim one-way westbound construction for Doran Street. The general order (GO-88B) application to modify the existing Doran Street rail crossing was submitted to the California Public Utilities Commission (CPUC) in December, 2015. Metro will begin the construction procurement process in middle 2016 and anticipates that construction of the interim one - way westbound configuration will commence in late 2016. Staff are presently assessing any impact on this project related to the March 2016 board motion.

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

This is a comprehensive grade crossing and corridor safety program. This project will analyze 110 at-grade crossings and 160 miles of LACMTA owned and Metrolink operated right-of-way. A strategy for the development of enhancements to the at-grade crossings and the railroad corridors will be part of the work. The program will include recommendations for advancing grade crossings for grade separation. Work has begun in developing the methodology for the effort.

Meetings have begun with the cities to discuss the process. The intention is to meet with each individual city to discuss issues and to provide a framework for the work.

As part of the scope, the team is analyzing the available technology for safety and security at grade crossings and along the corridor. The initial finding from this work will be available in May.

- Raymer to Bernson Double Track

This project is currently on hold due to board motion.

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

A public meeting was held in April 2015 to discuss the project progress and to receive input from the community. A second public meeting with the community was held on August 25, 2015. Staff attended another community meeting with the Sherwood Forest Homeowners Association on September 16, 2015. Residents in the community have raised concerns about placing a second mainline track within Metro right-of-way abutting a residential area. Some of the concerns raised include noise and vibration, transport of oil cars by freight railroads and safety of trains on double tracks. Staff responded to the specific concerns received from the community with answers to frequently asked questions. This document was sent to the community in December. On December 2, Staff held two community meetings with the residents' local steering committee and the Sherwood Forest Homeowners association.

Metro met with the community on January 13, 2016. The results of the noise and vibration study as well as other information were shared with the community at this meeting. Staff will continue to inform the board of ongoing outreach efforts to the community.

In response to community requests, Metro hired a consultant to conduct field noise and vibration studies in October. The noise and vibration measurements were conducted at the home of ten volunteers near the Metro right of way in Northridge and at other locations along the railroad right of way in Glendale.

- The field noise and vibration studies showed:
- Existing train noise and vibrations are already high
- Highest noise levels found near crossing (train horns)
- Existing vibration levels exceed FTA criteria at some locations
- Readings consistent with earlier modeled estimates

In response to concerns of residents within the project limits, Metro has proposed a project re-configuration that avoids building the second mainline track at the residential neighborhood between Lindley Avenue and Balboa Boulevard. Metro is currently working with the design contractor to model and quantify the railroad operational benefits of the proposed re-configuration. The modeling and reporting of operational benefits will be completed by May 2016. Metro Staff will report results of the modeling to the Board as they are available. The other alternative is potentially to reallocate the funding. Staff will seek Board direction in due course.

- Rosecrans/Marquardt Grade Separation

This project will grade separate the existing at-grade crossing at the Rosecrans and Marquardt intersection in Santa Fe Springs. This crossing has been ranked No. 1 on the California Public Utilities Commission (CPUC) Section 190 list as the most hazardous crossing in the state. This project is related to the 14.7 mile triple track project that the BNSF Railway is constructing in the area. This project will allow the completion of the triple track project and adds capacity to the corridor. This will relieve a significant operational constraint in the corridor. Currently, there are 21 cumulative hours of traffic warning gate down time per week at this crossing.

The LACMTA Board awarded the contract in March 2015 and Notice to Proceed was issued on April 15, 2015. The consultant has completed the Alternative Development Report, Preliminary Environmental Study, aerial mapping, right-of-way mapping, as well as utility mapping. Public

outreach, including public workshops and city council meetings, has occurred with the cities of Santa Fe Springs, La Mirada, and Gateway Cities. Alternative 2 was approved by the City of Santa Springs in December 16, 2015, and by Metro Board on February 25, 2016. Notice of Exemption for the CEQA was filed on February 29, 2016. A community outreach public meeting was conducted on March 1, 2016.

Outreach has begun to the affected property owners. There are several properties that are impacted by this project. Metro is seeking appraisals of the properties and will quantify the results into the cost estimate.

The team is currently working on the Bridge Type Selection Report and the 35% bridge and retaining wall plans and estimate.

- Southern California Regional Interconnector Project (SCRIP)

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

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

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

The results of the Concourse study and the addition of high speed rail into the station have created a significant change to the project. In October 2015 the Metro Board approved the addition of high speed rail into LAUS with the understanding that an agreement had to be completed with the CHSRA. The addition, of HSR into the station has created significant impacts to the project, including the size and scope. This will require a complete environmental document where before it was determined that a supplemental of the previous document was adequate.

Staff is continuing to coordinate the development of SCRIP with the California High Speed Rail Authority (CHSRA). Regular meetings are occurring between the SCRIP team and the CHSRA about accommodating the high speed rail program into the footprint of Union Station. Modeling has been done that shows that this high speed rail can be incorporated into the Union Station rail yard. Discussions are underway as to what this would look like and other issues regarding the joint use of the yard. Further meetings will discuss this further. In February 2016, the CHSRA Board approved the allocation of \$15 million for a portion of the engineering costs associated with the project. In addition the Metro Board approved Contract Modification No. 3 for the Contractor that will complete the preliminary engineering and environmental work necessary for the project. Staff continues to work with the CHSRA on the necessary agreements regarding Union Station.

- Van Nuys Second Platform

Currently, there is only one single side platform serving the two main line tracks at the Amtrak/Metrolink Van Nuys station. A center platform will be constructed, along with a pedestrian underpass to the platform, providing safe access to both main tracks. Preliminary engineering and environmental work are complete. In December 2013 LACMTA received an allocation of \$4M from the CTC for final design. Final design started in July 2014 and ready for bid documents were completed in November 2015.

In January 2016, the CTC allocated \$30.5M to Metro to construct the Van Nuys Station. Metro anticipates construction will start in fall 2016. Subject to board approval, staff is working with Metrolink to investigate the feasibility of transferring construction of the station to Metrolink.

- Lone Hill to CP White Second Track

The work will add a second track in this segment of the San Bernardino Line. That line is currently 70% single track. This project will help to alleviate a bottle neck and create operational efficiency in the corridor.

The Board awarded the contract for the environmental and preliminary engineering necessary to advance the project. This project is being led by a small business prime. The project should kick off in mid-April 2016.

Metrolink Commuter Rail

Metro's Ad Hoc Regional Rail Committee requested an action plan from Metrolink to address on-time performance on the San Bernardino. Metrolink has said that they are working on this plan.

Metrolink Financial Update

- FY 2014-2015 CAFR and Audit

Metro received the FY 2014-2015 CAFR and single audit results from Metrolink on March 9, 2016. This information was due in December 2015 despite Metro auditors (Simpson & Simpson) and staff making several attempts to obtain the information timely. Metro auditors and Metro staff are currently reviewing these reports.

Simpson & Simpson began field work for the FY 2014-15 Metro audit of Metrolink on March 14, 2016, and will keep Metro staff informed of their progress.

- \$18 Million Loan

Metrolink's internal audit department performed an audit on the Proposition 1B CTSGP funds designated to repay Metro the \$18 million loan. The audit findings determined that Metrolink comingled these grant funds with Metrolink's operating funds. Metrolink's auditor's also concluded that they could not determine if Metro's \$18 million loan was used exclusively for the Option #4 rail car purchase. To alleviate this from happening in the future, Metrolink management will establish a separate bank account for future loans. Lastly, Metrolink stated that they have exhausted the CTSGP funds. Phil Washington and Metro staff questioned the source of the \$18 million repayment

and whether Metro will be paying itself back by using operating funds.

Metro received a repayment plan from Metrolink on January 27, 2016, outlined as follows:

\$5 million on or before March 31, 2016
\$5 million on or before May 31, 2016
\$1 million on or before August 31, 2016
\$1 million on or before November 30, 2016
\$1 million on or before February 28, 2017
The balance on or before June 30, 2017

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

- Metrolink Invoices and Billing Issues

Since the Metro board approved staff's recommendation to withhold rehabilitation and renovation funding for FY 2015-16, Metrolink has made very little progress in submitting invoices to draw down on the \$30M plus existing backlog of funding nor has Metro received consistent or timely quarterly reporting as required pursuant to the terms of our executed MOU with Metrolink. Staff will continue to meet with Metrolink management to resolve this issue and utilize previously approved funding for priority projects.

- Metrolink Ridership and Revenues for FY 2015-16

For the first quarter of FY 2015-16 (July thru September) Metrolink ridership was 1% above budget. Revenues were 2.5% below budget. Much of this revenue loss is attributable to the Antelope Valley Line, which has seen a drop in revenue of \$444K due to the AVL 25% fare reduction program.

- Antelope Valley Line

The Antelope Valley Line 25% fare reduction program has been successful in attracting riders to the Metrolink system. The results through December show that the ridership is up 19% over the previous year and the revenues are down only 9%.

The 100% fare enforcement program has also been successful. The L.A. County Sheriff's report that fare evasion is at 0.5% or lower. This is down from the estimated 3.5% prior to the program.

- LOSSAN Intercity Rail (Amtrak Pacific Surfliner)

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

Amtrak Pacific Surfliner intercity rail service increased during the second quarter of FY 2015-16 by 3.7% compared to the prior year. Revenues on the Pacific Surfliner were up 2.4% compared to the prior year. This is favorable compared to Amtrak nationwide, which saw declines in ridership in revenues for second quarter of FY 2015-16. See Attachment D for more detail.

The LOSSAN Joint Powers Authority (JPA) continues to transition management of the Pacific Surfliner from the State to local control. LOSSAN is in the process of hiring staff and working to

implement a coordinated marketing and awareness campaign for 2016.

- High Speed Rail

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

The Supplemental Alternative Analysis work is underway on the Burbank to Palmdale and Burbank to Anaheim segments in L.A. County. The California High Speed Rail Authority (CHSRA) is evaluating an alternative that partially includes LACMTA owned right-of-way as well as one that takes a more direct route between Palmdale and Burbank. LACMTA is developing the Brighton to Roxford Double Track Project in a manner that would be usable under any high speed rail scenario for this corridor. This will minimize or eliminate throw away work.

The Draft 2016 Business Plan has been released by the CHSRA. This Plan has redefined the Initial Operating Segment (IOS) to be between the Central Valley north to San Jose. This is a departure from the previous plans that showed the IOS to be between the Central Valley and Burbank. In addition, the plan discussed an investment of \$4 billion dollars into southern California in advance of high speed rail. Staff is reviewing the Business Plan and will be providing comments to the CHSRA.

NEXT STEPS

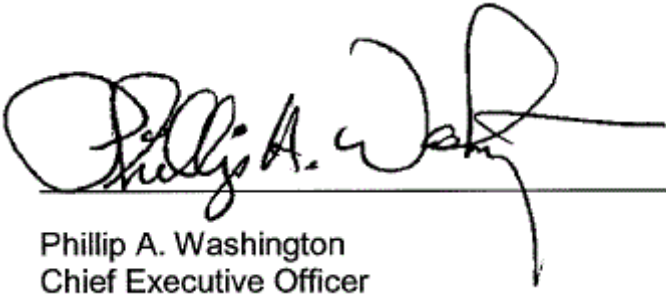
- Continue to develop the projects defined in Attachment A1
- Develop projects for funding under the High Speed Rail MOU.

ATTACHMENTS

Attachment A-1 - Regional Rail Capital Projects Status Report
Attachment A-2 - Regional Rail Capital Projects Budget
Attachment B - Metrolink Ridership Trends
Attachment C - LOSSAN Corridor Map
Attachment D - LOSSAN Corridor Trends

Prepared by: Don Sepulveda, Executive Officer, (213) 922-7491

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



Phillip A. Washington
Chief Executive Officer

**ATTACHMENT A
REGIONAL RAIL PROJECTS AND PROGRAMS
PROGRESS UPDATE AS OF March 2016**

No.	Project	Description	Estimated Timeline	Estimated Cost	Funding		Status
					Source	Amount	
1	Bob Hope Airport/Hollywood Way Station <i>Env/Eng Design & Construction (2)</i>	Adds a new station on the Antelope Valley Line at Hollywood Way. The purpose of siting a station at this location would be to accommodate commuter rail and to provide a vital train to plane connection.	Env: 08/13 – 02/14 PS&E: 02/14 – 01/15 Const: 04/16 – 11/16	\$8.4M	Measure R 3% STURRA (BHA)	\$2M \$1.75M	Environmental work and design are complete. Project is out to bid.
2	Vincent Grade/Acton Station Second Platform and Vincent Siding Extension <i>Env/Eng Design and Construction</i>	Extend the existing Vincent Siding by 4000 feet, and add a second side platform at the Vincent Grade/Acton Station. Provides for more freight and passenger train throughput.	PS&E: 11/13 - 05/14 Const: 05/15-07/16	\$17.4M	Measure R 3% TCIF Other	\$7.5M \$8.2M \$1.7M	Measure R 3% funds was approved by the MTA Board in 10/13. NTP for PS&E was issued in 11/13. PS&E was completed in 05/14. \$8.2M Prop 1B TCIF matching funds was programmed by the CTC in December 2014. SCRRA released the RFP for construction in February 2015. Bids came in higher than estimated. \$391,000 in additional Measure R funding pending Board approval. NTP was issued by May 2015.
3	Doran Street Grade Separation <i>Env/Eng Design and Construction (1)</i>	Grade separates Doran Street in the cities of Glendale and Los Angeles. Options that are being explored include grade separations that will allow the closure of one or two at-grade crossings.	Env.: 07/13 – 03/16 PS&E: 03/16 –03/17 Const.: 08/17 – 06/19	\$87M	Measure R 3% Prop 1A ARRA CHSRA & Other Sources TOTAL	\$6.6M \$45.0M \$15.8M \$19.6M \$87.0M	The Project is currently in the alternative analysis and Env. Clearance phase. The project study report was completed in March, 2015. Public outreach is ongoing. Interim improvements design is underway.
4	Van Nuys North Platform <i>Env/ Eng Design and Construction (1)</i>	Add a north platform to serve the two existing main tracks at the Van Nuys Station. Currently there are two main tracks served by a single side platform. This creates a bottleneck in the system. This project will allow both main tracks to be utilized for passenger rail operations at the station. A pedestrian undercrossing will be provided.	PS&E: 06/14 - 12/15 Const: 09/16-09/18	\$30.5M	Measure R 3% Prop 1B HSIPR	\$0.2M \$34.5M \$0.8M	The PE and Env. Clearance was completed in 07/13. The CTC allocated \$4M for the PS&E phase in 12/13. In 05/14, the MTA Board awarded the contract for the final design phase. NTP was issued in 06/14. Final design is complete.
5	Raymer to Bernson Double Track <i>Env/Eng Design and Construction (1)</i>	Adds 6.4 miles of second track between CP Raymer and CP Bernson. The second track will provide continuous double track service in L.A. County on the second busiest intercity passenger rail corridor in the country.	PS&E: 08/14 - 08/15 Const: TBD	\$102M	Prop 1B 15/16 STIP Measure R 3% HSIPR	\$16.8M \$63.5M \$0.4M \$1.6M	The PE and Env. Clearance phase was completed in 03/14. In 01/14, the CTC allocated \$6.5M for the PS&E phase. The MTA Board awarded the contract for the final design phase in 06/14. NTP will be issued in 08/14. Programmed funds total \$82.3M. Source of remaining \$5.7 is TBD. Final design and public outreach are ongoing. 90% plans have been submitted and reviewed.

**ATTACHMENT A
REGIONAL RAIL PROJECTS AND PROGRAMS
PROGRESS UPDATE AS OF March 2016**

No.	Project	Description	Estimated Timeline	Estimated Cost	Funding		Status
					Source	Amount	
6	Southern California Regional Interconnector Project (SCRIP) <i>Env/Eng Design and Construction (1,2)</i>	Creates run-through tracks at LAUS. Increases station capacity by 40% - 50% and significantly reducing greenhouse gas emissions by reducing the number of idling trains in the station.	Env.: 05/14 – 09/17 PS&E: TBD Const.: TBD	\$2.4B	Measure R 3% Prop 1A ARRA TOTAL TBD	\$4M \$175M \$16.2M \$195.2M \$154.8M	In 04/14, the MTA Board approved a \$31 M contract award for the Env. clearance and Engineering phases. The Limited NTP for the Env. clearance and PS&E phase was issued in 05/14. Public outreach is ongoing.
7	Ramona Blvd, Citrus Avenue, CP Sonora Project	Crossing improvements at Ramona Blvd and Citrus Avenue on the San Bernardino Line and CP Soledad turnout replacement on the Antelope Valley Line. Crossing improvements will enhance safety, and the turnout improvement will increase train speed.	Env/PS&E: Summer 2015 Const.: Summer 2016	\$13.6175M	TCIF Measure R	\$5.6175M \$8M	Metro approval of Measure R funds occurred in February 2015. SCRRA acting on Metro's behalf, will seek TCIF funding from the CTC in May 2015.
8	San Bernardino Line Strategic Study (2)	Evaluation of the San Bernardino Line for strategic infrastructure improvements.	Study Comp. Date: 06/14	\$1M	Measure R 3%	\$1M	Draft final report was submitted in 06/14. SANBAG will reimburse MTA for 40% of the project cost. The Lone Hill to CP White Project was identified as a result of this study. Ridership modeling is being conducted and is anticipated to be complete in Spring 2015.
9	Rancho Vista Grade Separation Engineering	Grade separates Rancho Vista Blvd. at the Sierra Hwy/SCRRA/UP grade crossing and other crossing improvements in the City of Palmdale. Project is being led by the city of Palmdale and is underway.	PS&E: 04/13 – 04/15 Const: TBD	\$3.54M	Measure R 3% Federal Funds	\$3M \$0.54M	\$3M Measure R 3% was approved by the MTA Board in 09/12. The City of Palmdale also received \$0.54M Federal Demonstration Funds. PS&E is currently underway. Construction costs and schedule are TBD.
10	Bob Hope Airport Pedestrian Bridge <i>Env/Eng Design & Construction</i>	Provides an elevated pedestrian overcrossing connection between the Metrolink Bob Hope Airport Station and the Regional Intermodal Transportation Center (RITC).	RFP For PS&E November 2014 Board Approval: 03/15 NTP: 04/15	\$17.575M	Measure R PTMISEA ITIP	\$3.5M \$5.375 \$7M	A PSR was completed in 09/13. \$7M in ITIP funds was approved in 02/14. MTA Board approved \$3.5M in 06/14. NTP for final design was issued in April 15.
11	Rosecrans/Marquardt Grade Separation and Triple Track <i>Env/Eng Design & Construction</i>	Grade separates Rosecrans/Marquardt intersection with the BNSF Line in the City of Santa Fe Springs. The Project is related to the triple track project of the BNSF San Bernardino Subdivision.	RFP: 09/14 PS&E: 04/15 - 03/18 Const.: 03/18 - 03/20	\$110M	Measure R 20% BNSF Prop 1A	\$35M \$6-12M \$60M	Environmental clearance and final design were completed in 01/05. NTP for final design and environmental update services was issued in April 2015. Environmental work is underway.

