

# **Metro**

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



**Metro**

## **Agenda - Final Revised**

**Wednesday, September 16, 2015**

**2:00 PM**

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

### **Planning and Programming Committee**

*Mike Bonin, Chair*

*Sheila Kuehl, Vice Chair*

*James Butts*

*Jacquelyn Dupont-Walker*

*Hilda Solis*

*Carrie Bowen, non-voting member*

*Phillip A. Washington, Chief Executive Officer*

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

### **PUBLIC INPUT**

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

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

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

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

**REMOVAL FROM THE BOARD ROOM** The Chair shall order removed from the Board Room any person who commits the following acts with respect to any meeting of the MTA Board:

- a. Disorderly behavior toward the Board or any member of the staff thereof, tending to interrupt the due and orderly course of said meeting.
- b. A breach of the peace, boisterous conduct or violent disturbance, tending to interrupt the due and orderly course of said meeting.
- c. Disobedience of any lawful order of the Chair, which shall include an order to be seated or to refrain from addressing the Board; and
- d. Any other unlawful interference with the due and orderly course of said meeting.

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

## CALL TO ORDER

## ROLL CALL

### 13. APPROVE Consent Calendar items: 14, 15 and 17.

14. RECEIVE AND FILE this update on the status of **the advanced technical studies for the Vermont and North Hollywood to Pasadena corridors** in response to the July 24, 2014 and October 23, 2014 Board directives. [2015-0898](#)
- Attachments: [Attachment A - July 2014 Motion](#)  
[Attachment B - Oct 2014 Motion](#)
15. RECEIVE AND FILE the **West Santa Ana Branch (WSAB) Transit Corridor Technical Refinement Study**. [2015-0994](#)
- Attachments: [Attachment A - Final Executive Summary](#)  
[Attachment B - Five Key Issues Map](#)  
[Attachment C - Travel Forecasts and Preliminary Cost Estimates](#)
16. **WITHDRAWN: RECEIVE AND FILE High Desert Multi-Purpose Corridor Financial Strategy Report.** 2015-1151
17. RECEIVE AND FILE report in response to the Metro Board July 23, 2015 directive to provide bi-monthly updates on the **Eastside Transit Corridor Phase 2 Technical Study and Community Outreach**. [2015-1155](#)
- Attachments: [Attachment A - July 2015 Board Motion](#)  
[Attachment B - Milestone Schedule](#)

Non-Consent Items

18. RECEIVE AND FILE **Metro Countywide Bikeshare Program update.** [2015-1107](#)

Attachments: [Attachment A - Motion 22.1](#)  
[Attachment B - Metro Bikeshare Design](#)

Item 19, File ID 2015-1332, has been moved to Construction Committee and will not be heard at the Planning and Programming Committee.

19. AUTHORIZE the Chief Executive Officer to execute a cost-plus-fixed-fee Contract No. AE3319400599 with AECOM for the **L.A. County Grade Crossing and Corridor Safety Program** in the amount of \$3,868,848, inclusive of all design phases. This contract is for three years. [2015-1332](#)

Attachments: [Attachment A - Procurement summary - LA County Grade Crossing Program](#)

20. AUTHORIZE the Chief Executive Officer to award and execute a 15-month firm fixed price Contract No. AE322940011372 (RFP No. AE11372) to **JMDiaz, Inc. in the amount of \$2,340,084.08 for Architectural and Engineering (A&E) services to complete the I-710/SR-91 PSR-PDS.** [2015-0575](#)

Attachments: [Attachment A Procurement Summary- AE11372](#)

Item 21, File ID 2015-0576, has been moved to Construction Committee and will not be heard at the Planning and Programming Committee.

21. AUTHORIZE the Chief Executive Officer to award and execute a 48-month firm fixed price Contract No. AE333410011375 (RFP No. AE11375), to **Parsons Transportation Group Inc. in the amount of \$20,697,227.00 for Architectural and Engineering services to complete the I-605/I-5 PA/ED.** [2015-0576](#)

Attachments: [Attachment A Procurement Summary- AE11375](#)

22. AUTHORIZE the Chief Executive Officer to: [2015-0864](#)

- A. execute Contract Modification No. 2 for Contract No. PS2415-3046, **Doran Street Crossing Grade Separation, with HNTB, Inc., in the amount of \$94,954 to complete the necessary signal engineering for the interim one-way west bound movement at Doran Street at grade crossing**, increasing the total contract value from \$5,688,892 to \$5,783,846; and
- B. increase Contract Modification Authority (CMA) specific to Contract No. PS2415-3046, Doran Street Crossing Grade Separation, in the amount of \$125,000, increasing the total CMA amount from \$523,620 to \$648,620.

Attachments:     [Attachment A-1 Procurement Summary.docx](#)  
                          [Attachment B Contract Modification Log](#)

23. APPROVE the following actions for **2015 Countywide Call for Projects** (Call), as further described in this report and attachments: [2015-0989](#)

- A. the recommendations in Attachment A responding to the Technical Advisory Committee (TAC) motions regarding the 2015 Call and additional funding recommendations;
- B. program \$201.9 million in seven modal categories from the fund sources shown in Attachment B. This amount also programs a limited amount of funds from the 2015 Call for Projects Deobligation (\$2.5 million) and the 2015 Call TAC reserve;
- C. all projects in Attachment C for potential nomination to the California Transportation Commission for 2016 State Transportation Improvement Program funds, as necessary;
- D. amend the recommended 2015 Call Program of Projects into the FY 2015-2016 Los Angeles County Regional Transportation Improvement Program by adopting the resolution in Attachment D which certifies that Los Angeles County has the resources to fund the projects in the FY 2015-2016 Regional TIP and affirms its commitment to implement all of the projects in the program;
- E. administer the 2015 Call as a one-time project-specific grant program with the requirement that project sponsors bear all cost increases; and
- F. authorize the Chief Executive Officer to administratively provide

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project sponsors with funding in earlier years than shown, if the project sponsor can demonstrate project readiness to proceed, has sufficient local match and such funds are available.

- Attachments:
- [Attachment A - TAC Motions](#)
  - [Attachment B - Preliminary Fund Estimate](#)
  - [Attachment C - Project Recommendations](#)
  - [Attachment D - Resolution 2017 TIP Resolution](#)
  - [Attachment E - Specific Recommendation Information](#)
  - [Attachment F - Project Descriptions](#)

24. AUTHORIZE the Chief Executive Officer to award a twelve-month firm fixed price Contract No. PS3362300 (RFP No. PS114943046R) to Walker Parking Consultants in the amount of \$619,589, for the **Supportive Transit Parking Program Master Plan Study**. [2015-1156](#)

Attachments: [Attachment A - Procurement Summary PS114943046R](#)

25. AUTHORIZE the Chief Executive Officer to: [2015-0439](#)

- A. execute Contract Modification No. 5 to Contract No. PS4710-2768 with **HDR Engineering, Inc. (I-710 Utility North Study)**, for the utilities and structural engineering efforts associated with the revised project alternatives, in an amount not-to-exceed \$1,443,082, increasing the total contract not-to-exceed amount from \$6,715,468 to \$8,158,550 and a contract extension of 18 months;
- B. execute Contract Modification No. 8 to Contract No. PS4710-2769 with **Mark Thomas & Company, Inc. (I-710 Utility Central Study)**, for the utilities and structural engineering efforts associated with the revised project alternatives, in an amount not-to-exceed \$350,521, increasing the total contract not-to-exceed amount from \$5,695,143 to \$6,045,664 and a contract extension of 18 months;
- C. increase Contract Modification Authority (CMA) specific to the two contracts to cover the cost of any unforeseen issues that may arise during the performance of the contracts as follows:
  - 1. Contract No. PS4710-2768 in the amount of \$216,462; increasing the total CMA from \$878,700 to \$1,095,162;
  - 2. Contract No. PS4710-2769 in the amount of \$52,579, increasing the total CMA from \$742,845 to \$795,424; and
- D. execute any necessary agreement(s) with third parties (e.g.