**ATTACHMENT A
REGIONAL RAIL PROJECTS AND PROGRAMS
PROGRESS UPDATE AS OF March 2016**

No.	Project	Description	Estimated Timeline	Estimated Cost	Funding		Status
					Source	Amount	
12	Branford Street Crossing Improvements <i>Design & Construction</i>	Improvements to a crossing in the San Fernando Valley. The enhancements include: installation of pedestrian crossing gates, additional warning gates, roadway widening, and advanced timing preemption.	PS&E: Complete Const: In progress	\$2.85M	Measure R 3% HRCSA City Funds	\$1.325M \$1.325M \$0.2M	This Project was identified in the AVL Study. The PS&E was completed in 12/13. Construction is underway
13	Brighton to Roxford Double Track <i>Env/Eng Design & Construction (1,2)</i>	Double tracks the segment of the AVL between Burbank and Sylmar. Allows for the addition of HSR to the R/W.	Env: 07/15 – 07/16 PS&E: 07/16 – 01/18 Const.: 01/18 – 07/20	\$110M	Measure R 3% CHSRA Prop 1A Other Sources	\$3M \$55M \$52M	Project is currently part of the HSR Alternatives Analysis. MTA has requested to move ahead with the project separately. NTP for the environmental and design phase will be issued in July 2015.
14	Lone Hill to CP White Double Track <i>Env/Eng Design</i>	Add approximately 4 miles of double track between Lone Hill Avenue and CP White.	Env. RFP expected Summer 2015	\$3M	Measure R 3%	\$3M	This Project was identified in the SBL Study. \$3M for PE/Env. was approved by the MTA Board in 10/13. Project Study Report is being developed. The RFP for the Env. and PE phase will be issued in Summer 2015.
15	Station Needs Assessment (2)	Conduct a study of all Metrolink Stations in L.A. County to determine minimum standards for customer amenities.	Task Order: Spring 2015 NTP: 04/15	\$0.5M	Measure R 3%	\$0.5M	This will be a task order issued to the Regional Rail bench.
16	Project Study Reports (2)	Project Study Reports to define priority grade separations.	RFP: 03/15 NTP: 05/15	\$2M (assumes four reports)	Measure R 3%	\$2M	Target grade crossings will be determined with the L.A. County Grade Crossing and Corridor Safety Program. The RFP was issued in March 2015. NTP is anticipated to be released in May 2015.
17	L.A. County Grade Crossing and Corridor Safety Program (2)	Full analysis of Metro owned and Metrolink operated right-of-way for grade crossing enhancement priority and corridor safety measures.	RFP: 03/15 NTP: 05/15	\$2M (for first two task orders)	Measure R 3%	\$2M	Project is underway.
18	L.A. County Grade Separation Priority (2)	Will take the results of the Safety Program and advance grade separations through PS&E.	Part of Safety Program	\$500K (for prioritization)	Measure R 3%	\$0.5M	Will be part of the task for the L.A. County Grade Crossing and Corridor Safety Program.
19	Lancaster Station Expansion (2)	Expand the capacity at the Lancaster Station.	TBD	\$3M	Measure R 3%	\$3M	Pending City of Lancaster and City of Palmdale discussion of station work.

1 - Indicates project on the HSR regional MOU list.

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

**ATTACHMENT A
REGIONAL RAIL PROJECTS AND PROGRAMS
PROGRESS UPDATE AS OF March 2016**

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

SCRRA - METROLINK AVERAGE WEEKDAY PASSENGER TRIPS

ATTACHMENT B

THIRTEEN MONTH WINDOW - HOLIDAY ADJUSTED

1/1/2015

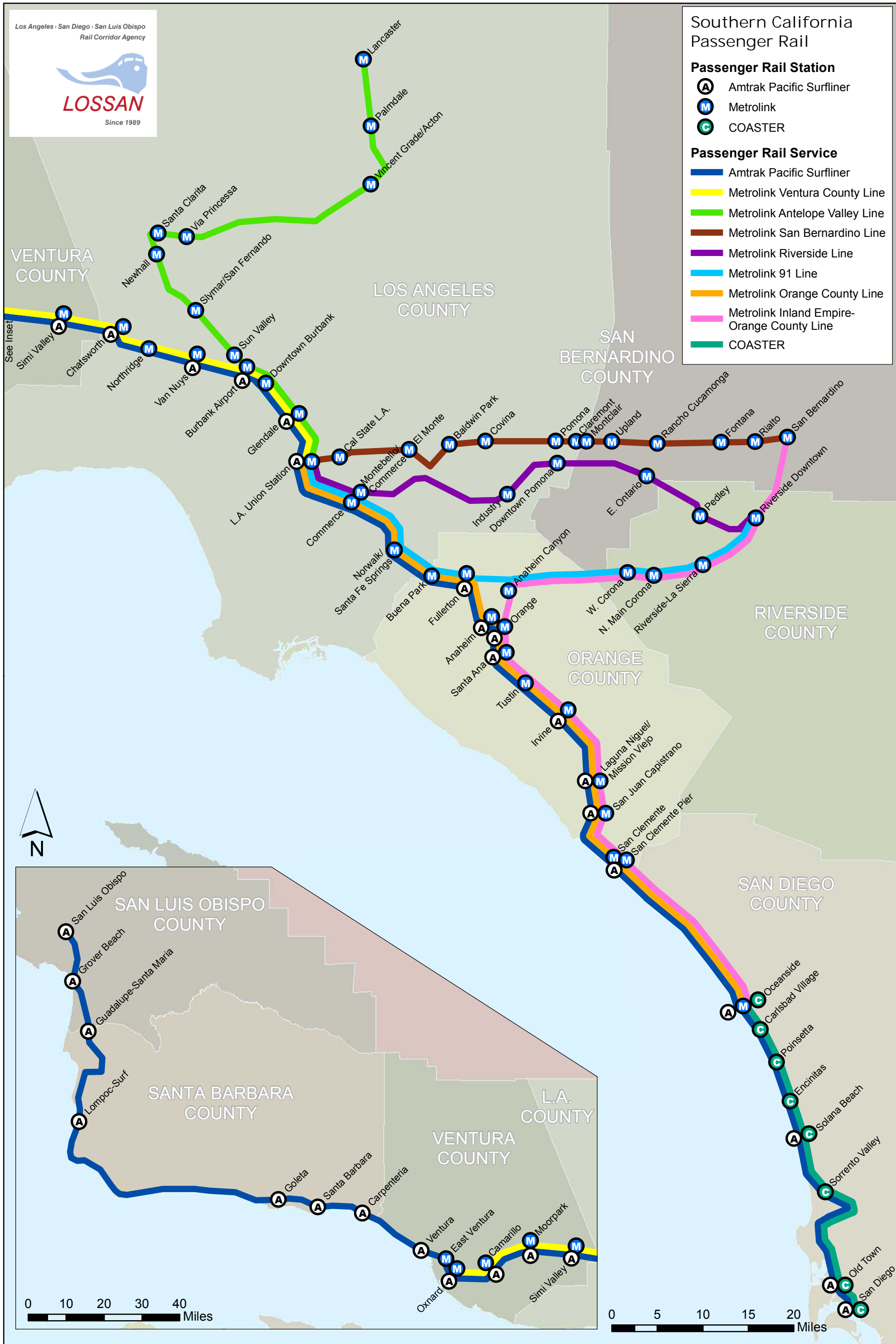
1/31/2016

	VENTURA COUNTY	ANTELOPE VALLEY	SAN BERNARDINO	RIVERSIDE	ORANGE COUNTY	INLAND EMPIRE / OC	RIV-FULL-LA	BURBANK TURNS	TOTAL SYSTEM	%Change Vs Prior Month
										0.0
Jan-15	3,609	5,537	10,812	4,752	7,837	4,641	2,405	487	40,080	0.0
Feb-15	3,647	5,628	11,184	4,781	8,067	4,831	2,607	502	41,247	2.9
Mar-15	3,803	5,667	11,113	4,828	8,073	4,873	2,499	517	41,372	0.3
Apr-15	3,720	5,725	11,385	5,074	8,668	4,783	2,624	453	42,432	2.6
May-15	3,617	5,765	11,377	4,809	8,623	4,867	2,978	405	42,442	0.0
Jun-15	3,682	5,878	10,848	4,726	8,450	4,679	2,491	377	41,131	-3.1
Jul-15	3,681	5,840	10,829	4,493	8,216	4,506	2,372	388	40,326	-2.0
Aug-15	3,673	5,912	10,692	4,656	8,265	4,512	2,432	412	40,555	0.6
Sep-15	3,738	6,182	10,713	4,636	8,475	4,669	2,548	414	41,375	2.0
Oct-15	3,640	6,315	11,434	4,752	7,819	4,777	2,808	413	41,957	1.4
Nov-15	3,632	6,307	11,550	4,589	7,855	4,495	2,733	391	41,552	-1.0
Dec-15	3,289	5,651	10,318	4,387	7,225	4,104	2,520	385	37,879	-8.8
Jan-16	3,378	5,574	10,590	4,572	7,539	4,509	2,790	403	39,354	3.9

% Change Dec-15 Jan-16	2.7	-1.4	2.6	4.2	4.3	9.9	10.7	4.6	3.9
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% Change Jan-16 Jan-15	-6.4	0.7	-2.1	-3.8	-3.8	-2.9	16.0	-17.2	-1.8
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Los Angeles – San Diego – San Luis Obispo Rail Corridor Map



ATTACHMENT D

LOSSAN Corridor Trends

October 2015 – December 2015

<u>Service</u>	<u>Ridership (total)</u>	<u>Ridership - Change from Previous Year</u>	<u>Revenue (total)</u>	<u>Revenue - Change from Previous Year</u>	<u>OTP (3 mo. avg)</u>
Pacific Surfliner	685,297	3.7%	\$ 17,693,795	2.4%	78.5%
Metrolink Ventura County Line	217,113	-14.8%	---	---	93.1%
Metrolink Orange County Line	521,790	-13.5%	---	---	93.6%
COASTER	339,828	-5.6%	---	---	93.2%
LOSSAN Total/Average	1,764,028	-7.6%	\$ 17,693,795	2.4%	89.6%

Amtrak Nationwide	7,868,218	-2.0%	\$ 572,636,355	-2.2%	78.5%
Capitol Corridor	384,878	3.3%	\$ 7,611,785	2.8%	94.2%
San Joaquin	291,406	-4.4%	\$ 9,781,877	-3.5%	84.1%
Coast Starlight	115,534	1.1%	\$ 10,397,545	-0.7%	64.1%

**Board Report**

File #: 2015-1729, **File Type:** Contract**Agenda Number:** 10

**PLANNING AND PROGRAMMING COMMITTEE
APRIL 13, 2016****SUBJECT: PLANS, SPECIFICATIONS AND ESTIMATE (PS&E) FOR I-5 NORTH MANAGED LANES****ACTION: APPROVE PROFESSIONAL SERVICES CONTRACT****RECOMMENDATION**

AUTHORIZE the Chief Executive Officer (CEO) to award a 30-month firm fixed price Contract No. AE469080015383, to CH2M Hill Inc. in the amount of \$30,975,446 for **Architecture and Engineering (A&E) services for Plans, Specifications and Estimate (PS&E) for I-5 North Managed Lanes.**

ISSUE

I-5 is an important interregional transportation and goods movement corridor. Sustained population increase in the northern part of the Los Angeles County and growth of international commerce through the southern California ports have caused escalating traffic demand on I-5, including container trucks, resulting in recurrent congestion on I-5 in North County. High Occupancy Vehicle (HOV) and truck lanes are proposed to be extended north of the State Route 14 (SR-14) interchange to ease congestion and provide enhanced mobility in the North County Sub-region.

DISCUSSION

Compared to general purpose freeway lanes, HOV lanes provide for higher passenger throughput. Therefore, HOV lanes are proposed on I-5 between the SR-14 interchange in Santa Clarita and Parker Road in Castaic to alleviate congestion and improve mobility along the corridor. The proposed project will extend the existing HOV lanes north by 14 miles.

In addition, the northbound truck lane is proposed to be extended from Weldon Canyon to Calgrove and the southbound truck lane is proposed to be extended from Weldon Canyon to Pico Canyon.

This project was originally initiated as a component of the Accelerated Regional Transportation Improvements (ARTI) Project. It is now pursued as an HOV lane to address the immediate needs of the north county region.

If managed/HOT lanes are justified in the early stages of design by July 31, 2016, an optional task to implement managed/HOT lanes in lieu of the proposed HOV lanes will be authorized. The managed/HOT lanes optional task is contingent upon confirmation of their feasibility in a traffic and revenue study currently being conducted by Metro.

DETERMINATION OF SAFETY IMPACT

The proposed action has no known adverse impact on safety of Metro's patrons, employees or users of the facility. Caltrans' highway safety standards are followed in the design of the proposed improvements and exceptions to the standards will be incorporated in accordance with Caltrans and Federal Highway Administration (FHWA) procedures.

FINANCIAL IMPACT

The funding of \$200,000 for this project is included in the FY16 budget in cost center number 4730, Highway Capital, under project number 460313.

Since this is a multi-year project, the cost center manager and Executive Director, Program Management will be responsible for budgeting the cost in future years.

Impact to Budget

The source of funds will be Measure R 20% Highway Funds. No other funds have been identified for the project. These funds are not eligible for bus and rail operating and capital expenditures.

ALTERNATIVES CONSIDERED

The Board may elect not to award and execute this contract. This alternative is not recommended as the HOV and truck lanes are needed to improve mobility in this congested corridor.

NEXT STEPS

Upon Board approval, staff will execute Contract No. AE469080015383 with CH2M Hill, Inc.

ATTACHMENTS

Attachment A - Procurement Summary

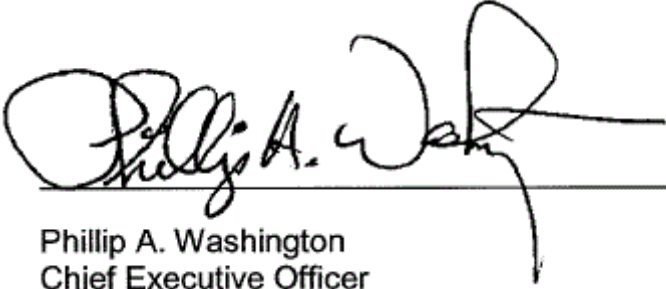
Attachment B - DEOD Summary

Attachment C - Project Location Map

Prepared by: Abdollah Ansari, Managing Executive Officer, (213) 922-4781

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

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



Phillip A. Washington
Chief Executive Officer

PROCUREMENT SUMMARY

**PLANS, SPECIFICATIONS & ESTIMATE (PS&E)
FOR I-5 NORTH MANAGED LANES/AE469080015383**

1.	Contract Number: AE469080015383	
2.	Recommended Vendor: CH2M Hill, Inc.	
3.	Type of Procurement (check one): <input type="checkbox"/> IFB <input type="checkbox"/> RFP <input checked="" type="checkbox"/> RFP-A&E <input type="checkbox"/> Non-Competitive <input type="checkbox"/> Modification <input type="checkbox"/> Task Order	
4.	Procurement Dates:	
	A. Issued: July 17, 2015	
	B. Advertised/Publicized: July 17, 2015	
	C. Pre-proposal/Pre-Bid Conference: July 29, 2015	
	D. Proposals/Bids Due: August 24, 2015	
	E. Pre-Qualification Completed: March 30, 2016	
	F. Conflict of Interest Form Submitted to Ethics: February 5, 2016	
	G. Protest Period End Date: April 26, 2016	
5.	Solicitations Picked up/Downloaded: 91	Bids/Proposals Received: 3
6.	Contract Administrator: Erika Estrada	Telephone Number: (213) 922-1102
7.	Project Manager: Abdollah Ansari	Telephone Number: (213) 922-4781

A. Procurement Background

This Board Action is to approve Contract No. AE469080015383 for Architectural and Engineering (A&E) services to provide the Plans, Specifications & Estimate (PS&E) design of new High Occupancy Vehicle (HOV) lanes along Interstate 5 (I-5) in each direction from State Route 14 to Parker Road.

This is an A&E qualifications based Request for Proposal (RFP) issued in accordance with Metro's Acquisition Policy and Procedure Manual and the contract type is firm fixed price. This solicitation includes an SBE/DVBE goal of 23%, inclusive of a 20% SBE goal and a 3% DVBE goal.

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

- Amendment No. 1, issued on August 4, 2015, provided the pre-proposal conference sign-in sheets, PowerPoint presentation, agenda and prevailing wage flyer, provided the SBE database link and SBE/ DVBE certification unit contact information, and updated SBE/DVBE lists and the planholders' list;
- Amendment No. 2, issued on August 10, 2015, provided responses to proposers questions, clarified number of years of experience required on Pro Form 55: List of Completed Projects, and extended the due date to August 24, 2015;

- Amendment No. 3, issued on August 11, 2015, updated GC-37-A indemnification provisions to include design and non-design professional provisions.

A pre-proposal conference was held on July 29, 2015, attended by 44 participants representing 42 companies. There were 16 questions asked and responses were released prior to the proposal due date.

A total of 91 firms downloaded the RFP and were included in the planholders' list. A total of three proposals were received on August 24, 2015.

B. Evaluation of Proposals/Bids

A Proposal Evaluation Team (PET) consisting of staff from Metro's Highway Program, California Department of Transportation's District 7, and the City of Santa Clarita's Department of Public Works was convened and conducted a comprehensive technical evaluation of the proposals received.