Caltrans, Gateway Cities Council of Governments, Gateway Cities, Southern California Edison (SCE), Los Angeles County, U.S. Army Corps of Engineers) to provide coordination and technical support for the completion of the EIR/EIS and the development and implementation of individual I-710 Early Action Projects, increasing the total amount from \$3,400,000 to \$7,132,000 for FY12 through FY17, as approved by the Board in the May 2015 meeting.

Attachments:      [A1 PS4710-2768 Procurement Summary](#)  
                              [A2 PS4710-2769 Procurement Summary](#)

66.      CONSIDER:

[2015-1277](#)

- A. executing contract modifications to 16 existing Freeway Service Patrol contracts as delineated in Attachment B, in an amount not to exceed \$7,696,000, and authorize reallocation of funds to meet unanticipated operational issues.
- Beat No. 3, Navarro's Towing, Inc., Contract No. FSP12-3, for \$475,000 for 8 months
  - Beat No. 5, Neighborhood Towing 4 U, Inc., Contract No. FSP12-5, for \$450,000 for 8 months
  - Beat No. 6, Mighty Transport, Inc. dba Frank Scotto Towing, Contract No., FSP-12-6, for \$420,000 for 8 months
  - Beat No. 7, South Coast Towing, Contract No. FSP12-7, for \$335,000, for 5 months,
  - Beat No. 9, Classic Two, Inc. dba Tip Top Tow, Contract No. FSP12-9, for \$486,000, for 8 months
  - Beat No. 11, J&M Towing, Contract No. FSP12-11, for \$270,000, for 5 months
  - Beat No. 17, Sonic Towing, Inc., Contract No. FSP12-17 for \$495,000 for 9 months
  - Beat No. 23, Navarro's Towing, Contract No. FSP12-23, for \$305,000 for 5 months
  - Beat No. 27, Disco Auto Sales, Inc. dba Hollywood Car Carrier, Contract No. FSP12-27, for \$455,000 for 5 months
  - Beat No. 29, Platinum Tow & Transport, Inc., Contract No. FSP12-29, for \$480,000, for 6 months
  - Beat No. 31, Sonic Towing, Inc., Contract No. FSP12-31, for \$460,000, for 6 months
  - Beat No. 39, J&M Towing, LLC, Contract No., FSP12-39, for \$385,000, for 9 months
  - Beat No. 43, Disco Auto Sales, Inc. dba Hollywood Car Carrier, Contract No. FSP12-43, for \$560,000 for 9 months
  - Beat No. 50, Girard & Peterson, Inc., Contract No. FSP12-50, for \$610,000, for 6 months

- Beat No. 70, Sonic Towing, Inc., Contract No. FSP12ELTS-70, for \$755,000, for 4 months
  - Beat No. 71, Bob & Dave's Towing, Inc., Contract No. FSP12ELTS-71, for \$755,000 for 4 months
- B. Exercise option year 2 of two FSP Big Rig Contract for a total value of \$1,512,000.
- Beat No. 60, Hadley Towing, Inc., Contract No. FSP10BR-60, for \$765,000, for 12 months
  - Beat no. 61, Hadley Towing, Inc., Contract No. FSP10BR-61, for \$765,000, for 12 months

Attachments:      [FSP11857 - procurement summary](#)  
                              [Attachment B - Contract Modification Summary](#)  
                              [Attachment C - FSP Beat Map](#)

**26. RECEIVE report of the Chief Executive Officer.**

[2015-1357](#)

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.

**Adjournment**



**Board Report**

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**File #:** 2015-0898, **File Type:** Informational Report

**Agenda Number:** 14.

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**PLANNING AND PROGRAMMING COMMITTEE  
SEPTEMBER 16, 2015**

**SUBJECT: VERMONT AND NORTH HOLLYWOOD TO PASADENA BUS RAPID TRANSIT  
CORRIDORS**

**ACTION: RECEIVE AND FILE**

**RECOMMENDATION**

RECEIVE AND FILE this update on the status of **the advanced technical studies for the Vermont and North Hollywood to Pasadena corridors** in response to the July 24, 2014 and October 23, 2014 Board directives.

**ISSUE**

At the July 24, 2014 meeting, the Board directed staff to begin the advanced technical work on the Vermont and North Hollywood to Pasadena corridors as a result of recommendations from the Los Angeles County Bus Rapid Transit (BRT) and Street Design Improvement Study. Attachment A contains the Board directive. This was further supported through a subsequent motion approved by the Board at the October 23, 2014 meeting (Attachment B). This report updates the Board on the advanced technical work for the two corridors.

**DISCUSSION**

**Background**

In December 2013, staff completed the Los Angeles County BRT and Street Design Improvement Study. The purpose of the study was to develop recommendations for an effective countywide BRT system that includes dedicated peak period bus lanes and/or other general bus speed improvements. At the February 2014 Planning and Programming Committee, staff presented the study findings and identified nine potential BRT candidate corridors. Staff recommended moving forward with more detailed corridor level technical analysis of the nine corridor beginning with the Vermont and North Hollywood to Pasadena corridors.

**Technical Studies**

In July 2015, task orders were issued for consultant services to complete the Board directed advanced technical work for both the Vermont and North Hollywood to Pasadena corridors. A

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Technical Advisory Committee (TAC) has been established for each study consisting of representatives of affected jurisdictions along the corridor as well as other key stakeholders. The purpose of each TAC is to discuss project status, provide technical consultation, and receive feedback in order to identify any issues and/or challenges and potential resolutions. The first TAC meeting for each study was held on August 13, 2015. Both technical studies will be conducted concurrently and are expected to take up to 18 months to complete.

### **NEXT STEPS**

Staff will continue the technical studies for both the Vermont and North Hollywood to Pasadena corridors.

### **ATTACHMENTS**

Attachment A - July 24, 2014 Board Motion

Attachment B - October 23, 2014 Board Motion

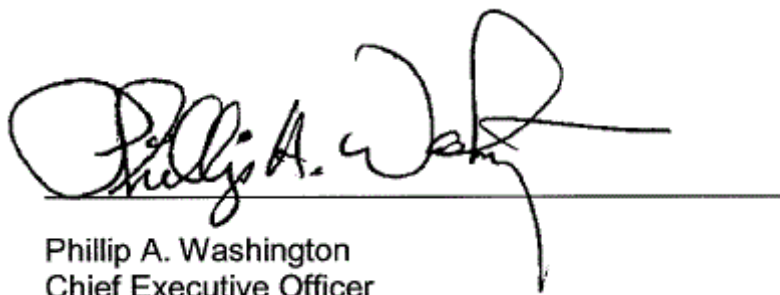
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Phillip A. Washington  
Chief Executive Officer

**MOTION BY DIRECTORS MICHAEL ANTONOVICH,  
ARA NAJARIAN, MARK RIDLEY-THOMAS AND ERIC GARCETTI**

**July 24, 2014**

After several years of evaluation, MTA staff developed a list of eligible corridors for additional bus rapid transit (BRT) projects based on, among other things, ridership potential and net savings of operations funding. Two of the corridors hit upon unmet transit needs, which would greatly relieve congestion and link major transit centers.

The first corridor, Vermont Avenue, has long been recognized as one of the most congested streets in Los Angeles. According to MTA statistics, the Vermont Avenue corridor has among the most daily bus boardings in all of LA County. The bus system is unable to accommodate commuter demands without service improvements.

The second corridor between the North Hollywood Red/Orange Lines and the Pasadena Gold Line, by all accounts, has huge ridership potential and would connect the San Fernando and San Gabriel Valleys. Metro, in collaboration with Bob Hope Airport, is providing an important plane-to-train connection through improvements to the Metrolink Antelope Valley and Ventura County Lines. The Airport recently opened its Regional Intermodal Transit Center that provides seamless connectivity from trains to buses to planes. An additional connection through enhanced BRT is warranted to increase mobility.

I THEREFORE MOVE that the CEO direct staff to advance these projects and provide the Board with a report back in September on an implementation plan to include:

- A. Operations requirements
- B. Funding requirements
- C. Implementation timelines

I FURTHER MOVE that the CEO:

- A. Immediately initiate the hiring process for the Bus Rapid Transit planning position included in the Board-approved MTA Fiscal Year 2014-15 budget
- B. Dedicate additional staff to the aforementioned projects and the Countywide BRT Study as needed

**MOTION BY DIRECTORS ARA NAJARIAN, GARCETTI AND ANTONOVICH**

Construction Committee

October 16, 2014

At the July 24, 2014 board meeting, the MTA board approved moving both the Vermont Avenue BRT and the North Hollywood to Pasadena BRT to the environmental phase in preparation and anticipation of future funding. Board Chair, Mayor Garcetti, amended the motion to direct that both BRT's should be MTA's top priority for federal small starts funds.

At the board staff briefing this week, MTA staff stated that a consultant was being procured only for the Vermont Avenue BRT, in direct contrast to the board's direction that both BRT projects move forward in tandem to be positioned for small starts funding. To support this motion,

**WE THEREFORE MOVE** that the consultant procurement for BRT advancement be amended to include the North Hollywood to Pasadena BRT.

**Board Report**

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**File #:** 2015-0994, **File Type:** Informational Report**Agenda Number:** 15.

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**PLANNING AND PROGRAMMING COMMITTEE  
SEPTEMBER 16, 2015****SUBJECT: WEST SANTA ANA BRANCH TRANSIT CORRIDOR****ACTION: RECEIVE AND FILE****RECOMMENDATION**

RECEIVE AND FILE the **West Santa Ana Branch (WSAB) Transit Corridor Technical Refinement Study**.

**ISSUE**

The WSAB Transit Corridor is one of the twelve (12) Measure R Transit corridors and is contained in Metro's 2009 Long Range Transportation Plan with a scheduled revenue service date of 2027. In February 2013, the Southern California Association of Governments (SCAG) approved the Pacific Electric Right of Way (PEROW)/WSAB Alternatives Analysis (AA) Study. This bi-county study explored the 34-mile corridor between Los Angeles Union Station (LAUS) Los Angeles to Santa Ana in Orange County. The AA identified numerous challenges for the Los Angeles portion of the alignment, including the following five key issues: 1) access to LAUS; 2) further analysis of the feasibility of the two recommended alignments accessing LAUS via the West Bank and East Bank of the Los Angeles River; 3) feasibility and impacts of the alternative station locations and alignment reconfiguration requested by the City of Huntington Park; 4) feasibility and challenges of adding a new Metro Green Line Station; and 5) impacts of moving the southern terminus station from the City of Cerritos to the City of Artesia. Attachment B contains a map of the five key issues from the AA Study. In January 2014, Metro initiated the WSAB Technical Refinement Study (the "Refinement Study") to further analyze the challenges identified in the SCAG AA Study. The Refinement Study has been finalized and staff is requesting the Metro Board to receive the Study's findings. Attachment A contains the Executive Summary. The full report can be accessed at <http://www.metro.net/projects/west-santa-ana/>.

**DISCUSSION****Background**

In Los Angeles County, the WSAB corridor stretches approximately 20 miles from the City of Artesia to LAUS. The alignment uses eight miles of Metro owned abandoned Pacific Electric Rail ROW from the Los Angeles/Orange County Border north to the City of Paramount. It extends 12 miles north of the City of Paramount to downtown Los Angeles through nine cities via a combination of local streets

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and private and Metro owned rail ROW. Per Metro Board direction in January 2014, Eco-Rapid Transit participated in the Refinement Study in coordination with the Gateway Cities Council of Governments and the corridor cities.

For the Los Angeles County portion of the corridor, two build alternatives were recommended by SCAG for further study, which included Light Rail Transit (LRT) to LAUS along: the “West Bank” of the Los Angeles River (West Bank 3); and the “East Bank” of the Los Angeles River (East Bank).

The Refinement Study is not a revision to the AA, but rather a focused study that used the SCAG AA recommendations as a starting point to further refine and analyze the challenges identified at the conclusion of the AA. As the Refinement Study is only a technical study, public outreach was not conducted. Coordination and technical meetings with the various affected cities’ staff were held throughout the Refinement Study process. Below is a discussion of the Refinement Study’s five key study areas. Travel forecasting and preliminary cost estimates were provided for each Los Angeles County alignment alternative, and are contained in Attachment C.

#### Northern Terminus at Los Angeles Union Station

Analysis was conducted to determine where within LAUS a new light rail platform could be added to serve as the northern terminus for the WSAB project. In coordination with Metro’s Union Station Master Plan (USMP) and Rail Planning staff, two potential zones for a new WSAB Terminus Station LRT platform were identified: 1) above the recommended relocated bus plaza; or 2) above the Metro Gold Line Station Platform.