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

- | | |
|--|-----|
| • Project Understanding and Approach | 30% |
| • Team Qualifications | 25% |
| • Project Manager and Key Staff Qualifications | 25% |
| • Work Plan | 20% |

The evaluation criteria are appropriate and consistent with criteria developed for other, similar PS&E design procurements. Several factors were considered when developing these weights, giving the greatest importance to the project understanding and approach.

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

During September 16, 2015 through November 4, 2015, the PET completed its independent evaluation of the three proposals received. All three proposals were determined to be within the competitive range and are listed below in alphabetical order:

1. AECOM Technical Services, Inc.
2. CH2M Hill, Inc.
3. HNTB Corporation

During the interviews in November 2015, the firms' project managers and key team members had an opportunity to present each team's qualifications and respond to the PET's questions. In general, each team's presentation examined issues and, discussed how challenges will be resolved, identified potential community issues, addressed schedule reductions, and described their management plan to ensure efficiency, consistency, and accuracy and avoid delays and errors.

The final scoring, after interviews, determined CH2M Hill, Inc. to be the highest technically qualified firm. After receipt of technical analysis and audit findings, negotiations were completed in March 2016.

Qualifications Summary of Recommended Firm:

CH2M Hill, Inc. (CH2M) has the most significant experience within the project corridor, with Caltrans District 7, and the required stakeholders which is critical for successful project delivery. The proposed teams extensive experience includes the I-5 HOV and Truck Lane project from DR 14 to Parker Road, Caltrans District 7 subcontractor, I-5 Rye Canyon Interchange PS&E, I-5/SR126 Interchange PS&E, I-5 Best Management Practices, SR126/Commerce Center Drive Interchange Project Report & Environmental Document, I-5 Magic Mountain Parkway Interchange improvement bridge replacement and ramp reconfiguration, and I-5 Valencia Boulevard Interchange Reconstruction and Street Widening Project Report and PS&E bridge replacements and interchange improvements.

The proposal demonstrated the most thorough understanding of the project. The work plan discussed an Early Success Action Plan which identified initiation of critical tasks such as data collection, surveying, mapping and geotechnical work within the first quarter, and also included a detailed work breakdown structure to serve as a basis of cost and schedule control while enhancing communication and managing risk. CH2M's proposal and interview addressed deficiencies in the Project report and provided solutions without a negative impact (i.e. not demolishing one of the bridges along the corridor which could potentially have a significant savings). The proposed team clearly identified project risks related to Right-of-Way utilities, fact sheet approvals, construction impacts of prolonged projects in the corridor and the impacts it will have in the local community.

Overall, CH2M Hill, Inc.'s proposal strongly demonstrated project understanding, and presented a complete, technically qualified team that would be able to successfully deliver the PS&E.

A summary of the PET scores is provided as follows:

1	Firm	Average Score	Factor Weight	Weighted Average Score	Rank
2	CH2M Hill, Inc.				
3	Project Understanding and Approach	94.89	30.00%	28.47	
4	Team Qualifications	93.73	25.00%	23.43	
5	Project Manager and Key Staff Qualifications	93.07	25.00%	23.27	
6	Work Plan	94.00	20.00%	18.80	
7	Total		100.00%	93.97	1
8	AECOM Technical Services, Inc.				
9	Project Understanding and Approach	93.89	30.00%	28.17	
10	Team Qualifications	90.00	25.00%	22.50	
11	Project Manager and Key Staff Qualifications	90.00	25.00%	22.50	
12	Work Plan	90.00	20.00%	18.00	
13	Total		100.00%	91.17	2
14	HNTB Corporation				
15	Project Understanding and Approach	84.67	30.00%	25.40	
16	Team Qualifications	86.13	25.00%	21.53	
17	Project Manager and Key Staff Qualifications	85.47	25.00%	21.37	
18	Work Plan	89.50	20.00%	17.90	
19	Total		100.00%	86.20	3

C. Cost Analysis

The recommended price of \$30,975,446 has been determined to be fair and reasonable based upon Metro's Management and Audit Services (MAS) audit findings, an independent cost estimate, cost analysis, technical analysis, fact finding, and negotiations. Metro staff successfully negotiated a cost savings of \$3,342,402.

Proposer Name	Proposal Amount	Metro ICE	Negotiated
CH2M Hill, Inc.	\$34,317,848	\$30,410,484	\$30,975,446

D. Background on Recommended Contractor

The recommended firm, CH2M Hill, Inc. located in Englewood, Colorado, has been in business for 70 years and providing services in the fields of Program Management, Project Management, Design and Design-Build projects. CH2M Hill, Inc. has completed hundreds of transportation projects – from major investment studies, to planning efforts, to large-scale multi-modal corridor programs. CH2M Hill, Inc. offers a broad range of traffic data collection and traffic analysis capabilities with experience in developing and evaluating complex simulation models pertaining to transit systems, highway tunnels, freeway and arterial roadway networks, freight operations, interchanges, and tolling and queue priority systems. The firm has been working in the Los Angeles area for 30 years, with a local office in downtown Los Angeles.

The proposed team is comprised of staff from CH2M Hill, Inc. and 19 subcontractors (twelve SBE, four DVBE, and three non-SBE firms). The proposed project manager has 35 years of experience providing highway design, lead roadway design, quality management, and project management of more than 20 PS&E projects that have met Caltrans requirements for highway projects in California. The project manager has extensive knowledge and experience working with the project stakeholders identified in the statement of work.

DEOD SUMMARY

I-5 NORTH PLANS SPECIFICATIONS AND ESTIMATES/AE-15383

A. Small Business Participation

The Diversity and Economic Opportunity Department (DEOD) established a 23% goal inclusive of a 20% Small Business Enterprise (SBE) and 3% Disabled Veteran Business Enterprise (DVBE) goal for this solicitation. CH2M Hill exceeded the goal by making a 23.98% small business commitment, inclusive of a 20.57% SBE and 3.41% DVBE commitment.

Small Business Goal	20% SBE 3% DVBE	Small Business Commitment	20.57% SBE 3.41% DVBE
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	SBE Subcontractors	% Commitment
1.	AP Engineering & Testing	0.35%
2.	Martini Drilling Group	1.14%
3.	ACT Consulting Engineering	2.42%
4.	Arellano Associates	0.91%
5.	Civil Works Engineers	1.33%
6.	FPL and Associates	1.50%
7.	Guida Surveying	2.60%
8.	The Robert Group	0.11%
9.	Tatsumi and Partners	1.86%
10.	V & A Inc.	1.07%
11.	Wagner Engineering	0.88%
12.	WKE, Inc.	6.40%
	Total SBE Commitment	20.57%

	DVBE Subcontractors	% Commitment
1.	Calvada Surveying	0.93%
2.	Global Environmental Network	1.02%
3.	USA EPC Group	0.62%
4.	Virtek Company	0.84%
	Total DVBE Commitment	3.41%

B. Project Labor Agreement/Construction Careers Policy

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

C. Prevailing Wage Applicability

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

D. Living Wage Applicability

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

Attachment C – Project Location Map



**Board Report**

File #: 2016-0116, **File Type:** Contract

Agenda Number: 15.

**REGULAR BOARD MEETING
MAY 26, 2016**

SUBJECT: RAIL TO RAIL (RIVER) SEGMENT A PROJECT

ACTION: AWARD PROFESSIONAL SERVICES CONTRACT

RECOMMENDATION

AUTHORIZE the Chief Executive Officer (CEO) to award a one-year firm fixed price Contract No. AE470670022889 to Cityworks Design in the amount of \$2,003,317 for the **Rail to Rail Active Transportation Corridor Environmental Review, Clearance and Design - Segment A Project**.

ISSUE

In December 2015, a Request for Proposals (RFP) was released to acquire a professional service contract for the development of 30% design drawings and environmental review and clearance under the National Environmental Protection Act (NEPA) and the California Environmental Quality Act (CEQA), for the 6.4 mile section of Metro owned Harbor Subdivision rail right-of-way (ROW) in South Los Angeles also referred to as Rail to Rail or Rail to River Active Transportation Corridor Segment A. Board authorization to execute the contract is needed.

DISCUSSION

The Rail to Rail Active Transportation Corridor (ATC) - Segment A Project (Project) spans 6.4 miles along an east-west alignment from the future Metro Crenshaw/LAX Fairview Heights station at Florence Avenue and West Boulevard to just east of the existing Metro Blue Line Slauson station on the Metro owned Harbor Subdivision rail (ROW (Attachment C)). The Burlington Northern Santa Fe Railroad currently holds operating easements on the corridor. However, only very limited service exists on a portion of the ROW beyond the Segment A project limits.

The Project will improve multimodal connectivity in historically disadvantaged communities in South Los Angeles. The Project will link together three regionally significant north-south transit lines in Metro's system (the Crenshaw/LAX Light Rail Transit (LRT)), the Silver Line Bus Rapid Transit (BRT) located on the 110 Harbor Transitway, and the Blue Line LRT, increasing mobility options, and enhancing access to community-identified destinations locally and regionally.

The Project area is home to residential population density more than six times the county average. Over two-thirds of the area residents are minority; more than one-fifth of households within one half

(1/2) mile of the Project corridor do not own a vehicle; and over sixteen percent (16.8%) of area workers commute to work via public transit, bicycling, and/or walking. There are no bicycle facilities currently on or connecting directly to Slauson Avenue. Those cyclists using Slauson are cycling in constrained, unsafe on-street conditions, and competing with heavy and fast moving vehicular traffic. Reducing the high rate of both pedestrian and bicycle collisions and improving pedestrian crossings are key goals and benefits of the construction of the Project. Advancing project development will significantly improve transit safety and connectivity in several disadvantaged communities in South Los Angeles.

In October 2014, the Board directed staff to allocate funding in the amount of \$2.85 million to facilitate the environmental, design, and outreach efforts required to move the project forward, and to identify funding sources for construction of the project. In May 2015, the Board approved a Metro commitment of \$10.8 million in local funds to facilitate competitive match requirements authorizing staff to submit two grant applications. Subsequently, successful attainment of both the Caltrans Active Transportation Program and USDOT TIGER VII Discretionary Grant Program was achieved for the construction of Rail to Rail ATC, from the LAX/Crenshaw line to just east of the Blue Line.

In December 2015, a Request for Proposals (RFP) was released to acquire an architectural & engineering services contract for the development of 30% design drawings and environmental review and clearance under the NEPA and the CEQA, for the 6.4 mile section of Metro owned Harbor Subdivision rail ROW in South Los Angeles also referred to as Rail to Rail or Rail to River Active Transportation Corridor Segment A. Board authorization to execute the contract is needed.

Awarding this Contract will facilitate project advancement allowing the development of engineering and environmental clearances in order to meet key Project milestones and remain on schedule per Metro's grant commitments.

Public Outreach and Rail to River Segment B Alternatives Analysis

In December 2015, Requests for Proposals to acquire professional services to conduct Public Outreach for Segment A and Segment B; and to conduct and Alternatives Analysis for Rail to River Segment B were also released.

A Notice of Intent to Award has been issued to conduct Public Outreach for Segment A and B. The recommendation is under protest by one of the proposing firms. The protest is under review by staff.

A Notice of Intent to Award has been issued for Rail to River Segment B Alternative Analysis.

DETERMINATION OF SAFETY IMPACT

The Project has no adverse safety impacts on Metro employees and patrons.

FINANCIAL IMPACT

FY16 budget includes \$110,000 for this Contract in Cost Center 4360, Active Transportation, under Project 405509, Rail to Rail/River ATC. Since this is a multi-year contract, the cost center manager

and the Chief Planning Officer will be accountable for budgeting the cost in future years, including any option exercised.

Impact to Budget

The source of funds may include Measure R 2%, Proposition C 25% or other eligible revenues, which are not eligible for bus or rail operating or capital expenses.

ALTERNATIVES CONSIDERED

The Board may choose not to award and execute the contract for the Project. This option is not recommended as it would delay the Project, preventing timely achievement of environmental clearance and ultimately successful completion of construction as committed.

NEXT STEPS

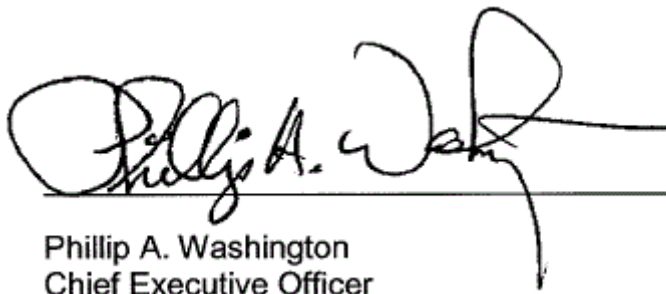
After approval from the Board, staff will execute Contract No. AE470670022889 with Cityworks Design, and begin the environmental review and clearance and design work for the Rail to Rail Active Transportation Corridor - Segment A Project.

ATTACHMENTS

- Attachment A - Procurement Summary
- Attachment B - DEOD Summary
- Attachment C - Rail to Rail/River Active Transportation Corridor Project Segment Map

Prepared by: Alice Tolar, Transportation Planning Manager, (213) 922-2218
Robert Machuca, Transportation Planning Manager, (213) 922-4517
Laura Cornejo, Deputy Executive Officer, (213) 922-2885
Diego Cardoso, Executive Officer, (213) 922-3076

Reviewed by: Ivan Page, Interim Executive Director, Vendor/Contract Management
(213) 922-6383
Therese W. McMillan, Chief Planning Officer, (213) 922-7077



Phillip A. Washington
Chief Executive Officer

PROCUREMENT SUMMARY

RAIL TO RAIL (RIVER) SEGMENT A PROJECT/ AE470670022889

1.	Contract Number: AE470670022889	
2.	Recommended Vendor: Cityworks Design	
3.	Type of Procurement (check one): <input type="checkbox"/> IFB <input type="checkbox"/> RFP <input checked="" type="checkbox"/> RFP-A&E <input type="checkbox"/> Non-Competitive <input type="checkbox"/> Modification <input type="checkbox"/> Task Order	
4.	Procurement Dates:	
	A. Issued: 12/04/15	
	B. Advertised/Publicized: 12/04/15	
	C. Pre-Proposal/Pre-Bid Conference: 12/10/15	
	D. Proposals/Bids Due: 01/14/16	
	E. Pre-Qualification Completed: 03/18/16	
	F. Conflict of Interest Form Submitted to Ethics: 02/17/16	
	G. Protest Period End Date: 05/25/16	
5.	Solicitations Picked up/Downloaded: 87	Bids/Proposals Received: 11
6.	Contract Administrator: Ben Calmes	Telephone Number: (213) 922-7341
7.	Project Manager: Robert Machuca	Telephone Number: (213) 922-4517

A. Procurement Background

This Board Action is to approve Contract No. AE470670022889 issued in support of the Rail to Rail Active Transportation Corridor Project Environmental Review, Clearance and Design – Segment A for professional Architectural and Engineering (A&E) services.

This is an A&E qualifications based Request for Proposal (RFP) issued in accordance with Metro's Acquisition Policy and Procedure Manual and the contract type is firm fixed price. This RFP was issued under the Small Business Set-Aside Program and was open to Metro Certified Small Businesses only.

Five amendments were issued during the solicitation phase of this RFP:

- Amendment No. 1, issued on December 11, 2015, provided pre-proposal attendee sign-in sheets;
- Amendment No. 2, issued on December 17, 2015, extended the proposal due date, and provided federal certifications forms;
- Amendment No. 3, issued on December 28, 2015, revised the Letter of Invitation to delete identification of NAICS codes, corrected DEOD contact information, and provided questions/requests for clarification and answers;
- Amendment No. 4, issued on December 31, 2015, provided additional questions/requests for clarifications and answers; and
- Amendment No. 5, issued on January 8, 2016, provided additional questions/requests for clarifications and answers.

A pre-proposal conference was held on December 10, 2015 attended by 50 participants representing 44 companies. There were 21 questions asked and responses were released prior to the proposal due date.

A total of 87 firms downloaded the RFP and were included in the planholders' list. A total of eleven proposals were received on January 14, 2016.

B. Evaluation of Proposals/Bids

A Proposal Evaluation Team (PET) consisting of staff from Metro Countywide Planning and Projects Engineering was convened and conducted a comprehensive technical evaluation of the proposals received.

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

- | | |
|--|------------|
| • Project Understanding | 25 percent |
| • Team Qualifications | 20 percent |
| • Qualifications & Experience of Key Personnel | 20 percent |
| • Project Work Plan | 35 percent |

The evaluation criteria are appropriate and consistent with criteria developed for other, similar A&E design services. Several factors were considered when developing these weights, giving the greatest importance to the project work plan and project understanding. The PET evaluated the proposals according to the evaluation criteria established in the RFP.

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

The Diversity & Economic Opportunity Department (DEOD) reviewed the firms that submitted proposals in order to confirm their Metro Small Business Enterprise (SBE) certification status. All eleven proposals received were deemed eligible Metro SBE certified firms and are listed below in alphabetical order:

1. AIM Consulting Services, Inc.
2. Anil Verma Associates/UltraSystems Joint Venture
3. Axiom Engineering & Science Corporation
4. Base Architecture Planning & Engineering
5. Cityworks Design
6. JMDiaz dba JMD
7. KTU+A
8. MARRS Services
9. PacRim Engineering, Inc.
10. Sapphos Environmental, Inc.

11. TEC Management Consultants, Inc.

During January 15, 2016 through January 27, 2016, the PET completed its independent evaluation of the proposals. The PET determined that five firms were outside the competitive range and were not included for further consideration. A sampling of reasons for exclusion from the competitive range include but are not limited to: proposals did not demonstrate thorough understanding of the project, did not provide specific experience relevant to active transportation corridors, lacked a thorough understanding of the project's environmental challenges and grant funding, lacked details on how to maintain schedule, did not address all statement of work requirements, and did not provide a specific work plan.

The remaining six proposers determined to be within the competitive range are listed below in alphabetical order:

1. AIM Consulting Services, Inc.
2. Anil Verma Associates/UltraSystems Joint Venture
3. Base Architecture Planning & Engineering
4. Cityworks Design
5. JMDiaz dba JMD
6. MARRS Services

On February 2 and 3, 2016, the PET met and interviewed the firms. The firms' proposed project managers and key personnel had an opportunity to present their team's qualifications and respond to the PET's questions.

In general, each team's presentation addressed the requirements of the RFP, experience with engineering and design work for rail corridors that impact residential communities and proposed solutions for the environmental clearance of the project. Also highlighted were work plans and strategies to keep the project on schedule. Each team was asked questions relative to each firm's qualifications and understanding of the project issues.