#### Northern Alignment Analysis

Further refinement of the two SCAG AA recommended northern alignments was conducted to address issues/challenges along the West Bank and East Bank of the Los Angeles River. The analysis took into consideration alignment variations requested by the City of Huntington Park at the conclusion of the AA Study. As part of this effort, several new alignment options were identified. Based on the analysis, the East Bank Alignment was not recommended for further study based on significant conflicts with operating freight railroads and overhead utility conflicts. However, four variations of the SCAG AA Study West Bank alignment option were recommended for further study. These four new alignment options utilize two corridors: 1) the Pacific Boulevard Corridor through the cities of Huntington Park and Vernon; and 2) the Metro Blue Line/Alameda Street Corridor via the existing Metro Blue Line ROW from Slauson Avenue to Washington Boulevard and heading north along Alameda Street. Both corridors include an Arts District and/or Little Tokyo station option and extend the route to a northern terminus in LAUS. These station locations will require further analysis and consultation with the affected communities, but represent technical refinements to the previous SCAG alignments that can be further improved in cooperation with the Arts District, Little Tokyo, Vernon and the Huntington Park communities.

#### City of Huntington Park Station Locations

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

### New Metro Green Line Station

Analysis was conducted to determine the feasibility and challenges associated with a new Metro Green Line Station within the median of the I-105 Freeway east of the I-105/I-710 Interchange. This station would provide a direct transfer to the WSAB project aerial station proposed immediately above it. Based on the conceptual plans, a new Metro Green Line station can feasibly be built within the existing I-105 Freeway and ROW. It is recommended that the station concept be further advanced, including more detailed planning and design evaluations with Caltrans.

### New Southern Terminus Station in the City of Artesia

The SCAG AA originally included a station in the City of Cerritos at Bloomfield Ave. to serve as the southern terminus of the WSAB project. At the request of the City of Cerritos, SCAG removed this station and recommended the City of Artesia as the line's southern terminus. The Refinement Study analyzed how the City of Artesia Pioneer Station, originally conceived as a through-station, would function as a terminus station. Based on the conceptual design, Pioneer Station was deemed feasible as a southern terminus for the WSAB Transit Corridor; however, the anticipated high parking demands will require additional analysis to evaluate reasonable capacities for bus and auto access.

### NEXT STEPS

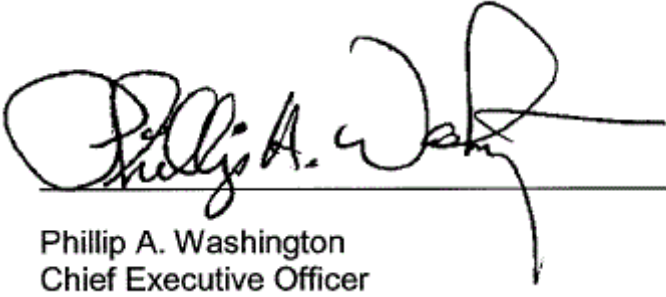
The Refinement Study completed a conceptual level of analysis of the challenges Metro previously identified. The findings will be used to inform the project's environmental process. Staff is proceeding with procuring consultant services for the Environmental Impact Report (EIR) which will further refine ridership and costs, and identify potential project phasing. Staff will return to the Board for contract award.

### ATTACHMENTS

- Attachment A - Executive Summary, WSAB Transit Corridor Technical Refinement Study
- Attachment B - Five Key Issues Map
- Attachment C - Travel Forecasts and Preliminary Cost Estimates

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Phillip A. Washington  
Chief Executive Officer



July 2015

# West Santa Ana Branch Transit Corridor Technical Refinement Study







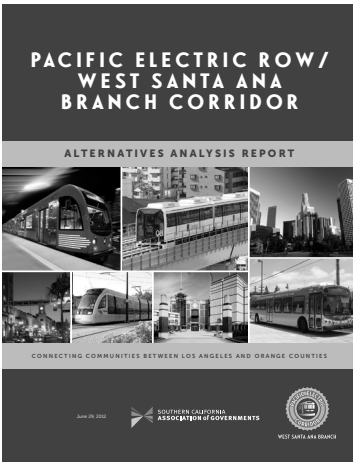
# Executive Summary

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**Building upon the Southern California Association of Governments (SCAG) “Pacific Electric ROW / West Santa Ana Branch Corridor Alternatives Analysis Report”, the Los Angeles County Metropolitan Transportation Authority (Metro) commissioned the “West Santa Ana Branch Technical Refinement Study” to focus on five specific areas of concern. This section summarizes the five issues, analysis performed, and study findings for future light rail service between Artesia and Los Angeles Union Station.**

# Introduction

The West Santa Ana Branch (WSAB) Transit Corridor is one of twelve (12) transit projects funded by Measure R; a one-half cent sales tax approved by Los Angeles County voters in November 2008, and is contained in the Los Angeles County Metropolitan Transportation Authority's (Metro) 2009 Long Range Transportation Plan (LRTP) with a revenue service date of 2027. In March 2010, Southern California Association of Governments (SCAG) initiated the Pacific Electric Right-of-Way/West Santa Ana Branch (PEROW/WSAB) Alternative Analysis (AA) Study in coordination with the affected cities, Orangeline Development Authority (OLDA, now known as Eco-Rapid Transit), the Gateway Cities Council of Governments (COG), Metro, the Orange County Transportation Authority (OCTA), and the owners of the right-of-way (ROW). The AA Study evaluated a wide variety of transit connections and modes for the thirty-four (34) mile corridor from Union Station in Downtown Los Angeles to the City of Santa Ana in Orange County. The modes included low speed magnetic levitation (maglev), heavy rail (like the Metro Red and Purple Lines), light rail (like the Metro Blue and Green Lines), streetcar, and Bus Rapid Transit or BRT (like the Metro Orange Line).



SCAG's Alternatives Analysis Report provided a basis for Metro's Technical Refinement Study

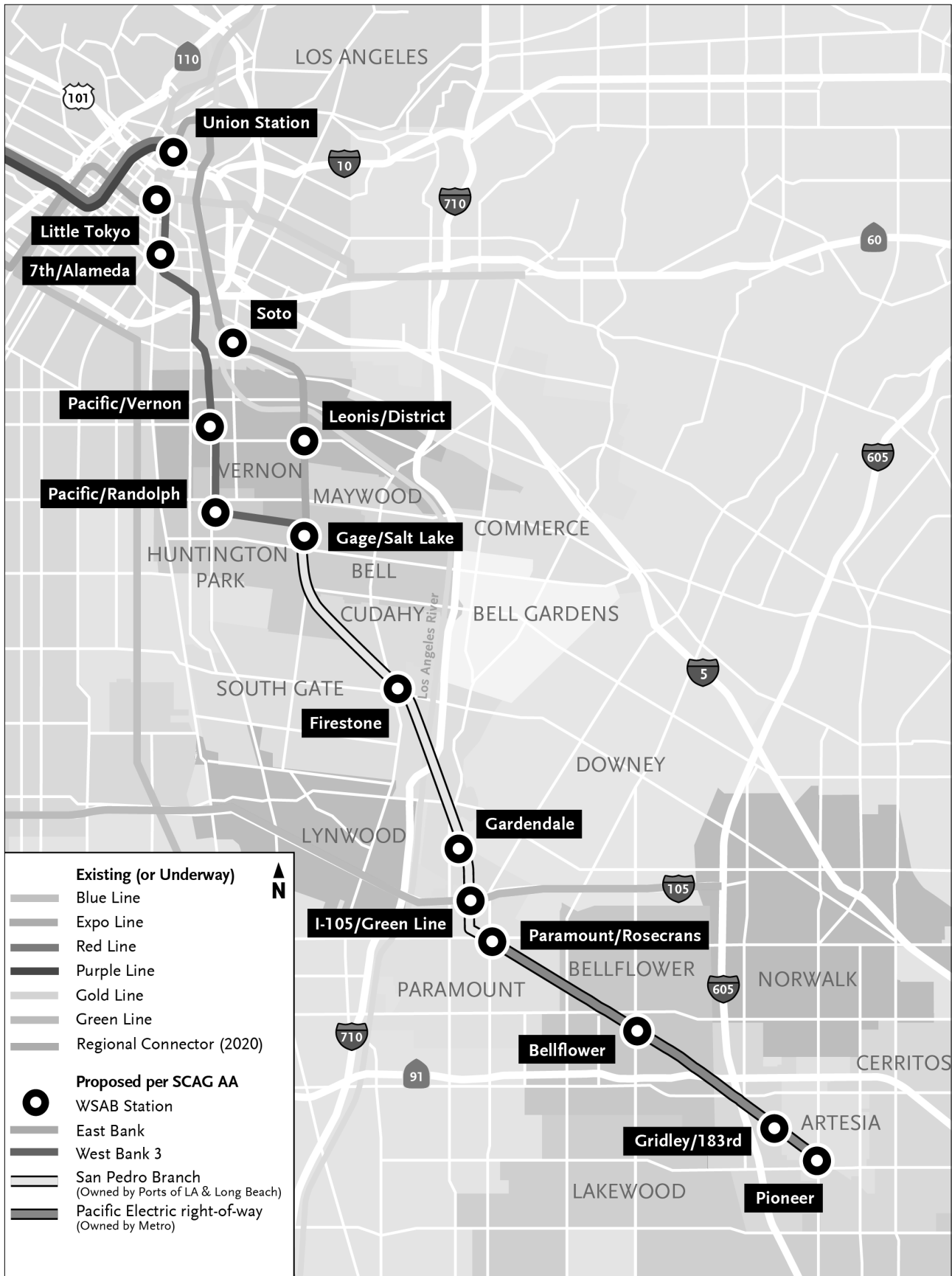
**Los Angeles County Metropolitan Transportation Authority (Metro)** is the transportation agency that serves as transportation planner and coordinator, designer, builder and operator for one of the country's largest, most populous counties. More than 9.6 million people – nearly one-third of California's residents – live, work, and play within its 1,433-square-mile service area.

During the SCAG AA study, Metro provided comments to SCAG that would require resolution through additional studies at a future date. A general overview of the Metro comments included request for clarification of access into Union Station; clarification of determination for the grade crossing configurations; concern for impacts to the Metro Green and Blue Lines capacity; and, verification of cost estimates and funding availability.

In February 2013, SCAG completed the PEROW/WSAB AA study and recommended two light rail alternatives for further study; the West Bank Option 3 (West Bank 3) and the East Bank. Figure ES-1 shows the two SCAG AA recommended alternatives and the entire WSAB corridor study area for Los Angeles County. The West Bank 3 alignment was recommended since it accessed a greater number of key cities and destinations that resulted in higher ridership along with good connections to the existing Metro rail system. The alignment also had stronger support from the cities and agencies. The East Bank was also recommended because it terminated at Union Station and while it had challenges, it had less issues than the other alternatives and was deemed a viable second alternative.

Metro decided to follow through with the SCAG AA recommendations by conducting a Technical Refinement Study (Study) of the WSAB corridor. This Study is not a revision to the PEROW/WSAB AA, but rather a focused study on key issues from the SCAG AA. These key issues involve alignment alternatives and station locations. The analysis and findings from this study are documented in the technical reports listed in the Bibliography and summarized in this report. Coordination and technical meetings with the various affected stakeholders (i.e., Eco-Rapid Transit, corridor cities, and Caltrans) were conducted throughout the Study process. Meeting minutes and presentations from these meetings can be found in the technical reports. Public participation was not included as part of this Study as it was a focused technical analysis. The public will be given opportunity to participate in the process and provide input during the next phase.

OPPOSITE  
Figure ES-1: WSAB Corridor Study Area as defined by SCAG AA



## SCAG Alternatives Analysis

In March 2010, SCAG initiated the PEROW/WSAB AA Study in coordination with the affected cities, Eco-Rapid Transit, the COGs, Metro, OCTA, and the owners of the ROW. The AA Study evaluated a wide variety of transit connections and modes for the thirty-four (34) mile corridor from Union Station in Downtown Los Angeles to the City of Santa Ana in Orange County. The modes included low speed magnetic levitation (maglev), heavy rail (like the Metro Red and Purple Lines), light rail (like the Metro Blue and Green Lines), streetcar, and Bus Rapid Transit or BRT (like the Metro Orange Line).

During the SCAG AA study, Metro provided comments to SCAG that would require resolution through additional studies at a future date. A general overview of the Metro comments included request for more details about the configuration of the alignment options; clarification of access into Union Station and its vehicle capacity; the need for coordination with other railroads; operational concerns; clarification of determination for the grade crossing configurations; concern for impacts to the Metro Green and Blue Lines capacity; verification of cost estimates and funding availability, and concern for impacts to the Metro Green Line and I-105 freeway.