The final scoring, after interviews, determined Cityworks Design to be the highest qualified proposer.

Qualifications Summary of Recommended Firm:

Cityworks Design (CWD) specializes in landscape and urban design and transit integration with a special focus on transportation projects. CWD demonstrated innovation in its proposed approach to environmentally clear the corridor, a strong understanding of the time constraints and design challenges of the project with strong sustainable design approaches. CWD's work plan and project understanding proposed was the most comprehensive and realistic.

Relevant projects that CWD has worked on include the design of innovative access plans for Metro’s Gold Line Eastside Access Improvements in Boyle Heights, Connect US Walk-Bike Action Plan for Union Station and the Little Tokyo Regional Connector Station. CWD’s performance on Metro projects has been satisfactory.

A summary of the PET scores is provided below:

	FIRM	Average Score	Factor Weight	Weighted Average Score	Rank
1	Cityworks Design				
2	Project Understanding and Approach	93.33	25.00%	23.33	
3	Team Qualifications	90.00	20.00%	18.00	
4	Qualifications and Experience of Key Personnel	91.67	20.00%	18.33	
5	Project Work Plan	95.00	35.00%	33.25	
6	Total		100.00%	92.91	1
1	AIM Consulting Services				
2	Project Understanding and Approach	90.00	25.00%	22.50	
3	Team Qualifications	90.00	20.00%	18.00	
4	Qualifications and Experience of Key Personnel	91.67	20.00%	18.33	
5	Project Work Plan	86.67	35.00%	30.33	
6	Total		100.00%	89.16	2
1	BASE Architecture Planning, and Engineering				
2	Project Understanding and Approach	86.67	25.00%	21.67	
3	Team Qualifications	86.67	20.00%	17.33	
4	Qualifications and Experience of Key Personnel	91.67	20.00%	18.33	
5	Project Work Plan	81.67	35.00%	28.58	
6	Total		100.00%	85.91	3
1	Anil Verma Associates/ UltraSystems Joint Venture				
2	Project Understanding and Approach	83.33	25.00%	20.83	
3	Team Qualifications	81.67	20.00%	16.33	
4	Qualifications and Experience of Key Personnel	86.67	20.00%	17.33	
5	Project Work Plan	81.67	35.00%	28.58	
6	Total		100.00%	83.07	4

1	MARRS Services				
2	Project Understanding and Approach	83.33	25.00%	20.83	
3	Team Qualifications	80.00	20.00%	16.00	
4	Qualifications and Experience of Key Personnel	80.00	20.00%	16.00	
5	Project Work Plan	81.67	35.00%	28.58	
6	Total		100.00%	81.41	5
1	JMD				
2	Project Understanding and Approach	83.33	25.00%	20.83	
3	Team Qualifications	81.67	20.00%	16.33	
4	Qualifications and Experience of Key Personnel	78.33	20.00%	15.67	
5	Project Work Plan	76.67	35.00%	26.83	
6	Total		100.00%	79.66	6

C. Cost Analysis

The recommended price of \$2,003,317 has been determined fair and reasonable based upon Metro’s Management and Audit Services audit findings, an independent cost estimate, cost analysis, technical analysis, fact-finding, and negotiations.

During the course of negotiations, it became apparent that additional emphasis on cultural, historical and soil testing services was necessary to ensure a completely thorough environmental clearance. Increased level of effort for the landscape component of the project was added to emphasize placemaking to ensure a compelling vision for the corridor. As a result, there is an increase between the proposed price and final negotiated amount.

Proposer Name	Proposal Amount	Metro ICE	Negotiated Amount
Cityworks Design	\$1,884,825	\$2,029,263	\$2,003,317

D. Background on Recommended Contractor

The recommended firm, Cityworks Design (CWD), with headquarters in Pasadena, California, is a Metro certified Small Business Enterprise founded in 2006. The firm provides landscape design, urban design and architecture services and specializes in community-based planning and design including pedestrian/bicycle access, transit-oriented development, and transit alignment. CWD has successfully led projects related to corridor planning for Metro, the Exposition Line Construction Authority, and for the cities of Long Beach, Glendale, and Pasadena.

The proposed team is comprised of staff from CWD and 8 subcontractors (3 SBE and 5 non-SBE firms). CWD’s project manager and principal has over 25 years of experience in landscape design, urban design and architecture. The project manager has worked in national design practices in Los Angeles and San Francisco and gained experience in the design and management of a variety of landscape, urban, public, commercial, residential, and retail projects. The project manager has considerable experience working with city agencies, elected officials, and local stakeholders, especially on community-based planning projects. The project manager served as a National Peer Reviewer for federal design projects at the invitation of the General Services Administration. The project manager has been a member of the Mayor's Vision Panel for Downtown Los Angeles, and the CRA/LA's Downtown Arts Advisory Panel.

DEOD SUMMARY

**RAIL TO RAIL ACTIVE TRANSPORTATION CORRIDOR PROJECT
ENVIRONMENTAL REVIEW, CLEARANCE & DESIGN – SEGMENT A/
AE470670022889**

A. Small Business Participation

Effective June 2, 2014, per Metro’s Board-approved policy, competitive acquisitions with three or more Small Business Enterprise (SBE) certified firms within the specified North American Industry Classification System (NAICS) as identified for the project scope shall constitute a Small Business Set-Aside procurement. Accordingly, the Contract Administrator advanced the solicitation, including posting the solicitation on Metro’s website, advertising, and notifying certified small businesses as identified by NAICS code(s) that this solicitation was open to **SBE Certified Small Businesses Only**.

Cityworks Design, an SBE prime, is performing 38.70% of the work with its own workforce and made a total SBE commitment of 58.52%. The prime listed three (3) SBE subcontractors, and three (3) major firms, Fehr & Peers, KPFF and STV Inc., as subcontractors on this project.

	SBE Firm Name	SBE % Committed
1.	Cityworks Design (Prime)	38.70%
2.	Terry Hayes Associates	10.55%
3.	Lyric Design & Planning	6.00%
4.	Lenax Construction	3.27%
	Total Commitment	58.52%

B. Project Labor Agreement/Construction Careers Policy

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

C. Prevailing Wage Applicability

Prevailing Wage requirements are applicable to this project. DEOD will monitor contractors’ compliance with the State of California Department of Industrial Relations (DIR), California Labor Code, and, if federally funded, the U S Department

of Labor (DOL) Davis Bacon and Related Acts (DBRA). Trades that may be covered include: surveying, potholing, field, soils and materials testing, building construction inspection and other support trades.

D. Living Wage Service Contract Worker Retention Policy

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

Rail to Rail/River Active Transportation Corridor Project: Segment Map



Rail to Rail (River) Segment A



Recommendation

A. Authorize the CEO to award a one-year firm fixed price to Cityworks Design in the amount of \$2,003,317 for the Rail to Rail Active Transportation Corridor-Segment A Environmental Review, Clearance and Design.

Rail to Rail Segment A

- 6.4 mile east-west corridor along Metro owned Harbor Subdivision ROW
- Will extend from the future Metro Crenshaw/LAX Fairview Heights station to just east of Metro Blue Line Slauson station

Rail to Rail/River Active Transportation Corridor Project: Segment Map



Project Funding

- **October 2014 Board allocated \$2.85m towards environmental, design and outreach efforts for Rail to River**
- **TIGER VII- Awarded \$15m for construction of Segment A**
- **ATP, Cycle 2- Awarded \$8.326m for construction of Segment A-1**

Next Steps

- **Upon Board approval, execute Contract No. AE70670022889 with Cityworks Design**

**Board Report**

File #: 2016-0123, **File Type:** Contract**Agenda Number:** 12

**PLANNING AND PROGRAMMING COMMITTEE
APRIL 13, 2016****SUBJECT: PROJECT APPROVAL & ENVIRONMENTAL DOCUMENT (PAED) FOR THE
WESTBOUND SR-91, FROM SHOEMAKER AVENUE TO THE
I-605/SR-91 INTERCHANGE****ACTION: AWARD CONTRACT****RECOMMENDATION**

AUTHORIZE the Chief Executive Officer to award a 36-month cost plus fixed fee Contract No. AE476110012334, to Michael Baker International, Inc. in an amount not to exceed \$7,762,669 for **Architectural and Engineering (A&E) services for the preparation of the Project Approval and Environmental Document (PAED) on Westbound SR-91, from Shoemaker Avenue to the I-605/SR-91 Interchange.**

ISSUE

The I-605/SR-91 Project Study Report-Project Development Support (PSR-PDS), approved in July 2014, provides a key opportunity for Metro, Caltrans and the Gateway Cities Council of Governments (GCCOG) to achieve consensus on the purpose and need, scope, and schedule for proposed freeway improvements. The PSR-PDS was also used to program the support costs necessary to complete the PAED, which is the next phase in the project development process.

The PSR-PDS contained a construction phasing analysis consisting of five segments. Due to the environmental complexity and the capital costs for moving forward with improving the entire interchange study area, the SR-91/I-605/I-405 Technical Advisory Committee recommended to proceed with the PAED for the improvements on Westbound SR-91, from Shoemaker Avenue to the I-605/SR-91 Interchange. This recommendation represents completing the environmental clearance for two of the five construction phasing segments identified in the PSR-PDS and is supported Metro Highway Program and Caltrans. The services requested in this Contract are for completing the PAED for improvements along Westbound SR-91 from Shoemaker Avenue to the I-605/SR-91 Interchange.

In the PAED phase, detailed engineering and environmental studies will be completed in order to prepare the Project Report and Environmental Document.

DISCUSSION

An Initial Corridor Study along the I-605, SR-91, and I-405 corridors was completed in 2008, and identified five major congestion areas (Hot Spots): I-605/SR-60, I-605/I-5, I-605/SR-91, I-605/I-405, and I-710/SR-91. Pursuant to those findings, \$590 million in Measure R funds were allocated for freeway and arterial improvement projects for I-605 Corridor “Hot Spots” within the Gateway Cities/Southeast portion of Los Angeles County.

At its September 23, 2010 meeting, the Board authorized the CEO to award Contract No. PS4603-2582, to RBF Consulting (which is now Michael Baker International, Inc.) for the preparation of a Feasibility Study and up to three optional Project Study Reports (PSRs).

The Feasibility Study’s recommendations for improving Hot Spots included: improvements to freeway-to-freeway interchanges, adding general purpose lanes (on the freeway), and implementing arterial improvements. Upon completion of the Feasibility Study (2013), Metro exercised the option for preparing a PSR-PDS for the I-605/SR-91 Interchange, and it was approved by Caltrans in July 2014.

Considerations

By proceeding with the PAED for the Westbound SR-91, from Shoemaker Avenue to the I-605/SR-91 Interchange, Metro will move forward with the segments of that Hot Spot which can have an accelerated Environmental, Design and Construction phases.

DETERMINATION OF SAFETY IMPACT

The proposed action has no known impact on safety of Metro’s patrons/employees or users of the facility. Caltrans’ highway safety standards are followed in the preparation of the preliminary engineering plans and the environmental document. Exceptions to the standards will be incorporated in accordance with Caltrans and Federal Highway Administration (FHWA) standards, policies and procedures, where applicable.

FINANCIAL IMPACT

The FY 15-16 budget for Cost Center 4720, Highway Programs A, has \$2.4 million budgeted for project 460314, I-605 Corridor “Hot Spots”, task number 05.03, I-605/SR-91 PAED. Since this is a multi-year project, the cost center manager and the Managing Executive Officer for the Highway Program will be responsible for budgeting in future years.

Impact to Budget

The source of funding for this project is Measure R Highway Capital (20%). These funds are not eligible for bus and rail operating and capital expenditures.

ALTERNATIVES CONSIDERED

The Board may elect to not award the contract. This alternative is not recommended because this project is included in the 2009 Long Range Transportation Plan and reflects regional consensus on

the importance of the project in improving corridor mobility and safety. Approval to proceed with the PAED for the Westbound SR-91, from Shoemaker Avenue to the SR-91/I-605 Interchange is consistent with the goals of Measure R.

NEXT STEPS

Upon Board approval, staff will execute Contract No. AE476110012334 with Michael Baker International, Inc. Periodic updates will be provided to the Board on the progress of the PAED.

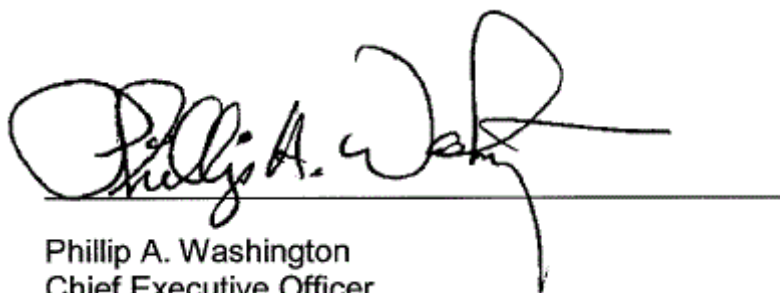
ATTACHMENTS

- Attachment A - Procurement Summary
- Attachment B - DEOD Summary
- Attachment C - Location Map

Prepared by: Adrian Alvarez, Transportation Planning Manager, (213) 922-3001
Abdollah Ansari, Managing Executive Officer, Highway Program, (213) 922-4781

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

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



Phillip A. Washington
Chief Executive Officer

PROCUREMENT SUMMARY

**PROJECT APPROVAL & ENVIRONMENTAL DOCUMENT (PA/ED)
FOR THE WESTBOUND SR-91, FROM SHOEMAKER AVENUE TO THE I-605/SR-91
INTERCHANGE PROJECT / AE476110012334**

1.	Contract Number: AE476110012334	
2.	Recommended Vendor: Michael Baker International, Inc. (herein referred to as RBF Baker)	
3.	Type of Procurement (check one): <input type="checkbox"/> IFB <input type="checkbox"/> RFP <input checked="" type="checkbox"/> RFP-A&E <input type="checkbox"/> Non-Competitive <input type="checkbox"/> Modification <input type="checkbox"/> Task Order	
4.	Procurement Dates:	
	A. Issued: May 28, 2015	
	B. Advertised/Publicized: May 28, 2015	
	C. Pre-Proposal/Pre-Bid Conference: June 9, 2015	
	D. Proposals/Bids Due: June 30, 2015	
	E. Pre-Qualification Completed: February 11, 2016	
	F. Conflict of Interest Form Submitted to Ethics: July 1, 2015	
	G. Protest Period End Date: April 26, 2016	
5.	Solicitations Picked up/Downloaded: 69	Bids/Proposals Received: 5
6.	Contract Administrator: Erika Estrada	Telephone Number: (213) 922-1102
7.	Project Manager: Adrian Alvarez	Telephone Number: (213) 922-3001

A. Procurement Background

This Board Action is to approve Contract No. AE476110012334 issued in support of preparation of the Project Approval/Environmental Document (PA/ED) documents for improvements to the I-605/SR-91 interchange in compliance with CEQA/NEPA standards.

This is an A&E, qualifications based Request for Proposal (RFP) issued in accordance with Metro's Acquisition Policy and the contract type is a cost plus fixed fee. This RFP was issued with an SBE/DVBE goal of 20% (SBE 17% and DVBE 3%).

One amendment was issued during the solicitation phase of this RFP:

- Amendment No. 1, issued on June 10, 2015, updated the Contract Administrator point of contact, provided responses to questions received, and provided pre-proposal agenda, sign-in sheets, and planholders' list.

A pre-proposal conference was held on June 9, 2015, attended by 38 participants representing 31 companies. There were 3 questions asked and responses were provided prior to the proposal due date. A total of 69 firms downloaded the RFP and those firms were included in the planholders' list. A total of five proposals were received on June 30, 2015.

B. Evaluation of Proposals/Bids

A Proposal Evaluation Team (PET) consisting of staff from Metro's Highway Programs, Community Development from City of Artesia, Public Works for the City of Cerritos, and Caltrans District 7 Environmental Planning was convened and conducted a comprehensive technical evaluation of the proposals received.

The proposals were evaluated by the PET in accordance to the following evaluation criteria and associated weights:

- | | |
|---|------------|
| • Degree of Skills and Experience | 25 percent |
| • Prime/Subcontractor Qualifications | 20 percent |
| • Experience of Project Manager and key Personnel | 25 percent |
| • Work Plan | 30 percent |

The evaluation criteria are appropriate and consistent with criteria developed for other similar A&E PA/ED procurements. Several factors were considered when developing these weights, giving the greatest importance to the work plan. The PET evaluated the proposals according to the evaluation criteria established in the RFP.

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

The five proposals received were deemed responsive and are listed below in alphabetical order:

1. HNTB
2. Psomas
3. Michael Baker International (RBF Baker)
4. TRC Solutions
5. T.Y. Lin International

During July 2 through July 20, 2015, the PET completed its independent evaluation of the proposals. The PET determined that two firms were outside the competitive range and were not included for further consideration. A sampling of reasons for exclusion from the competitive range include but are not limited to the following: proposals contained minimal discussion on the root causes for improvement needs; did not include discussion on schedule impacts; community participation/outreach was minimal; did not sufficiently discuss CEQA/NEPA delivery experience; nor demonstrate a thorough understanding of the requirements in the Statement of Work.

The remaining three proposers determined to be within the competitive range are listed below in alphabetical order:

1. Michael Baker International

2. TRC Solutions
3. T.Y. Lin International

On July 29, 2015, the PET met and interviewed the firms. The firms' proposed project managers and key personnel had an opportunity to present their team's qualifications and respond to the PET's questions.

In general, each team addressed the requirements of the RFP, experience as it relates to completing the required scope, and stressed each firm's commitment to the success of the project. Each team was asked questions relative to each firm's proposed environmental process, outreach program, proposed schedule, traffic modeling/forecasting, and technical approach, and the teams' approach to proposing engineering solutions/technical recommendations that would achieve local cities' support.

The final scoring, after interviews, determined Michael Baker International to be the highest qualified proposer.