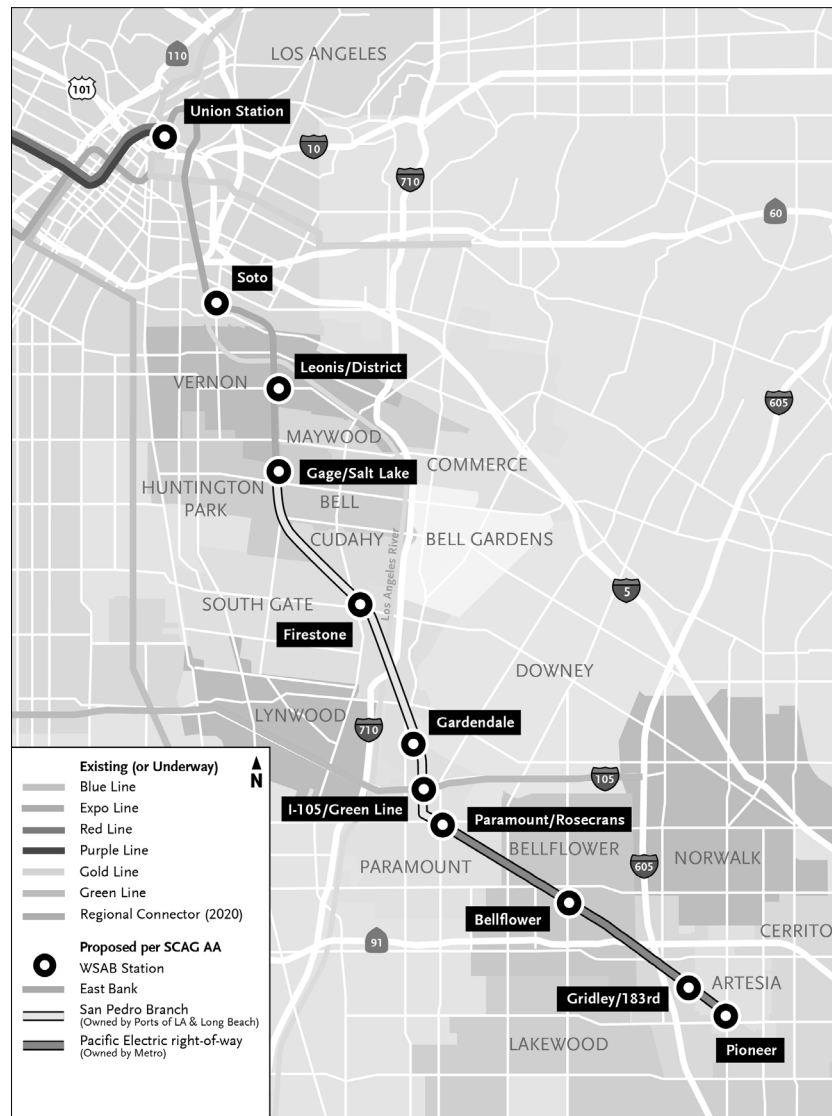


Figure ES-2: SCAG AA's East Bank alignment option

SCAG recommended two options (both utilizing light rail technology) to carry forward for further consideration by Metro and OCTA. These two options were the East Bank (Figure ES-2) and West Bank 3 alignments (Figure ES-3). The term East Bank refers to the alignment proposed within a ROW east of the Los Angeles River, and West Bank refers to the alignment proposed west of the Los Angeles River. Both alignments converge in the City of Huntington Park and continue south within existing rail ROW until the City of Artesia (Figure ES-4). Note that the SCAG AA study included the Los Angeles County southern terminus in the City of Cerritos at the Bloomfield Station; additional information can be found in Section 2.5. The West Bank 3 alignment was recommended since it accessed a greater number of key cities and destinations that resulted in higher ridership along with good connections to the existing Metro rail system. The alignment also had stronger support from the cities and agencies. The East Bank was also recommended because it terminated at Union Station and while it had challenges, it had less issues than the other alternatives and was deemed a viable second alternative.



Figure ES-3: SCAG AA's West Bank 3 alignment option

## Purpose of the Technical Refinement Study

This Study is not a revision to the PEROW/WSAB AA, but rather a focused study on key issues from the SCAG AA. The analysis and findings from this study are documented in the technical reports listed in the Bibliography and summarized in this report. Coordination and technical meetings with the various affected stakeholders (i.e., Eco-Rapid Transit, corridor cities, and Caltrans) were conducted throughout the Study process. Meeting minutes and presentations from these meetings can be found in the technical reports. This Study was more of a focused technical analysis so public participation will be included during the scoping for the environmental phase.

The key issues from the SCAG AA analyzed in this report involve alignment alternatives and station locations along with the development of travel forecast and preliminary cost estimates of the alternatives. The key issues concern five specific areas shown in Figure ES-4 and are listed below. Metro will use these results to help decide which alternative(s) and stations to carry forward into the next phase.

### **1. Los Angeles Union Station – Northern Terminus**

Access and enter the northern terminal station, Los Angeles Union Station.

### **2. Northern Alignment Options**

Develop options for the northern alignment segment between City of Huntington Park and Union Station.

### **3. Huntington Park Alignment & Stations**

Study the City of Huntington Park's request for potential relocation and modification of the planned stations and alignment.

### **4. New Green Line Station**

Feasibility of adding a new Metro Green Line Station east of the I-105/I-710 freeway interchange.

### **5. Southern Terminus**

Study the potential change to the southern terminal station from the City of Cerritos to the City of Artesia.

An overview of the analysis and findings for each of these key issues is documented in this report and presented in four study areas; alignments, stations, travel forecast, and preliminary cost estimate. The alignment and station analysis include existing site context and factors considered in the study followed by a discussion of the findings, including options, challenges, and issues that will need further analysis in the next phase of the project. The travel forecast and preliminary cost estimate provide pertinent information to assist with the decision-making process of the alignment and station alternatives. For additional information beyond what is presented in this report, there are separate technical reports for each key issue; see the Bibliography for references to these reports.

## OPPOSITE

Figure ES-4: Five Key Issues addressed in this study





## Stakeholder Coordination

During the Study process, Metro and the consulting team met regularly with the Eco-Rapid Transit Executive Director, Caltrans, and cities directly affected by the five key issues, which included the Cities of Los Angeles, Vernon, Huntington Park, South Gate, Paramount, Cerritos, and Artesia. Each city's input was critical to validating the results of the Study as the team's findings were measured alongside their local knowledge of planned projects, insights on the team's assumptions, and general feasibility of design options considered. Gathering input from Caltrans and each city will continue to be an important part of the project in subsequent phases.

Coordination typically consisted of technical meetings with Caltrans, city staff (City Manager, Planning, Public Works and/or Transportation) to review preliminary findings, provide feedback, discuss design options, and review draft and final reports. Meetings were held with Caltrans, the Cities of Los Angeles, Vernon, Huntington Park, South Gate, Paramount, Artesia and Cerritos.

Other meetings included coordination with Metro personnel to discuss projects that may affect WSAB, such as the Union Station Master Plan (USMP), Southern California Regional Interconnector Project (SCRIP) and California High Speed Rail (CAHSR). Meetings were held with various Metro departments, such as Operations, Engineering, Estimating, and Real Estate, to discuss and confirm assumptions as well as give them WSAB project updates.



Key plan showing location of alignment study conducted for the northern portion of WSAB study area

## Study Summation

### Summation of Alignment Studies

The SCAG AA recommended two alignments (both utilizing light rail technology) for the WSAB project be carried forward for further analysis by Metro or OCTA; the East Bank and West Bank 3 alignments (Figure ES-1). The term East Bank refers to the alignment proposed within a ROW east of the Los Angeles River, and West Bank refers to the alignment proposed west of the Los Angeles River. Both alignments converge in the City of Huntington Park and continue south within existing rail ROW to the City of Artesia (Figure ES-4). Note that initially both alignments had a station within the City of Cerritos, called the Bloomfield Station, which was the last station within Los Angeles County. The City of Cerritos requested the elimination of this station during the SCAG AA development and by default the Pioneer Station in the city of Artesia became the last station. The West Bank 3 alignment was recommended since it accessed a greater number of key cities and destinations that resulted in higher ridership along with good connections to the existing Metro rail system. The alignment also had stronger support from the cities and agencies. The East Bank was also recommended because it terminated at Union Station and while it had challenges, it had less issues than the other alternatives and was deemed a viable second alternative.

The alignment studies included both SCAG AA alignments and new alignment options (Figure ES-5). Study findings based on 5% design are in the Section 1.0, Alignment Options.

The analysis considered the following factors:

- Current context
- Metro Rail Design Criteria, Standard & Directive Drawings
- In process projects for Metro, corridor cities, and private developers
- Site and corridor constraints
- Input from stakeholders
- Construction feasibility



OPPOSITE  
Figure ES-5 Six alignment options for the northern segment of the WSAB Transit Corridor

**Six alignment options for the WSAB Alignment were studied.** Two of the alignment options were carried over from the SCAG AA and the other four were new options. The new alignment options consist of two corridors: the Pacific Boulevard Corridor and the Metro Blue Line/Alameda Street Corridor. The Pacific Boulevard Corridor uses Pacific Boulevard in the Cities of Vernon and Huntington Park for the light rail tracks within the street, while the Metro Blue Line/Alameda Street Corridor utilizes the existing Metro Blue Line ROW for separate light rail tracks. The six options (Figure ES-6) are:

### SCAG AA Options

#### East Bank

- This alignment starts at Union Station and continues south on the eastern side of the Los Angeles River within existing Metro ROW. It then continues further south within existing railroad ROW owned by others starting at approximately Soto station until the southern terminus in the City of Artesia.

#### West Bank 3

- This alignment starts south of Union Station within the Little Tokyo district and continues south above or within existing streets, under private property, and within Metro ROW until the center of the City of Huntington Park. From here it transitions to existing railroad ROW owned by others to the southern terminus in the City of Artesia.

### Pacific Boulevard Corridor Options

#### West Bank - Pacific/Alameda (New)

- This alignment starts at Union Station and continues south along various streets (mostly within Alameda Street, 4th Street, Santa Fe Avenue, and Pacific Boulevard) until the center of the City of Huntington Park. From here it transitions to existing railroad ROW owned by others until the southern terminus in the City of Artesia.

#### West Bank - Pacific/Vignes (New)

- This alignment starts at Union Station and continues south along various streets (mostly within Vignes Avenue, Santa Fe Avenue, and Pacific Boulevard) until the center of the City of Huntington Park. From here it transitions to existing railroad ROW owned by others until the southern terminus in the City of Artesia.

### Metro Blue Line/Alameda Street Corridor Options

#### West Bank - Alameda (New)

- This alignment starts at Union Station and continues south along Alameda Street until the I-10 freeway where it transitions into the Metro Blue Line ROW until the west side of the City of Huntington Park. From here it transitions to existing railroad ROW until owned by others the southern terminus in the City of Artesia.

#### West Bank - Alameda/Vignes (New)

- This alignment starts at Union Station and continues south along various streets (mostly within Vignes Street, Santa Fe Avenue, and Alameda Street) until the I-10 freeway where it transitions into the Metro Blue Line ROW until the west side of the City of Huntington Park. From here it transitions to existing railroad ROW owned by others until the southern terminus in the City of Artesia.

Figure ES-6: Enlarged map of six alignment options



Table ES-1 provides some key alignment characteristics for comparison of the options, which include the total number of stations, total length of the alignment, and land use characteristics. The study findings for each alignment alternative can be found in the subsequent Section 1.6.

**Table ES-1: Key Alignment Characteristics**

Alternative	Number of Stations	Length (miles)	Land Use
East Bank	11	18.5	Institutional Industrial Manufacturing
West Bank 3	12	17.8	Commercial Multi-family residential Industrial Single-family residential
West Bank - Pacific/Alameda	13	18.3	Institutional Commercial Multi-family residential Industrial Live-work
West Bank - Pacific/Vignes	12	18.1	Industrial Live-work Multi-family residential Commercial Single-family residential
West Bank - Alameda	15	19.0	Institutional Commercial Multi-family residential Industrial Single-family residential
West Bank - Alameda/Vignes	15	19.1	Industrial Live-work Single-family residential Multi-family residential

## Summation of Station Studies

The SCAG AA recommended station locations along the East Bank and West Bank 3 alignment alternatives. Additional alignment alternatives were developed, as described in the previous section, along with new station locations. This section summarizes the additional analysis completed for specific station locations due to potential challenges, stakeholder recommendations to adjust station locations, and new location(s) not studied within the SCAG AA. The study findings for each station are expanded upon in Section 2.0, Station Studies.

## Los Angeles Union Station - Northern Terminus

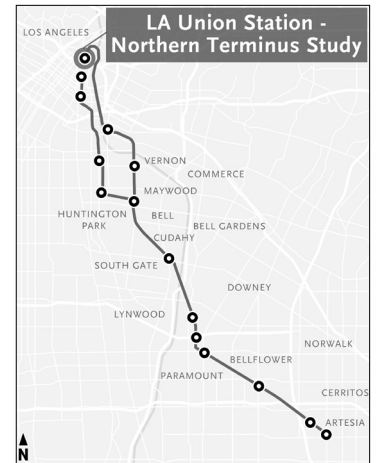
This study considered where a new light rail platform could be added to serve as the north terminus of the WSAB project within Los Angeles Union Station. Analysis based on 5% design, urban design considerations, and meetings with the USMP and SCRIP teams resulted in the identification of potential station locations. Study findings are expanded upon in Section 2.1.

The analysis considered the following factors:

- Current context
- Metro Rail Design Criteria, Standard & Directive Drawings, “Kit of Parts” approach
- In process projects, such as USMP, SCRIP, and CAHSR
- Site constraints

Two potential zones for a new WSAB Terminus Station light rail platform were identified. Both locations are centralized and provide close proximity to Amtrak and Metrolink platforms, Metro Red/Purple Lines and Gold Line Stations, and the USMP recommended relocated bus plaza as shown in Figure ES-7:

- **Over the USMP recommended relocated bus plaza.** An aerial station could be built one-level above the relocated bus plaza and share some vertical circulation elements (elevators, escalators, stairs). This location is also a future development pad per the USMP (identified as an Office Building). It is unknown when a building could be financed and developed in this location.
- **Over the Metro Gold Line Platform.** An aerial station could be built one-level above the existing station platform and share some vertical circulation elements (elevators, escalators, stairs). This location does not coincide with any development pads and does not conflict with SCRIP or CAHSR.