Qualifications Summary of Recommended Firm:

Michael Baker International specializes in engineering, development, intelligence and technology solutions with a specialization on transportation projects. Michael Baker International demonstrated a thorough understanding of project history/potential risks and solutions with this type of project. They recommended engaging the Federal Highway Administration (FHWA) early, amending the FTIP (Federal Transportation Improvement Program), and adjusting the horizon date to 2045 which demonstrates a good understanding of technical and coordination needs for this major project. The proposal strongly demonstrates that Michael Baker International is cognizant of the required efforts for project completion within the project area. Further, the proposal addressed HOV versus HOT with continuous access, identified SB743 as a concern, discussed reduced vertical clearances and how to avoid that problem, and construction staging. The recommendations for early delivery were stated, wherein they proposed a realistic 30-month schedule with logical ties to the statement of work tasks versus the 36-month schedule identified in the RFP.

The proposed team demonstrated the most significant experience on similar projects within the Study Area, i.e. Metro I-605 Congestion Hot Spots Feasibility Study, Metro I-605/I-5 & I-605/SR-91 Project Study Report/ Project Development Study (PSR/PDS), Metro Gateway Cities Council Of Governments (GCCOG) Strategic Transportation Plan, I-605 Whittier Boulevard Early Action Plan, Metro I-605/SR-60 PSR/PDS, SR-91 Corridor Improvement Project, SR-60 Theodore Interchange, I-5 HOV Lane Extension (Ave Pico to San Juan Creek Road), I-5 widening (SR73 to El Toro) and the Metro I-710 Corridor Project Environmental Impact Report/ Environmental Impact Study (EIR/EIS).

In addition, the Michael Baker International proposal was the only proposal which demonstrated a thorough understanding of the local community's needs. This was strongly emphasized in the suggestion of starting the project without the Bloomfield bridge reconstruction, minimizing 4 (f) impacts (consideration of park and recreational lands) to AJ Alford Park and by providing a comprehensive outreach approach. The proposal discussed how to integrate the outreach component, and the interview confirmed the outreach approach was very responsive to local cities and met Metro's needs. Overall, the Michael Baker International proposal demonstrated the ability to build consensus for successful project delivery. Michael Baker International's performance as RBF Baker on other Metro projects has been satisfactory.

Following is a summary of the PET scores:

1	Firm	Average Score	Factor Weight	Weighted Average Score	Rank
2	Michael Baker International (RBF Baker)				
3	Degree of Skills and Experience	88.00	25.00%	22.00	
4	Prime/Subcontractor Qualifications	90.10	20.00%	18.02	
5	Experience of Project Manager and key Personnel	86.76	25.00%	21.69	
6	Work Plan	83.87	30.00%	25.16	
7	Total		100.00%	86.87	1
8	TRC Solutions				
9	Degree of Skills and Experience	79.20	25.00%	19.80	
10	Prime/Subcontractor Qualifications	84.40	20.00%	16.88	
11	Experience of Project Manager and key Personnel	86.56	25.00%	21.64	
12	Work Plan	81.13	30.00%	24.34	
13	Total		100.00%	82.66	2
14	T.Y. Lin International				
15	Degree of Skills and Experience	84.12	25.00%	21.03	
16	Prime/Subcontractor Qualifications	75.90	20.00%	15.18	
17	Experience of Project Manager and key Personnel	87.04	25.00%	21.76	
18	Work Plan	76.80	30.00%	23.04	
19	Total		100.00%	81.01	3

C. Cost Analysis

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

The 2016 Southern California Association of Governments (SCAG) Regional Transportation Plan (RTP) Model was released on March 17, 2016 and is scheduled for adoption April 7, 2016 (this model is updated every four years). The ICE was based on the 2012 SCAG RTP model and not the 2016 new model which requires additional effort to run, review and understand model performance within the project study area before application. Metro staff successfully negotiated a cost savings of \$1,067,733 from the firm's proposed price.

Proposer Name	Proposal Amount	Metro ICE	NTE amount
Michael Baker International, Inc.	\$8,830,402	\$7,720,815	\$7,762,669

D. Background on Recommended Contractor

The recommended firm, RBF Baker, located in Irvine California, has been in business for more than 30 years and is a leader in full service planning, engineering, survey, and construction management. The firm has worked in collaboration with local/regional agencies and directly for Caltrans on design reports, supporting environmental documents and plans, specifications and estimates. In July 2015, RBF Consulting merged with Michael Baker International, Inc.

The proposed team is comprised of Michael Baker International and 15 subcontractors (eight SBE, three DVBE, and four non-SBE/DVBE firms). The proposed team has significant experience working with Caltrans District 7, GCCOG, Metro, City of Cerritos, City of Artesia and the County of LA. The proposed project manager has 32 years of experience and has extensive knowledge working with the project stakeholders identified in the statement of work. Michael Baker International's proposal strongly demonstrated project understanding, the required consensus building efforts required at the local level, and presented a complete, technically qualified team that would be able to successfully deliver the PA/ED documents.

DEOD SUMMARY

**PROJECT APPROVAL & ENVIRONMENTAL DOCUMENT (PA/ED) FOR THE
WESTBOUND SR-91, FROM SHOEMAKER AVENUE TO THE I-605/SR-91
INTERCHANGE PROJECT / AE476110012334**

A. Small Business Participation

The Diversity and Economic Opportunity Department (DEOD) established a 20% goal inclusive of a 17% Small Business Enterprise (SBE) and 3% Disabled Veteran Business Enterprise (DVBE) goal for this solicitation. Michael Baker International exceeded the goal by making a 27.66% small business commitment, inclusive of a 24.66% SBE and 3.00% DVBE commitment.

Small Business Goal	17% SBE 3% DVBE	Small Business Commitment	24.66% SBE 3.00% DVBE
----------------------------	----------------------------	----------------------------------	----------------------------------

	SBE Subcontractors	% Commitment
1.	ACT Consulting Engineers	4.76%
2.	Arellano Associates	3.60%
3.	Earth Mechanics	1.62%
4.	GPA Consulting	4.08%
5.	Intueor Consulting	2.53%
6.	V&A Inc.	0.28%
7.	Value Management Strategies	0.53%
8.	WKE, Inc.	7.26%
	Total SBE Commitment	24.66%

	DVBE Subcontractors	% Commitment
1.	Brentwood Reprographics	1.59%
2.	The Sanberg Group	0.60%
3.	Southern California Soil & Testing	0.81%
	Total DVBE Commitment	3.00%

B. Project Labor Agreement/Construction Careers Policy

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

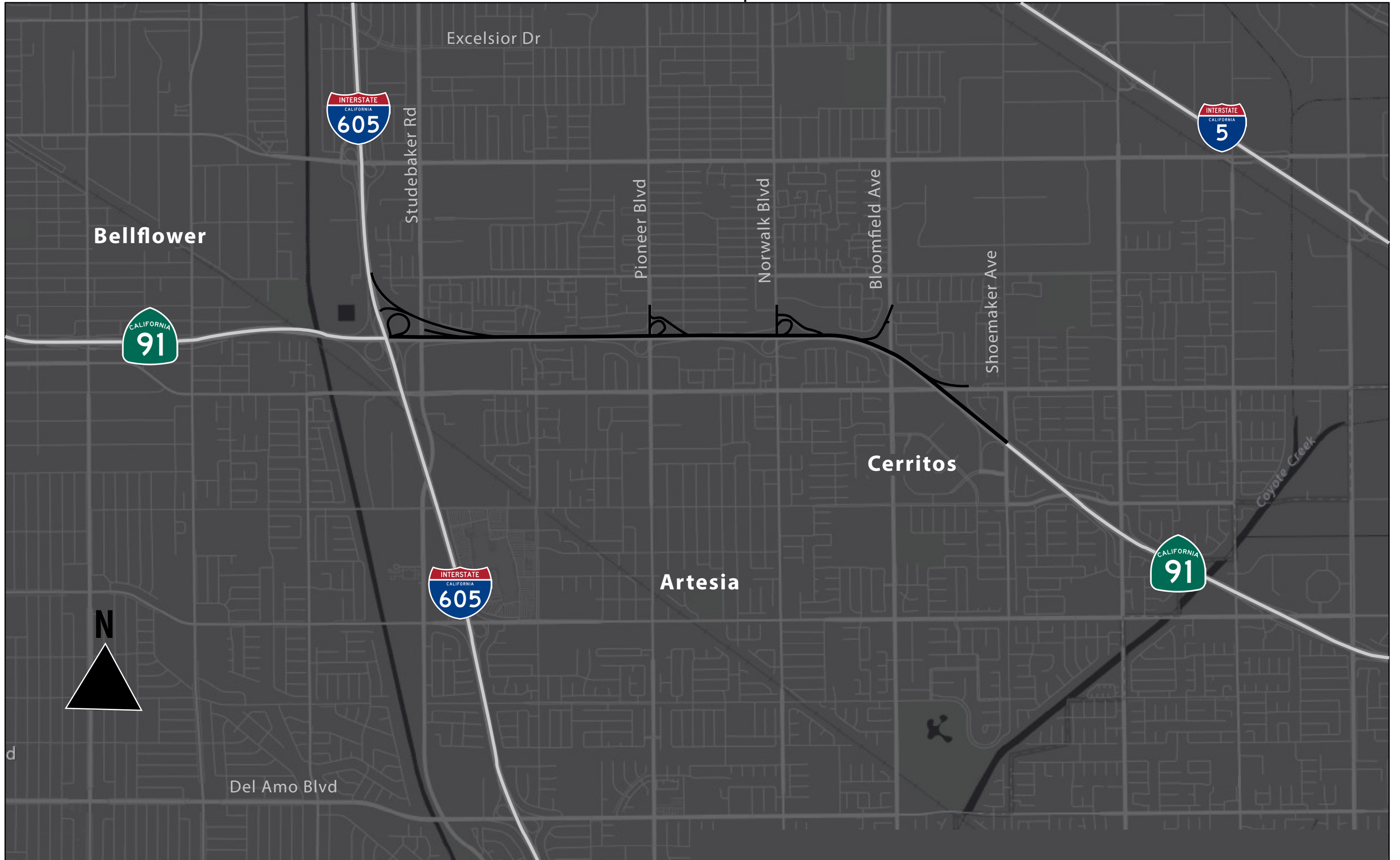
C. Living Wage Service Contract Worker Retention Policy

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

D. Prevailing Wage Applicability

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

Attachment C
Location Map



**Board Report**

File #: 2016-0162, **File Type:** Program**Agenda Number:** 13

**PLANNING AND PROGRAMMING COMMITTEE
APRIL 13, 2016****SUBJECT: METRO BIKE SHARE PROGRAM****ACTION: ADOPT FINDINGS OF THE ENVIRONMENTAL ANALYSIS AND TITLE VI/
ENVIRONMENTAL JUSTICE ANALYSIS FOR THE DTLA PILOT****RECOMMENDATION**

CONSIDER:

- A. **ADOPTING findings of the Environmental Analysis for the Metro Countywide Bike Share Phase I Pilot in Downtown Los Angeles (DTLA Pilot)** that the project qualifies for a CEQA Categorical Exemption under the Section 15303 (Class 3) New Construction or Conversion of Small Structures exemption (Attachment A);
- B. **AUTHORIZING staff to file the Notice of Exemption for the DTLA Pilot;** and
- C. **ADOPTING findings of the Title VI and Environmental Justice Analysis for the DTLA Pilot** that no Disparate Impact and no Disproportionate Burden associated with the project (Attachment B).

ISSUE

At the June 2015 meeting, the Board awarded a two-year contract to Bicycle Transit Systems (BTS) for provision of the equipment, installation and operations of the Metro Countywide Bike Share Phase 1 Pilot in downtown Los Angeles (DTLA Pilot).

An Environmental Analysis has been completed in compliance with the California Environmental Quality Act (CEQA). Metro serves as the CEQA Lead Agency and has final approval of all plans and environmental documents. Board adoption of the findings of the Environmental Analysis and Board authorization to file the Notice of Exemption for the DTLA Pilot is being requested.

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 program, this equity evaluation seeks to determine whether or not there is reason to believe that the siting of bike share facilities

might cause a Disparate Impact or Disproportionate Burden. Board adoption of the Title VI Analysis for the DTLA Pilot is being requested.

DISCUSSION

The proposed Metro Countywide Bike Share DTLA Pilot will include up to 80 stations and approximately 1,000 bicycles. Stations will be installed in accordance with local regulations and considerations regarding locations of fire hydrants, crosswalks, driveways, standpipes, street furniture, bus stops/shelters and impact on sight lines.

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

Environmental Analysis

The project qualifies for a CEQA Categorical Exemption under the *Section 15303 (Class 3) New Construction or Conversion of Small Structures* exemption because it involves a limited number of new, small structures. The project installs up to 80 bike share stations in the City of Los Angeles that do not require digging or pavement disturbance since the equipment has a weighted base. Equipment will be placed on existing paved rights-of-way such as sidewalks and streets.

None of the exceptions to Categorical Exemptions apply to this project. The project area contains no important farmland, wetlands, wild and scenic rivers, floodplains or critical habitats. Further, the project will not involve any grading or vegetation removal. Stations will be located near historic structures, but they are congruent with the existing urban fabric and as such would not impact any archeological or paleontological sites. The project sites will not be located on sites identified as containing hazardous materials.

Title VI and Environmental Justice Analysis

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

The analyses found that there is no Disparate Impact and no Disproportionate Burden associated with the project. Both minority shares and poverty shares of the populations within one-quarter mile and one-half mile of the proposed bike share facilities are higher than the respective countywide shares of minority and poverty populations, respectively.

DETERMINATION OF SAFETY IMPACT

Adoption of the findings of the Environmental Analysis, authorization to file the Notice of Exemption and adoption of the findings of the Title VI and Environmental Justice Analysis for the Metro Countywide Bike Share DTLA Pilot will not have any adverse safety impacts on Metro employees and patrons.

FINANCIAL IMPACT

The FY16 budget includes \$7.44M for this project in cost center 4320, Project 210116 (BIKESHARE PHASE I IMPLEMENT) and Project 405305 (BIKESHARE PRELAUNCH AND PLAN).

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

Impact to Budget

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

ALTERNATIVES CONSIDERED

The Board may choose not to the adopt the findings of the Environmental Analysis, authorize staff to file the Notice of Exemption or adopt the findings of the Title VI and Environmental Justice Analysis for the Metro Countywide Bike Share DTLA Pilot. This alternative is not recommended, as it is not in line with previous Board direction.

NEXT STEPS

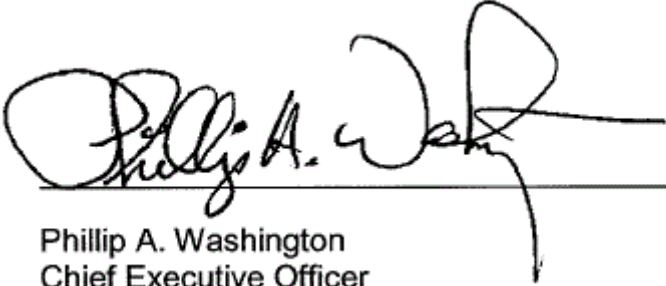
Upon Board adoption and authorization, the Notice of Exemption for the DTLA Pilot will be filed.

ATTACHMENTS

Attachment A - Categorical Exemption Analysis
Attachment B - Equity Analysis Methodology & Results

Prepared by: Lia Yim, Transportation Planning Manager, (213) 922-4063
Avital Shavit, Transportation Planning Manager (213) 922-7518
Laura Cornejo, Deputy Executive Officer, (213) 922-2885
Diego Cardoso, Executive Officer, (213) 922-3076

Reviewed by: Calvin E. Hollis, Interim Chief Planning Officer, (213) 922-7319
Daniel Levy, Executive Officer, Office of Civil Rights, (213) 922-8891



Phillip A. Washington
Chief Executive Officer

CATEGORICAL EXEMPTION ANALYSIS

PROJECT DESCRIPTION

Los Angeles County Metropolitan Transportation Authority (Metro) is proposing to implement a Countywide Bike Share system. The proposed system would begin with 80 stations and approximately 1,000 bikes in the Phase 1 Pilot area of Downtown Los Angeles, which is the proposed project. Metro would own and manage the system's equipment and would contribute up to 50 percent of the system's capital costs. Metro would also manage a master contract to provide operations and maintenance for the entire regional system and provide up to 35 percent of the net operations and maintenance cost of each city's network of stations (Metro 2015).

The project includes the approval of station locations by the City of Los Angeles Department of Transportation, environmental clearance under the California Environmental Quality Act (CEQA) and placement of bike sharing stations. Metro serves as the CEQA Lead Agency and would have final approval of all plans and environmental documents. The project includes 80 locations in the City of Los Angeles (Appendix A). While the locations listed below in Table 1 represent the general location of each bike share station, final location would be determined during the construction phase. Specific kiosk locations, like intersection corners, nearby intersections, or mid-block locations, would be determined based on factors like visibility and safety.

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

**Table 1
Potential Project Station Locations**

N Figueroa St & Diamond St	S Grand Ave & W 11th St
Union Station West Portal	S Olive St & W 12th St
N Los Angeles St & N Alameda Street	S Figueroa St & W 8th St
E Temple St & N Alameda St	S Figueroa St & W 9th St
N Main St & W Temple St	S Figueroa St & W 12th St
S Spring St & W 1st St	E 7th St & S Main St
S Grand Ave & W 1st St	S Grand Ave & W 14th St
W Temple St & N Hill St	S Figueroa St & W 18th St
Hill St at Metro Station/Grand Park	Willow St & Mateo St
S Olive St & W 6th St	Mateo St & E 7th St
S Hill St & W 5th St	E 5th St & Wall St
W 5th St & S Grand Ave	Wall St & E 7th St
W 7th St & S Flower St	S San Pedro Street & E 7th St
S Flower and W 7th St	E 11th St & Santee St
W 7th St & S Flower St	E Pico Blvd & Santee St
S Grand Ave & W 9th St	Kohler St & E 6th St
S Figueroa St & W 11th St	E 7th St & S Alameda St
W Pico Blvd & S Figueroa St	E 2nd St & S San Pedro St
W 12th St & S Hill St	Boyd St & S San Pedro St
S Grand Ave & W Washington Blvd	Crocker St & E 6th St
S San Pedro St & E Washington Blvd	S Main St & E 5th St
S Hope St & W Pico Blvd	Ord St & New High St
E 5th St & S Hewitt St	New High St & Ord St
E 3rd St & Rose St	N Spring St & W College St
E 3rd St & S Santa Fe Ave	N Alameda St & Alpine St
S San Pedro St & E 1st St	Union Station East Portal
S Grand Ave & W 7th St	S Grand Avenue & W 3rd St
W 2nd St & S Figueroa St	S Broadway & W 3rd St
W 2nd St & S Hill St	S Hope St & W Olympic Blvd
S Figueroa St & W Cesar Chavez Ave	S Broadway & W 9th St
S Spring St & W 3rd St	S Broadway & W 11th St
S Main St & E 4th St	N Broadway & W Cesar Chavez Ave
S Main St & E 1st St	S San Pedro St & E 8th St
S Spring St & W 5th St	S Maple St & E 9th St
S Main St & E 6th St	Wilshire Boulevard & Witmer Street
W 7th St & S Spring St	S Wall Street & E 11th Street
S Hill St & W 7th St	W College Street & N Hill Street
S Hope St & W 6th St	E Temple Street & N Vignes Street
W 7th St & S Bixel St	E Pico Street & S San Pedro Street
E 9th St & S Main St	E Olympic Boulevard & S Central Avenue
S Main St & E 9th St	E Washington Boulevard & S Central Avenue
S Olive St & W 8th St	S Central Avenue & E 15th Street

ENVIRONMENTAL SETTING

The City of Los Angeles General Land Use Plan Designations where the docking station would be located is Open Space/Commercial/Industrial/Multifamily Residential. All project sites are located in urban areas adjacent to surface parking lots and paved rights-of-way. The project sites are typically surrounded by office towers and commercial sites, with high foot traffic and served by public transit. The docking sites would be located on paved rights-of-way like sidewalks and parking lots, areas that do not contain native vegetation and with a low degree of visual character. Per the City of Los Angeles General Plan EIR

Figure CR 4 the project area contains several Historic Cultural Monuments (LA 1995). Cultural and historic resources sites are protected under federal, state and local regulations depending on their listing status. The City of Los Angeles General Plan identifies the project area as largely devoid of any natural habitat that could contain any protected or endangered species (LA 1995).

Project components and descriptions of the same are outlined in Table 2, below.

Table 2
LA METRO Bike Share Project Components

Component	Description
Construction of docking station	Docking stations would be dropped into place. Docking stations would be held down with a weighted base avoiding the need for bolting and digging.
Construction Equipment	Lift gate, pallet jack, trucks.
Construction Duration	Installation of docking station would take anywhere from four hours to two days.
Project Operation	Docking stations would be operated by users with a pass card or single use permit. Bikes would be used and exchanged between stations. Solar stations would power docking and payment stations.

Source: Metro 2015

A. EXEMPT STATUS

The LA METRO Bike Share Project qualifies for a CEQA Categorical Exemption under the *Section 15303 (Class 3) New Construction or Conversion of Small Structures* exemption.

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 provides an analysis of why this project meets the conditions for a *Class 3 – New Construction or Conversion of Small Structures* exemption along with the reasons why none of the possible exceptions to Categorical Exemptions, found in *Section 15300.2 Exceptions*, apply to this project. The statutory language of each condition and possible exception is printed in bold italics below, followed by the project related analysis for each condition and exception.

Categorical Exemption Analysis

15303 New Construction or Conversion of Small Structures

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

The proposed project meets this condition. The proposed project is categorically exempt from environmental review under CEQA because the project involves the installation of a limited number of new, small structures. The project would install 80 bike share stations in the City of Los Angeles. The new structures would contain Third Generation bike docking stations, as stated above in the Project Description, and each docking station would be sized based on ridership expectations as outlined in the

Regional Bike Share Implementation Plan. Docking station installation would not require digging or pavement disturbance as the stations would have a weighted base. They would be placed on existing paved surfaces like parking lots or existing rights-of-way like sidewalks.

Conclusion

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

C. EXCEPTIONS TO CATEGORICAL EXEMPTION ANALYSIS

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

15300.2 Exceptions

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

This exception does not apply to the proposed project. The project area contains no important farmland, wetlands, wild and scenic rivers, floodplains, or critical habitat (LA 1995). Further, the project would not involve any grading or vegetation removal. Docking stations would be located near historic structures, but they would be congruent with the existing urban fabric and as such would not impact historic resources. The project would not involve any ground disturbance and would not impact any archeological or paleontological sites. The project sites are not located on sites identified as containing hazardous materials (DTSC 2015).

Natural Habitat and Endangered Species

The proposed project area is located in a developed urban area that does not contain substantial areas of natural habitat for plants and animals (LA 1995). Project installation would not include any ground disturbance. The project area is located in a developed urban environment with no native wild vegetation, and any vegetation present is ornamental. The project may include tree trimming as necessary, but all trimmings would take place in accordance with the City of Los Angeles regulations and permit requirements. As such, the project would not impact any sensitive environments and this exception would not apply to the proposed project.

Historic Resources

The City of Los Angeles contains numerous historic buildings and historic districts as shown in Figure CR 4 (LA 1995). Docking stations would be located in the vicinity of historic places and structures like Olvera Street and Union Station. Nonetheless, the stations would be visually congruent with the existing urban setting that the historic structures are in and would not damage the quality of historic structure. The

docking stations would not create new visual barriers that would change the historic character of an area or break up the continuity of a historic district. They would be placed on existing sidewalks, existing parking spaces or parking lots and would not constitute a substantial visual change in the character of an area or contribute to a decline in a resource's importance. Further, due to their location in pre-established urban areas and size the docking stations would not impact the historic resource's integrity. As such, the project would not impact historic resources.

Hazardous Site

See item (e) below.

Conclusion

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

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

This exception does not apply to the proposed project. The project would construct new small structures. The project would not require any ground disturbance activities or vegetation removal. The project would not result in any significant impacts and therefore would not contribute to any cumulative biological or cultural resources impacts. Although subsequent projects would increase the number of stations to approximately 254 stations they would be dispersed in different communities and would be congruent with the existing urban fabric. Therefore, this exception would not apply to the proposed project.

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

This exception does not apply to the proposed project. There are no unusual circumstances at the project sites or planned project operations that would create a reasonable possibility of significant effects to the environment. The project would not have a significant effect on any biological or cultural resources. In addition, project implementation would follow all City of Los Angeles regulations as they relate to installation of new small structures. The project is congruent with the current usage of the project areas and would not change current project site functions. Therefore, there would be no potential for significant effects and this exception does not apply to the proposed project.

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

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

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

This exception does not apply to the proposed project. A search of the Geotracker and Envirostor environmental databases was conducted. The records review showed that the project would not be located on a site which is included on any list compiled pursuant to Section 65962.5 of the Government Code in the City of Los Angeles (DTSC 2015a & 2015b).

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

This exception does not apply to the proposed project. The project would not involve ground disturbing activities like digging or grading. Docking stations would be placed via lift gate or pallet jack and they would be held down by a weighted base. As such, the project would not impact any archeological and paleontological resources. Further, all project sites are located in previously disturbed paved areas. As discussed above, the historical buildings are located through out the project area and some docking stations would be located on adjacent corner streets. Nonetheless, the docking stations would not modify the historical resources nor would they modify the structure's integrity or eligibility. Therefore, there would be no impact on cultural resources and this exception would not apply.

REFERENCES

California Department of Transportation (Caltrans). *Officially Designated State Scenic Highways*. <http://www.dot.ca.gov/hq/LandArch/scenic/schwy.htm>. Accessed August 5, 2015.

City of Los Angeles (LA). 1995. *Draft Environmental Impact Report City of Los Angeles General Plan*.

DTSC (California Department of Toxic Substances Control). 2015a. *Cortese List*. http://www.dtsc.ca.gov/SiteCleanup/Cortese_List.cfm, accessed August 5, 2015

———. 2015b. *EnviroStor*. <http://www.envirostor.dtsc.ca.gov/>. Accessed August 5, 2015.

Los Angeles County Metropolitan Transportation Authority (Metro). April 22, 2015. *Regional Bike Share Implementation Plan for Los Angeles County* (Attachment B).

**Equity Analysis
Methodology & Results**

**Proposed Bike Share Demonstration Program
Siting of Program Locations
February 2016**

Attachment B

Service Planning and Scheduling
Civil Rights Programs Compliance

Contents

1.	Proposal Overview	1
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	Step By Step Methodology.....	2
3.	Results.....	3

1. PROPOSAL OVERVIEW

A countywide bike share program is under study by Metro. Participants would be able to rent and return a bicycle from any of the program's self service locations. This equity evaluation considers an initial demonstration program that would establish rental locations in and around downtown Los Angeles. Only the siting of these locations is being evaluated. This is not an equity evaluation of program eligibility.

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 they were 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.

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 non-minority 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. While thresholds of significance have been established locally for determining when public transit service or fare changes would cause a burden on minorities (Disparate

Impact), or poverty level populations (Disproportionate Burden), no such thresholds have been established for Metro's non-transit programs. This equity evaluation seeks to determine whether or not there is reason to believe that the siting of bike share facilities might cause a Disparate Impact or Disproportionate Burden.

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

Data Sources

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

Step By Step Methodology

A list of the proposed demonstration bike 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 one-quarter mile, and one-half mile, of any proposed bike share facility were aggregated with the resulting minority population shares being compared to the minority share of the Los Angeles county population, and (2) the poverty and total populations of all census tracts within one-quarter mile, and one-half mile, of any proposed bike share facility were aggregated with the resulting poverty population shares being compared to the poverty share of the Los Angeles county population.

Table 1
Proposed bike Share Demonstration Facility Locations

N Figueroa St & Diamond St	S Grand Ave & W 11th St
Union Station West Portal	S Olive St & W 12th St
N Los Angeles St & N Alameda Street	S Figueroa St & W 8th St
E Temple St & N Alameda St	S Figueroa St & W 9th St
N Main St & W Temple St	S Figueroa St & W 12th St
S Spring St & W 1st St	E 7th St & S Main St
S Grand Ave & W 1st St	S Grand Ave & W 14th St
W Temple St & N Hill St	S Figueroa St & W 18th St
Hill St at Metro Station/Grand Park	Willow St & Mateo St
S Olive St & W 6th St	Mateo St & E 7th St
S Hill St & W 5th St	E 5th St & Wall St
W 5th St & S Grand Ave	Wall St & E 7th St
W 7th St & S Flower St	S San Pedro Street & E 7th St
S Flower and W 7th St	E 11th St & Santee St
W 7th St & S Flower St	E Pico Blvd & Santee St
S Grand Ave & W 9th St	Kohler St & E 6th St
S Figueroa St & W 11th St	E 7th St & S Alameda St
W Pico Blvd & S Figueroa St	E 2nd St & S San Pedro St
W 12th St & S Hill St	Boyd St & S San Pedro St
S Grand Ave & W Washington Blvd	Crocker St & E 6th St
S San Pedro St & E Washington Blvd	S Main St & E 5th St
S Hope St & W Pico Blvd	Ord St & New High St
E 5th St & S Hewitt St	New High St & Ord St
E 3rd St & Rose St	N Spring St & W College St
E 3rd St & S Santa Fe Ave	N Alameda St & Alpine St
S San Pedro St & E 1st St	Union Station East Portal
S Grand Ave & W 7th St	S Grand Avenue & W 3rd St
W 2nd St & S Figueroa St	S Broadway & W 3rd St
W 2nd St & S Hill St	S Hope St & W Olympic Blvd
S Figueroa St & W Cesar Chavez Ave	S Broadway & W 9th St
S Spring St & W 3rd St	S Broadway & W 11th St
S Main St & E 4th St	N Broadway & W Cesar Chavez Ave
S Main St & E 1st St	S San Pedro St & E 8th St
S Spring St & W 5th St	S Maple St & E 9th St
S Main St & E 6th St	Wilshire Boulevard & Witmer Street
W 7th St & S Spring St	S Wall Street & E 11th Street
S Hill St & W 7th St	W College Street & N Hill Street
S Hope St & W 6th St	E Temple Street & N Vignes Street
W 7th St & S Bixel St	E Pico Street & S San Pedro Street
E 9th St & S Main St	E Olympic Boulevard & S Central Avenue
S Main St & E 9th St	E Washington Boulevard & S Central Avenue
S Olive St & W 8th St	S Central Avenue & E 15th Street

3. RESULTS

The comparison of minority shares of the Los Angeles county population and those within block groups within one-quarter mile and one-half mile of proposed bike share facilities is depicted in Table 2.

	Total Population	Minority Population	Minority Share
LA County Population	9,818,605	6,869,996	70.0%
Within 1/4 mile of Bike Share Facility	113,401	95,574	84.3%
Within 1/2 mile of Bike Share Facility	157,839	137,100	86.9%

Similarly, the comparison of poverty shares of the Los Angeles county population and those within census tracts within one-quarter mile and one-half mile of proposed bike share facilities is depicted in Table 3.

	Total Population	Poverty Population	Poverty Share
LA County Population	9,604,871	1,508,618	15.7%
Within 1/4 mile of Bike Share Facility	107,367	46,213	43.0%
Within 1/2 mile of Bike Share Facility	145,401	60,101	41.3%

There is no Disparate Impact and no Disproportionate Burden associated with the proposed bike share demonstration program because both the minority shares and poverty shares of the populations within one-quarter mile and one-half mile of the

proposed bike share facilities are higher than the respective countywide shares of minority and poverty populations, respectively.

Metro Bike Share Program



Metro

Recommendation

- A. Adopt findings of the Environmental Analysis for the DTLA Pilot**
- B. Authorize staff to file the Notice of Exemption for the DTLA Pilot**
- C. Adopt findings of the Title VI and Environmental Justice Analysis for the DTLA Pilot**

Environmental Analysis

- **Environmental Analysis completed in compliance with the California Environmental Quality Act (CEQA)**
- **Potential Impact of up to 80 stations in DTLA were analyzed**
- **Finding: Bike Share project qualifies for a CEQA Categorical Exemption**

Title VI and Environmental Justice Analysis

- Evaluation considered whether siting of bike share stations might cause a Disparate Impact or Disproportionate Burden
- Proposed station locations were analyzed taking into consideration poverty and minority population shares within a $\frac{1}{4}$ and $\frac{1}{2}$ mile
- Finding: No Disparate Impact and no Disproportionate Burden associated with the project

Next Steps

- **File the Notice of Exemption**

**Board Report**

File #: 2016-0209, File Type: Project

Agenda Number: 14

**PLANNING AND PROGRAMMING COMMITTEE
APRIL 13, 2016****SUBJECT: WEST SANTA ANA BRANCH TRANSIT CORRIDOR - SUSTAINABLE TRANSIT
ORIENTED COMMUNITIES (OPERATION SHOVEL READY)****ACTION: AUTHORIZE EXECUTION OF FUNDING AGREEMENT****RECOMMENDATION**

AUTHORIZE the Chief Executive Officer (CEO) to enter into a **Funding Agreement (FA) for the West Santa Ana Branch Transit Corridor - Sustainable Transit Oriented Communities Predevelopment and Planning Activities (Operation Shovel Ready) with the Gateway Cities Council of Governments (COG), to be led by the Eco-Rapid Transit Joint Powers Authority (JPA)** for near-term project activities in response to the Metro Board February 2016 directive, in an amount not-to-exceed \$230,800.

ISSUE

At the February 25, 2016 meeting, the Metro Board directed the CEO to return within 60-days with a budget (not to exceed \$18 million), scope of work, potential funding sources and community engagement strategy for the purpose of pursuing Transit Oriented Communities (TOC) predevelopment and planning activities, in coordination with the City and County of Los Angeles, as well as the Eco-Rapid Transit JPA and Gateway Cities COG for the West Santa Ana Branch (WSAB) Transit Corridor (Attachment A). The Gateway Cities COG has requested that Eco-Rapid Transit lead this effort and that staff work directly with them. Staff has had several discussions and meetings with the Eco-Rapid Transit staff concerning the scope of work. These discussions resulted in a two-phased approach. Phase 1 is comprised of nearer-term work elements that would help inform the upcoming environmental document for the WSAB transit project, such as station area planning, parking management guidelines, rail storage and maintenance facility siting methodology and criteria, etc. Phase 1 will also include the development for the larger work scope for Phase 2. Phase 2, the longer-term elements, needs to be coordinated with the preparation of the environmental document. Board authorization is being requested to execute the FA for the Phase 1 elements in order to proceed with the nearer-term project activities. Both the Gateway Cities COG and Eco-Rapid JPA support this approach. Attachment B contains letters of support.

DISCUSSION

Background

The WSAB Transit Corridor is one of the 12 Measure R Transit corridors with \$240 million earmarked for the project. The project is contained in Metro's 2009 Long Range Transportation Plan (LRTP) for a total of \$649 million, including Measure R dollars earmarked for the project, Proposition C 25% and savings from the I-5 South Construction Project (Measure R 20%), with a revenue service date of 2027. The 2009 LRTP did not specify a mode as that was to be determined through the Alternative Analysis (AA) Study. No other funding has been identified for this project. This is an Operation Shovel Ready project.

The Corridor stretches approximately 20 miles from the City of Artesia to Los Angeles Union Station (LAUS). Attachment C shows the study area, which uses eight miles of Metro-owned abandoned Pacific Electric Rail right-of-way (PEROW) from the Los Angeles/Orange County border north to the City of Paramount. It extends 12 miles north of the City of Paramount to LAUS via a combination of local streets and privately owned rail ROW. Of this 12 miles, the route from Huntington Park to LAUS is undetermined (approximately six miles).

In February 2013, the Southern California Association of Governments (SCAG) completed an AA Study for the 40 miles WSAB Corridor from Union Station to Santa Ana in Orange County. The SCAG approved AA Study eliminated from further consideration Bus Rapid Transit (BRT), Streetcar and MagLev leaving Light Rail Transit (LRT) as the recommended mode.

In September 2015, Metro completed the Technical Refinement Study that focused on specific issues for the Los Angeles County portion of the corridor (Artesia to LAUS) that were raised during the AA. The Technical Refinement Study updated the Los Angeles County portion project's cost based on five percent conceptual level of engineering. The Study estimated the project cost at \$4 billion in 2015 dollars. The WSAB project is currently in the procurement phase to obtain both environmental clearance and outreach consultant services for the Los Angeles County segment. The Board is scheduled to consider contract award in September/October 2016.

Scope of Work

In collaboration with Eco-Rapid Transit, staff developed a two-phased approach to pursuing sustainable TOCs along the corridor. Phase 1 includes scope elements that can be undertaken in the near-term to help inform the upcoming environmental document. Work for this phase can utilize the remaining \$230,800 from the original \$350,000 directed by the Metro Board in January 2014 for participation in the Technical Refinement Study (Attachment D). The scope of work for Phase 1 includes:

1. Develop a detailed scope of work for Phase 2 long-term Sustainable TOCs along the WSAB Transit Corridor including timeline, budget and potential funding sources. The Phase 2 work needs to be completed in conjunction with the environmental document as stations are sited

and the alignments plans and profiles are more solidified. Staff will be working with Eco-Rapid Transit to develop a detailed scope of work for Phase 2 activities such as an evaluation of existing systems - electric, water, storm water, sewage, fiber (data), to identify opportunities to modify existing facilities to create a state-of-the-art infrastructure, as well as the identification of potential funding sources for the scope elements.

2. Conduct Conceptual Land Use Planning Studies for three southern station areas not previously studied or funded through Metro, Federal Highway Administration (FHWA), or SCAG grants. Community engagements will be included as part of the studies. The three station areas are:
 - City of Cerritos: 183rd/Gridley Street station
 - Cities of Paramount and South Gate: I-105 Freeway/New Green Line station
 - City of Paramount: Paramount Blvd./Rosecrans Avenue station

Station planning on the northern stations has been deferred to later in the environmental process when the alignment to LAUS is more solidified.

3. Develop Parking Management Guidelines as a technical supplement for the environmental document. This shall include recommended methodology, guiding principles, typology and key issues for parking management in the corridor and in the station areas. The report will include recommendations for Metro's consideration to inform the environmental document.
4. Identify criteria and methodology for working with corridor cities to identify potential sites for a rail storage and maintenance facility to be cleared as part of the environmental document.
5. Project Management/Administration for the above scope elements, including the submittal of quarterly reports/invoices.

DETERMINATION OF SAFETY IMPACT

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

FINANCIAL IMPACT

The FY 2015-16 budget includes \$456,000 for Professional Services in Cost Center 4370, Project 460201 (WSAB Transit Corridor). Since this is a multi-year program, the Cost Center Manager and Chief Planning Officer will be responsible for budgeting in future years.

Impact to Budget

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

ALTERNATIVES CONSIDERED

The Board may choose not to enter into the FA, enter into a FA for a different amount, or defer executing the agreement until the full scope is developed. These alternatives are not recommended

as the pursuit of TOCs along the WSAB Transit Corridor was previously directed by the Board. Additionally, Phase 1 scope elements will help inform the environmental document. This approach has been developed in close collaboration with the Eco Rapid Transit JPA.

NEXT STEPS

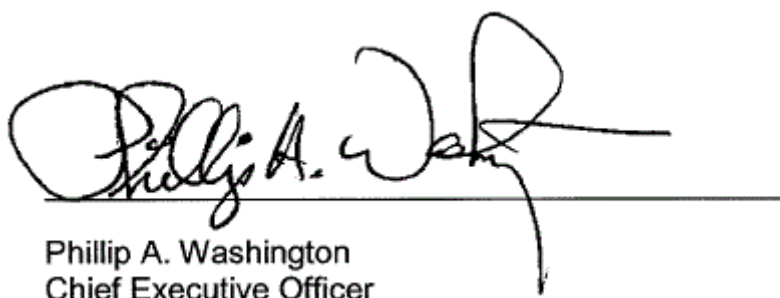
Upon Board approval, staff will execute the FA with the Gateway Cities COG to initiate work for the Phase 1 tasks. Staff will continue working with Eco-Rapid Transit and the Gateway Cities COG to develop the scope of work for the long-term tasks to meet the Board directive, and will return to the Board in early FY 17 with a scope of work for the remaining work not to exceed \$17,769,200.

ATTACHMENTS

- Attachment A - February 25, 2016 Board Motion, Item# 32.1
- Attachment B - Letters of Support
- Attachment C - WSAB Transit Corridor Study Area Map
- Attachment D - January 15, 2014 Board Motion

Prepared by: Matt Abbott, Transportation Planning Manager, (213) 922-3071
Fanny Pan, Director, (213) 922-3070
David Mieger, Executive Officer, (213) 922-3040
Renee Berlin, Managing Executive Officer, (213) 922-3035

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



Phillip A. Washington
Chief Executive Officer

REVISED

Motion by Directors Knabe, DuBois, Garcetti and Solis

West Santa Ana Branch Transit Corridor (Eco-Rapid Transit Project)

Creating Sustainable Transit Oriented Communities

Measure R includes the West Santa Ana Branch (Eco-Rapid Transit) Transit Corridor. This project runs 20 miles from the City of Artesia in Southeast Los Angeles County and continues through the cities of Artesia, Bell, Bellflower, Bell Gardens, Cudahy, Downey, Huntington Park, Los Angeles, Maywood, Paramount, South Gate, and Vernon.

The cities along this alignment are committed to supporting the implementation of this corridor and have come together in the Eco-Rapid Transit Joint Powers Authority whose mission is to pursue the development of an environmentally friendly energy efficient addition to the Los Angeles County transit system.

This addition to the LA County transit system will enhance and increase transportation options for the residents of the member cities, provide access to employment in other parts of the County and improve the quality of life for all area residents including those cities that have been designated "Disadvantaged Communities by the CalEPA EnviroScreen (SB 535 – De Leon Chapter 830, Statue of 2012).

The Los Angeles County Metropolitan Transportation Authority (MTA) is undertaking environmental studies in preparation for their development of the West Santa Ana Branch transit corridor.

Eco-Rapid Transit JPA, building on the Los Angeles County Economic Development Strategy and the Eco-Rapid Design Guidelines, is desirous of working directly with the communities along the corridor to develop a consistent set of development standards, practices, and sustainability objectives to encourage and incentivize new transit oriented developments throughout the West Santa Ana Branch transit corridor. This work will improve the ability of corridor jurisdictions to attract other funding to carry out identified public infrastructure improvements.

Eco-Rapid Transit will manage the preparation of local development plans and policies to incorporate specific Sustainable Development targets including an evaluation of existing systems—electric, water, storm water, sewage, fiber (data) to identify opportunities to modify existing facilities to create state-of-the art infrastructure that addressed the needs of these Environmental Justice areas. Additionally, the project will identify opportunities in existing transport facilities to identify changes within the corridor that could support increased mode share shifts from vehicles to transit, enhance active transportation opportunities, improve first and last mile connections and related design changes in housing, economic development, parking that better supports achieving the sustainability targets.

In order to achieve these transit oriented communities goals, we hereby request that:

- A) Direct the CEO to return to the Board of Directors within 60 days with a budget (not to exceed \$18 million), scope of work, potential funding sources and community engagement strategy ~~Measure R funds in the amount of \$18 million be allocated for the purpose of pursuing Transit Oriented Communities (TOC) predevelopment and planning activities, in coordination with the City and County of Los Angeles as well as the Eco-Rapid Transit and Gateway Cities Council of Governments, for the West Santa Ana Branch Project alignment and communities.~~
- B) ~~Metro Staff work with the Gateway Cities Council of Governments or the Eco-Rapid Transit JPA to implement this program.~~



GATEWAY CITIES
COUNCIL OF GOVERNMENTS

April 1, 2016

Artesia

Avalon

Bell

Bellflower

Bell Gardens

Cerritos

Commerce

Compton

Cudahy

Downey

Hawaiian Gardens

Huntington Park

Industry

La Habra Heights

La Mirada

Lakewood

Long Beach

Lynwood

Maywood

Montebello

Norwalk

Paramount

Pico Rivera

Santa Fe Springs

Signal Hill

South Gate

Vernon

Whittier

County of Los Angeles

Port of Long Beach

The Honorable Mark Ridley-Thomas
Chairman, Los Angeles County Metropolitan Transportation Authority
Supervisor, Second District, County of Los Angeles
500 W Temple St #866
Los Angeles, CA 90012

Dear Supervisor Ridley-Thomas:

On behalf of the Gateway Cities Council of Governments (COG), we thank you for your support last month of Item 32.1, the West Santa Ana Branch Transit Corridor (Eco-Rapid Transit Project) and our effort to create sustainable transit oriented communities. The motion provided for Metro staff to return to the Board with a recommendation to create a program and allocate funding for a transit oriented communities program for the Eco-Rpaid Alignment.

We ask again for your support as we have worked closely with Metro staff to develop this initial scope of work to authorize the Metro Chief Executive Officer (CEO) to enter into a Funding Agreement with Gateway Cities Council of Governments for near term project activities.

The alignment cities are committed to working together and supporting the implementation of this project. The entire COG supports this effort and has determined that the Eco-Rapid/West Santa Ana Branch project is the COG's top transit project priority. We will build upon the Los Angeles County Economic Development Strategy and the Metro Transit Oriented Development (TOD) Round 2 funded Eco-Rapid Transit TOD Guidelines. Eco-Rapid Transit will use this project to empower our communities and create partnerships built on common economic development and quality of life goals and objectives. With your help, we are starting this now.

Again, thank you very much. We support this item and look forward to working with Metro to create sustainable transit oriented communities in this corridor.

Sincerely,

Richard R. Powers, Executive Director
Gateway Cities Council of Governments



Eco-Rapid Transit, formerly known as the Orangeline Development Authority, is a joint powers authority (JPA) created to pursue development of a transit system that moves as rapidly as possible, uses grade separation as appropriate, and is environmentally friendly and energy efficient. The system is designed to enhance and increase transportation options for riders of this region utilizing safe, advanced transit technology to expand economic growth that maximizes ridership in Southern California. The Authority is composed of the following public agencies:

- City of Artesia
 - City of Bell
 - City of Bell Gardens
 - City of Bellflower
 - City of Cudahy
 - City of Downey
 - City of Glendale
 - City of Huntington Park
 - City of Maywood
 - City of Paramount
 - City of South Gate
 - City of Vernon
 - Burbank-Glendale-Pasadena Airport Authority
- Chair
- Maria Davila
Council Member
City of South Gate
- Vice Chairman
- Zareh Sinanyan
Council Member
City of Glendale
- Secretary
- Cristian Markovich
Mayor
City of Cudahy
- Treasurer
- Michael McCormick
Mayor
City of Vernon
- Internal Auditor
- Ali Sajjad Taj
Mayor Pro Tem
City of Artesia
- Executive Director
Michael R. Kodama
- General Counsel
Teresa L. Highsmith
- Ex-Officio
Rene Bobadilla
City Manager Representative

March 31, 2016

The Honorable Mark Ridley-Thomas
Chairman, Los Angeles County Metropolitan Transportation Authority
Supervisor, Second District, County of Los Angeles
500 W Temple St #866
Los Angeles, CA 90012

Dear Supervisor Ridley-Thomas,

On behalf of Eco-Rapid Transit, we thank you for your support last month of Item 32.1, the West Santa Ana Branch Transit Corridor (Eco-Rapid Transit Project) and our effort to create sustainable transit oriented communities. We ask again for your support as we have worked closely with Metro staff to develop this initial scope of work to authorize the Metro Chief Executive Officer (CEO) to enter into a Funding Agreement with Gateway Cities Council of Governments (COG) for near term project activities.

Our cities along this alignment are committed to working together and supporting the implementation of this project. We will build upon the Los Angeles County Economic Development Strategy and the Metro TOD Round 2 funded Eco-Rapid Transit TOD Guidelines. Eco-Rapid Transit will use this project to empower our communities and create partnerships built on common economic development and quality of life goals and objectives. With your help, we are starting this now.

Again, thank you very much. We support this item and look forward to working with Metro to create sustainable transit oriented communities in this corridor.

Sincerely,

Michael R. Kodama
Executive Director, Eco-Rapid Transit

West Santa Ana Transit Corridor Study Area Map



DuBois, Knabe Motion: Amendment to Metro Staff Report for Item 14

Consistent with Third Party Administration Programs in other regions and in recognition that this next phase of alignment development will significantly impact the budget and staff of the project area cities, authorize the Chief Executive Office to allocate \$350,000 for "Third Party Administration" of the West Santa Ana Branch Line. Work with the Gateway Cities Council of Governments and the Eco-Rapid Transit Joint Powers Authority to implement a "Third Party Administration" program.

**Board Report**

File #: 2016-0231, **File Type:** Program**Agenda Number:** 15

**PLANNING AND PROGRAMMING COMMITTEE
APRIL 13, 2016****SUBJECT: CAP-AND-TRADE LOW CARBON TRANSIT OPERATIONS PROGRAM****ACTION: APPROVE REVISED RESOLUTIONS FOR FY2015-16 FUNDING****RECOMMENDATION**

CONSIDER:

- A. APPROVING the revised Resolution in Attachment A that authorizes the Chief Executive Officer (CEO) or his designee to claim \$16,825,598 in fiscal year (FY) 2015-16 **Low Carbon Transit Operations Program (LCTOP) grant funds for one year of Gold Line Foothill Extension Phase 2A operations and one year of Expo Line Phase 2 operations**; and
- B. APPROVING the Resolution in Attachment B that certifies that Metro will comply with the LCTOP Certification and Assurances and the Authorized Agent requirements, and authorizes the CEO or his designee to execute all required documents and any amendments with the California Department of Transportation.

ISSUE

At the October 2015 meeting, the Board approved a resolution that authorized Metro to claim its FY15-16 LCTOP funds and identified that the funds would be used toward operations of the Gold Line Foothill Extension Phase 2A and Expo Line Phase 2. The original deadline for this allocation request was November 1, 2015. However, shortly before the submittal date, Caltrans announced that the deadline would be extended to February 1, 2016 and issued new guidelines for FY15-16 LCTOP grant funds in December 2015. After submittal of the grant package, Caltrans informed Staff that the Board resolution approved in October 2015 and included in the package needed to be revised. While the document approved by the Board was generally consistent with the guidelines, it did not use the new format required by the guidelines. Staff is seeking Board approval to submit a revised project resolution and approve the new Certification and Assurances, and authorized agent resolution to be added to the grant package.

DISCUSSION

Board Item #28 at the October 2015 Board meeting approved a resolution that: 1) authorized the

CEO or his designee to claim up to \$28 million in FY 2015-16 LCTOP funds; 2) identified the Gold Line Foothill Extension Phase 2A and Expo Line Phase 2 as the projects to be funded with the LCTOP funds; and 3) authorized the CEO or his designee to execute and amend all required LCTOP documents with Caltrans including the Certification and Assurances and Authorized Agent forms. The new guidelines released in December 2015 stipulated that two separate resolutions would be required, one for project identification and the other for the Certification and Assurances, and the Authorized Agent requirements. The resolution approved by the Board in October combined portions of the two new resolutions into one document, but Caltrans has determined it does not meet the new requirements released after the Board action.

In addition, although the LCTOP submittal deadline was November 1, 2015, the final fund amounts were not released until October 30, 2015 by the State Controller's Office. This is the reason the resolution stated that Metro would claim up to \$28 million to allow flexibility once the final LCTOP amounts were available. The amount included in the resolution was an estimate based on prior information released on LCTOP. Therefore, the proposed revised project resolution reflects the final LCTOP grant amount made available to Metro (\$16,825,598) and the fund amounts to be allocated to each identified project.

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 Fund (Fund), are to be reinvested in various projects that further reduce emissions. In FY 2014-15, \$25 million was appropriated to LCTOP, one of 11 such programs, from the Fund. The amount made available for FY 2015-16 is \$75 million though it had been anticipated to be \$100 million prior to the final fund allocations being released.

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

- Support new or expanded bus or rail services, or expanded intermodal transit facilities,
- Enhance or expand transit service to increase mode share,
- Reduce greenhouse gas emissions, and
- For agencies whose service areas include disadvantaged communities (DAC), 50 percent of total funds received shall be expended on projects or services that benefit the DAC.

DETERMINATION OF SAFETY IMPACT

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

FINANCIAL IMPACT

Adoption of the LCTOP resolutions and authorization of the CEO to execute the required documents to claim LCTOP funds would positively impact the agency's budget by making \$16,825,598 available to support the operation of Metro Rail service.

Impact to Budget

Claiming LCTOP funds will have a positive impact on the FY 2016 budget, as LCTOP funds will be disbursed to Metro by May 1, 2016.

ALTERNATIVES CONSIDERED

The Board could choose not to approve the resolutions in Attachment A and Attachment B. Staff does not recommend this alternative because it would risk loss of Metro's FY15-16 LCTOP fund allocation amount.

NEXT STEPS

- May 1, 2016: Caltrans and ARB review and approve list of projects and submit to State Controller's Office.
- June 1, 2016: State Controller's Office will release approved amount of funds to recipients.

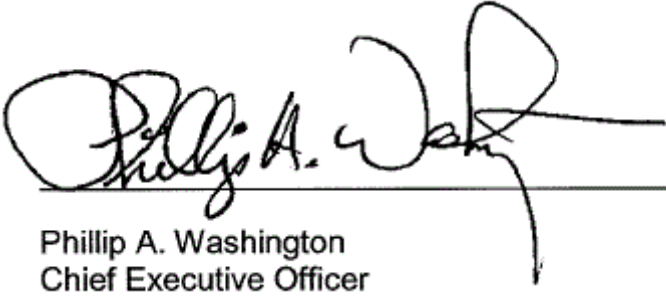
ATTACHMENTS

Attachment A - Resolution to Execute LCTOP Projects

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

Prepared by: Vincent Lorenzo, Transportation Planning Manager, (213) 922-4320
Cosette Stark, DEO, Regional Grants Management, (213) 922-2822

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



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 - \$7,007,087

Metro Expo Line Phase 2 Operations - \$9,818,511

WHEREAS, the Low Carbon Transit Operations Program (LCTOP) was established by Senate Bill 862, passed by the California Legislature in 2014, to provide operating and capital assistance for transit agencies to reduce greenhouse gas emissions and improve mobility with a priority on serving disadvantaged communities; and

WHEREAS, the Los Angeles County Metropolitan Transportation Authority (Metro) is an eligible project sponsor and may receive state funding from the LCTOP now or sometime in the future 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 has been allocated **\$16,825,598** in FY 2015-16 LCTOP funds that include \$9,818,511 in PUC 99313 LCTOP grant funds and \$7,007,087 in PUC 99314 LCTOP grant funds; and

WHEREAS, Metro as a recipient agency submitted its FY 2015-16 LCTOP expenditure proposals on February 1, 2016; and

WHEREAS, the Metro projects listed above have been determined by staff to reduce greenhouse gas emissions and improve mobility with a priority on serving disadvantaged communities; and

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



Los Angeles County
Metropolitan Transportation Authority

Metro

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 applicable statutes, regulations and guidelines for all LCTOP funded transit projects.

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 2015-16 LCTOP funds:

Project Name: Metro Gold Line Foothill Extension Phase 2A
LCTOP Funds Requested: \$7,007,087
Description: 1 year operations of Gold Line Foothill Extension Phase 2A

Project Name: Metro Expo Light Rail Line Phase 2
LCTOP Funds Requested: \$9,818,511
Description: 1 year operations of Expo Light Rail Line Phase 2



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, April 28, 2016.

Michelle Jackson
LACMTA Secretary

Dated:

(SEAL)



Los Angeles County
Metropolitan Transportation Authority

Metro

Los Angeles County Metropolitan Transportation Authority

Board Resolution

**Authorization for the Execution of the
Certifications and Assurances and Authorized Agent Forms for the Low Carbon
Transit Operations Program (LCTOP)**

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 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 Chief Executive Officer (CEO) or his designee be authorized to execute all required documents of the LCTOP program and any Amendments thereto with the California Department of Transportation.



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, April 28, 2016.

Michelle Jackson
LACMTA Secretary

Dated:

(SEAL)



Los Angeles County
Metropolitan Transportation Authority

Metro

**Board Report**

File #: 2016-0252, **File Type:** Policy**Agenda Number:** 16

**PLANNING AND PROGRAMMING COMMITTEE
APRIL 13, 2016****SUBJECT: HOLLYWOOD WESTERN BUSINESS IMPROVEMENT DISTRICT****ACTION: AUTHORIZE PARTICIPATION IN THE HOLLYWOOD WESTERN BUSINESS
IMPROVEMENT DISTRICT****RECOMMENDATION**

CONSIDER:

- A. **SUPPORTING** the establishment of the proposed **Hollywood Western Business Improvement District (“BID”) in the City of Los Angeles** and the resulting assessments on properties within the District boundaries owned by Metro; and
- B. **AUTHORIZING** the Chief Executive Officer or his delegate to sign any necessary petition and cast any subsequent ballots in support of the BID and property assessments.

ISSUE

The Metro Board adopted the General Guidelines for Metro Participation in Proposed Assessment Districts (“Guidelines”) in June 1998. The Guidelines require staff to analyze each assessment district and/or improvement based on whether they improve Metro property or facility, benefit Metro employees, benefit Metro’s passengers, or reduce costs for the agency. Staff is to provide the Board with an analysis, on a case by case basis, that determines whether Metro property benefits from the proposed services or improvements; and whether the benefit to the property exceeds the cost of the assessment. Based on the guidelines, the Board must determine whether or not to participate in the proposed district.

Establishment of the District is a two-step process that includes (1) submission of favorable petitions from property owners representing more than 50% of total assessments to be paid; and (2) return of mail ballots evidencing a majority of ballots cast in favor of the assessment. As a property owner in the proposed District, Metro has received notice of the establishment of the District and has been requested to sign a Petition to establish the District and to ultimately vote to in favor of the assessment.

POLICY IMPLICATIONS

Proposition 218, which was approved in November 1996, requires that all public property previously

exempted from business improvement district assessments be assessed, unless the public agency can demonstrate that the property will receive no benefit.

DISCUSSION

The Hollywood Western BID is a property-based benefit assessment type district being established for a five (5) year term pursuant to the California Street and Highway Code (as amended). The BID is proposed to improve and convey special benefits to assessed properties located within the District area. The District will provide new improvements and activities, including clean/safe, marketing/communications, and administration of programs designed to meet the goals and mission of the District. The goals of the District are to improve the economic viability of each individual assessed parcel within the District, to increase building occupancy and lease rates, to encourage new business development and attract ancillary businesses and services for parcels within the District.

The Metro has four properties located in the proposed District which comprise the Hollywood/Western Metro Red Line Station. A map showing the BID Boundary is attached as Attachment A.

Pursuant to the existing Guidelines, it is necessary for the Board to authorize Metro's support of the establishment of a new BID and to authorize the signing of any necessary petitions and ballots to participate in the BID. The Guidelines requires staff to analyze each new assessment district services and/or improvements based on whether it (1) improve Metro property or facility; (2) benefits Metro employees; (3) benefit the riding public; or (4) reduce costs for the Metro. The anticipated annual assessment to Metro is expected to be approximately \$16,792.01 which represents 2.20% the BID. An evaluation of the benefits that the Hollywood/Western BID will provide to the Metro Property is included in Attachment B.

DETERMINATION OF SAFETY IMPACT

This Board Action will not have an impact on safety standards for Metro operations. However, the BID's safety program should increase safety and crime prevention in the area around Metro owned properties.

FINANCIAL IMPACT

Metro's estimated annual assessment for the Year 2017 under the proposed BID is \$16,792.01. The funding to participate in this BID is covered in the FY17 budget in Cost Center 0651, Account No. 50799 (Taxes). Metro has ground leased the majority of the Metro Hollywood Western Red Line Station site to Western/Carlton II, L.P., a McCormack Baron Salazar development entity. Under this ground lease, Western Carlton II operates a mixed use project containing 60 affordable apartments and 9,000 square feet of retail space, which it constructed in 2009. The ground lease obligates Western/Carlton II to pay all real estate taxes, special assessments and other taxes, levies, and impositions attributable to their project and the ground leased premises. Staff will coordinate with Western Carlton II to ensure that they pay their share of any assessment attributable to the mixed use project or the ground leased premises, in accordance with the ground lease.

The BID assessments will be subject to annual increases not to exceed 5% per year. Increases will be determined by the District Owner Association and are projected to vary between 0% and 5% in

any given year. Assuming a 5% increase per year, the total cost to Metro over the 5 year term of the BID is estimated to be in the range of \$92,686.00. The funding to participate in this BID will be included in Cost Center 0651, Project No. 306006, Account No. 50799 (Taxes). Funds for subsequent years will be budgeted annually. Funds will be included in the annual budget to cover Western Carlton II's share, in the event the ground lease is terminated.

Impact to Budget

The source of funds for this request will be General Fund Lease Revenues. These funds are eligible for bus or rail operations or capital expenditures.

ALTERNATIVES CONSIDERED

The formation of the BID requires favorable petitions from property owners representing more than 50% of total assessments to be paid and the return of mail ballots evidencing a majority of ballots cast in favor of the assessment. Ballots are weighted by each property owner's assessment as proportionate to the total proposed District assessment amount. The Property owned by Metro represents 2.20% of the total Bid. If Metro does not support the BID by signing the petition and casting a ballot, it is possible that the BID will not be established. It will take more individual private property owners to support the BID, if Metro does not vote to participate in the BID.

Metro has supported the formation of BIDs when the service or improvements provided a direct benefit to Metro property, employees and customers. Under Proposition 218, the assessing agency that proposes an assessment identifies all parcels that will receive a special benefit. The special benefit for each parcel is determined by: (1) the relationship of the capital cost of a public improvement; (2) the maintenance and operation of a public improvement; or (3) the cost of the property related services being provided. No assessment can be imposed on any parcel that exceeds the reasonable cost of the proportional special benefit on that parcel. All publicly owned parcels are required to pay their proportional share of costs based on the special benefits conferred to those individual parcels. Only special benefits are assessable. The BID considers the special benefit to government assessed parcels to be an increase in District customers, an increased likelihood of attracting and retaining employees that follow from having a cleaner and safer area, increased use of the public facilities, increased attraction and retention of employees which directly relates to fulfilling their public service mission. Proposition 18 provides that "parcels within a district that are owned or used by any agency....*shall not be exempt from assessment unless the agency can demonstrate by clear and convincing evidence that the property will receive no benefit.*"

NEXT STEPS

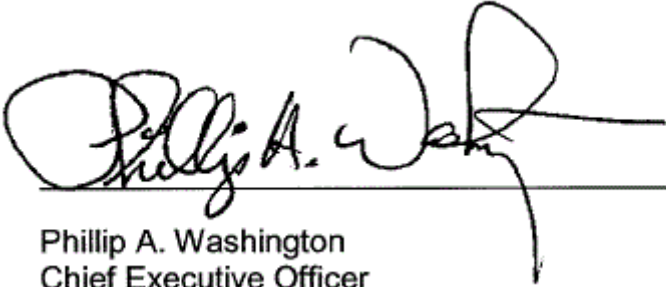
If the recommendation is approved, staff will sign the petition and subsequently cast a ballot for the establishment of the BID.

ATTACHMENTS

Attachment A - Arts District Los Angeles Business Improvement District Boundaries
Attachment B - Evaluation of Hollywood Western BID Benefit to Metro
Attachment C - Summary of Metro owned parcels included in the Hollywood Western BID

Prepared By: Velma C. Marshall, Deputy Executive Officer
Real Estate Administration
(213) 922-2415

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

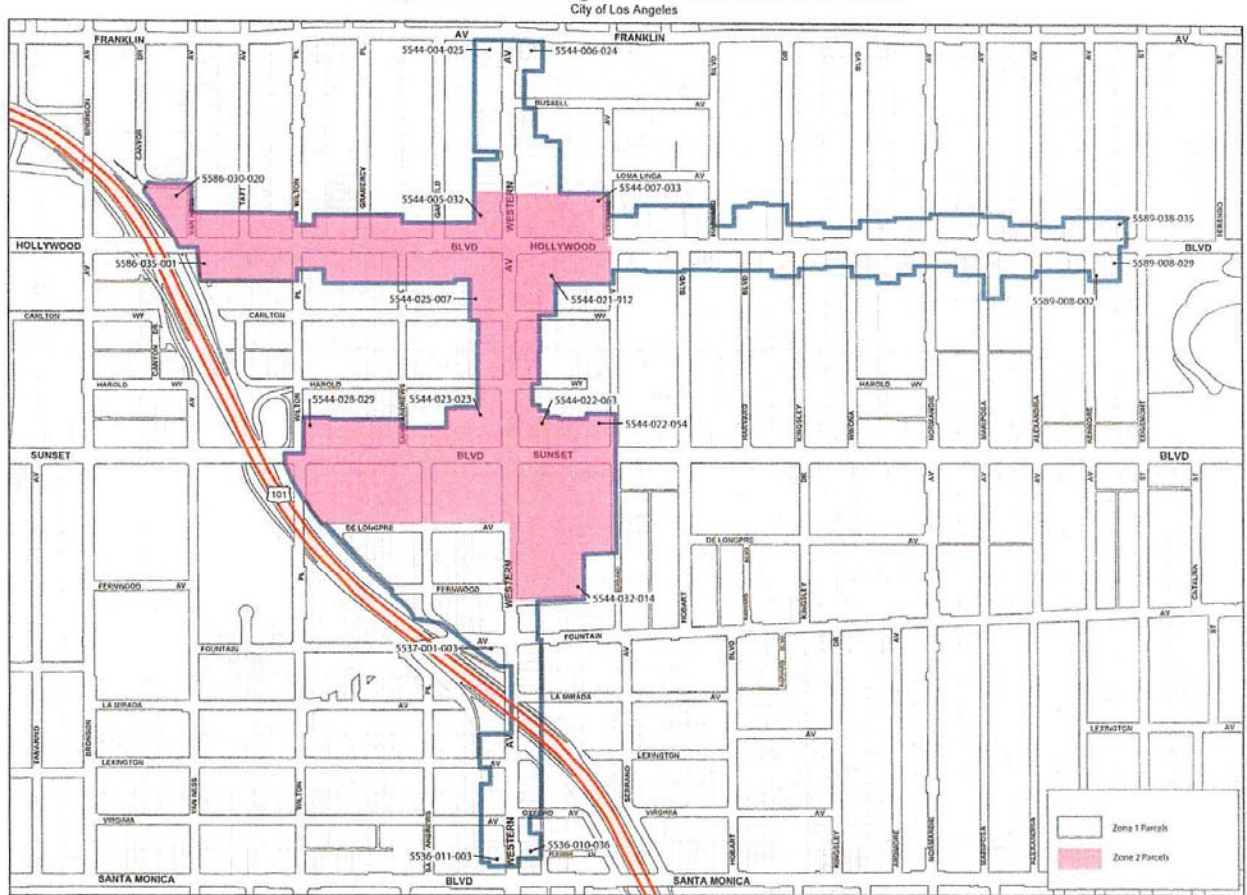


Phillip A. Washington
Chief Executive Officer

ATTACHMENT A

ARTS DISTRICT LOS ANGELES BUSINESS IMPROVEMENT DISTRICT BOUNDARIES

Proposed Hollywood/Western BID



**EVALUATION OF HOLLYWOOD/WESTERN 2017 - 2021 PROPERTY BASED
BUSINESS IMPROVEMENT DISTRICT
BENEFITS TO MTA**

Program Benefits

The proposed BID includes four (4) parcels owned by MTA. The parcels comprise the Hollywood/Western Metro Red Line Station. The combined land area of the four parcels is 55,576 square feet.

The total proposed District budget for the 2017 year of operation is approximately \$772,200.00. Assessments will be subject to annual increases not to exceed 5% each year if implemented. The BID is proposed to improve and convey special benefits to assessed properties located within the District area. The District will provide new improvements and activities, including clean/safe, marketing/communications, and administration of programs designed to meet the goals and mission of the District. The goals of the District are to improve the economic viability of each individual assessed parcel within the District, to increase building occupancy and lease rates, to encourage new business development and attract ancillary businesses and services for parcels within the District.

Through a series of meetings with property owners, the District Steering Committee determined the priority for improvements and activities to be delivered by the business improvement district. The primary needs as determined by the property owners were: clean/safe and communications/marketing. In addition, property owners in Zone 2 determined that they need safety services for their parcels. (MTA parcels are located in Zone 2).

The *Clean and Beautiful Program* will consist of sidewalk sweeping to remove debris and refuse from sidewalks; sidewalk pressure washing; graffiti removal by painting, using solvent and pressure washing; trash collection including collecting stolen shopping carts and large bulky items illegally dumped in the District; landscape maintenance and street tree trimming including weed abatement. The detailed services to be provided by the BID are included in the Hollywood Western Business Improvement District Management District Plan. (Copy of Plan available in departmental files).

The *Safe Team Program* will provide security services for the individual assessed parcels located within Zone 2 of the District in the form of walking and mobile patrols. The purpose of the Safe Team Program is to deter and report illegal activities such as public urination, indecent exposure, trespassing, drinking in public prostitution, illegal panhandling, illegal vending and illegal dumping for individually assessed parcels. The

program will supplement, not replace, other ongoing police, security and patrol efforts within the District.

The *Communication/Marketing Program* will include a Hollywood Western BID Web Site, newsletter, banners/Medallions and image marketing aimed at increasing awareness of the businesses within the district and their individual offerings which attract new customers to the District businesses and provides an increase in commercial activity which directly relates to increases in lease rates and enhanced commerce.

Evaluation of Benefit to MTA

The Guidelines on MTA Participation in Proposed Assessment Districts (“Guidelines”) established general guidelines for determining benefits to MTA properties as outlined below. A list of MTA properties included in the proposed BID is attached, with an indication of the assessment to each parcel. The guidelines requires an analysis of each *new* assessment district service and/or improvement based on whether it improves MTA property or facility, benefit MTA employees, benefit the MTA riding public or reduce costs for the MTA.

Following is the analysis of benefits to MTA from the Hollywood/Western District Business Improvement District based on the Guidelines.

TIER 1 – NO BENEFIT

- Subsurface easement – Not Applicable
- Aerial easements – Not Applicable
- Right of Way
 - The transit facility in the Hollywood/Western BID area consists of the Metro Red Line Hollywood/Western Station. MTA has ground leased the majority of the station site to Western/Carlton II, L.P., a McCormack Baron Salazar development entity. Under this ground lease, Western Carlton II operates a mixed use project containing 60 affordable apartments and 9,000 square feet of retail space, and is responsible for maintenance of the ground leased premises and the project. The plaza areas leading to the subway portal and the project are not part of the ground leased premises or the project and are maintained by MTA.

TIER 2 – MINOR OR NO POTENTIAL BENEFIT

- Vacant Land – Not Applicable
- Parking Lots – Not Applicable

TIER 3 – MINOR OR SOME POTENTIAL BENEFIT

- Bus Operating and Maintenance Facility – Not Applicable
- Bus Terminals – Not Applicable
- Customer Service Centers – Not Applicable
- USG Headquarters Building – Not Applicable
- Maintenance Facilities – Not Applicable
- Rail Division – Not Applicable
- Rail Terminus – Not Applicable
- Stations – The Metro Red Line Station is located in the District

TIER 4 – ACTUAL BENEFITS

The Metro Station parcels will receive special benefits from the establishment and services provided by the District. Since MTA's Metro Red Line Station is located in the District, the station property will benefit from programs that work to provide greater pedestrian traffic, an enhanced sense of safety and a positive user experience which increase ridership. The Station area will benefit from the District's Clean and Beautiful program which will create a cleaner and more welcoming environment for customers, patrons, tenants, visitors and employees. The program will improve aesthetic appeal for patrons, visitors and employees of the area by reducing litter and debris which are detractors to commerce and commercial occupancy rates if not contained and properly managed. The safety program is designed to improve security for patrons, visitors and employees of the assessed parcels by reducing crime in the area. All of the programs that will be funded through the BID are designed to improve the conditions of the area and to provide supplemental programs, services and improvements that are not currently provided by the City of Los Angeles.

A large portion of MTA's assessment will be paid by Western/Carlton II, pursuant to their ground lease with MTA. Under the ground lease, Western/Carlton II is obligated to pay all real estate taxes, special assessments and other taxes, levies, and impositions attributable to their project and the ground leased premises. The ground leased premises and the project encumber the bulk of the station site.

ATTACHMENT C

SUMMARY OF MTA PARCELS INCLUDED IN ARTS DISTRICT BID

ASSESSOR NO.	OWNER	ADDRESS	ASSESSMENT AMOUNT	%	BENEFIT
5544-021-901	MTA	1672 N. Western Ave	\$12,544.28	1.64%	Tier 3 Tier 4
5544-021-911	MTA	5437 Hollywood Blvd	\$1,650.25	.22%	Tier 3
5544-021-912	MTA	5430 Hollywood Blvd	\$1,603.34	.21%	Tier 4
5544-021-913	MTA	1674 N. Western Blvd	\$994.14	.13%	Tier 3
	TOTAL MTA		\$16,792.01	2.20%	