Key plan showing location of Los Angeles Union Station Northern Terminus



Metro’s Station Design Review Report includes a “Kit of Parts” standardized approach which was the basis for each station study

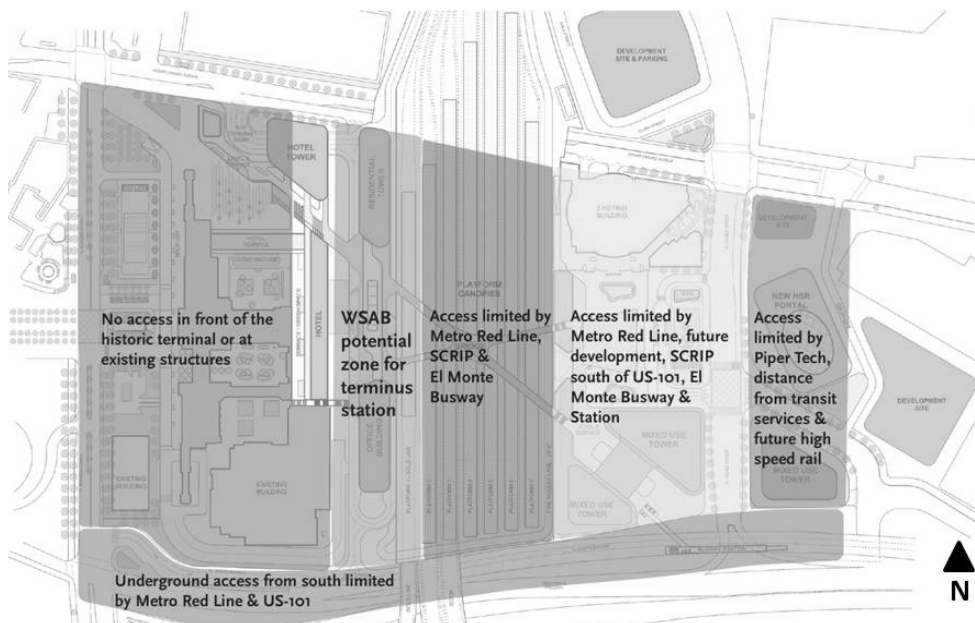


Figure ES-7: Los Angeles Union Station will undergo changes due to implementation of the Master Plan, SCRIP and a future CAHSR Station. The orange area (shown over the Union Station Master Plan) contains two potential sites for a WSAB terminus station.



Key plan showing study area for new stations that arose during the refinement of alignment alternatives

### New Stations for New Alignment Alternatives

During the refinement of alignment alternatives, new station locations were identified that were not previously included in the SCAG AA and should be considered in the next phase of analysis. The new stations that arose while developing the West Bank alternatives include:

- Arts District Station (3 potential locations: One Santa Fe, 3rd or 4th Streets)
- Washington Station (at Metro Blue Line)
- Vernon Station (at Metro Blue Line)
- Slauson Station (at Metro Blue Line)
- Potential Station between Arts District Station and Pacific/Vernon Station (3 potential locations: 6th Street, Santa Fe and Olympic, or Washington Boulevard) on the two alignment options “West Bank – Pacific/Alameda”, and “West Bank – Pacific/Vignes”

Study findings are expanded upon in Section 2.2. For the analysis of Florence Station in Huntington Park, and the new Green Line Station in Paramount, see the following sections.



Figure ES-8: Map showing the new stations that arose during the Technical Refinement Study not previously considered in the SCAG AA.



### City of Huntington Park Stations

This study analyzed the feasibility, potential challenges, and solutions for two stations in City of Huntington Park proposed by the City in alternative locations from what was shown in the SCAG AA.

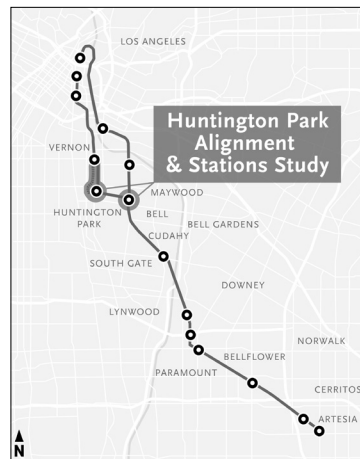
1. In lieu of a Pacific/Randolph Station (in the center of Pacific Boulevard north of Randolph Street) the City asked Metro to study a station on Randolph Street east of Pacific Boulevard. See Figure ES-9 for concept plan.
2. In lieu of a Gage Station (north of Gage Avenue along Salt Lake Avenue in the rail ROW) the City asked Metro to study a station south of Florence Avenue in the center of Salt Lake Avenue. See Figure ES-9 for concept plan.

Study findings based on 5% design and urban design considerations are expanded upon in Section 2.3.

The analysis considered the following factors:

- Cities of Huntington Park and Vernon letters and meeting input
- Metro Rail Design Criteria, Standard & Directive Drawings, “Kit of Parts” approach
- Randolph Street ROW
- Salt Lake Avenue ROW

The alternative station locations on Randolph Street (east of Pacific Boulevard) and Salt Lake Avenue (south of Florence Avenue) were deemed feasible.



Key plan showing location of Huntington Park Alignment and Station studies (above) and the City of Huntington Park’s 2012 map with proposed modifications to two stations (shown in black below).

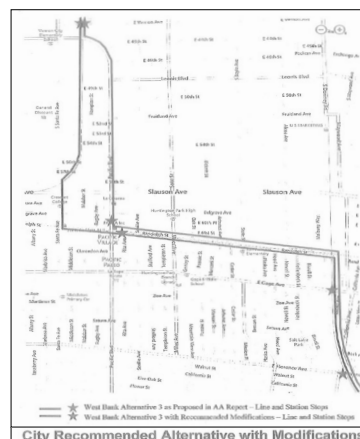
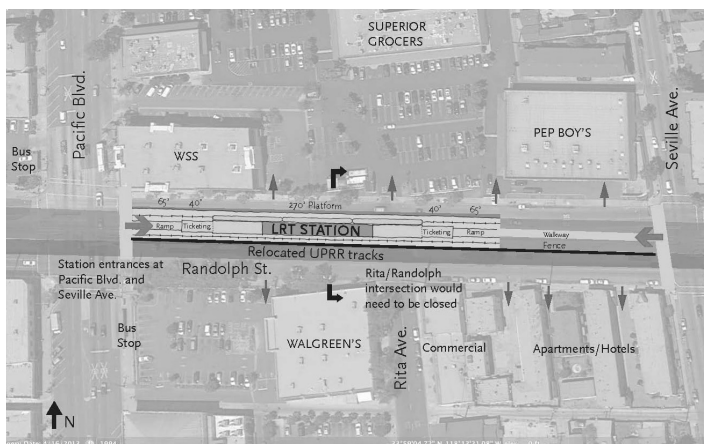


Figure ES-9: Concept plans for Pacific/Randolph Station and Florence/Salt Lake Station in Huntington Park





Key plan showing location of New Metro Green Line Station study

## New Metro Green Line Station

This study focused on the feasibility and challenges associated with a new Metro Green Line Station within the median of the I-105 Freeway east of the I-105/I-710 interchange to provide a direct transfer between the new Green Line station and the new WSAB station, which is proposed immediately above it. The study addressed preliminary construction and operational impacts to both the existing I-105 Freeway and Metro Green Line and Blue Line operations as a result of building a new Metro Green Line station, and identified potential solutions for minimizing service disruptions. A conceptual cross-section drawing of the two new station platforms is shown in Figure ES-10.

Study findings based on 5% design and urban design considerations are expanded upon in the Section 2.4.

The analysis considered the following factors:

- WSAB Station over the I-105 Freeway per SCAG AA
- Metro Rail Design Criteria, Standard & Directive Drawings, “Kit of Parts” approach
- Metro Green Line Operations
- Station context
- Caltrans ROW
- UPRR bridge and ROW

Based on the conceptual plans, it was determined that a new Metro Green Line station connecting with the WSAB project can feasibly be built within the existing I-105 Freeway and ROW.

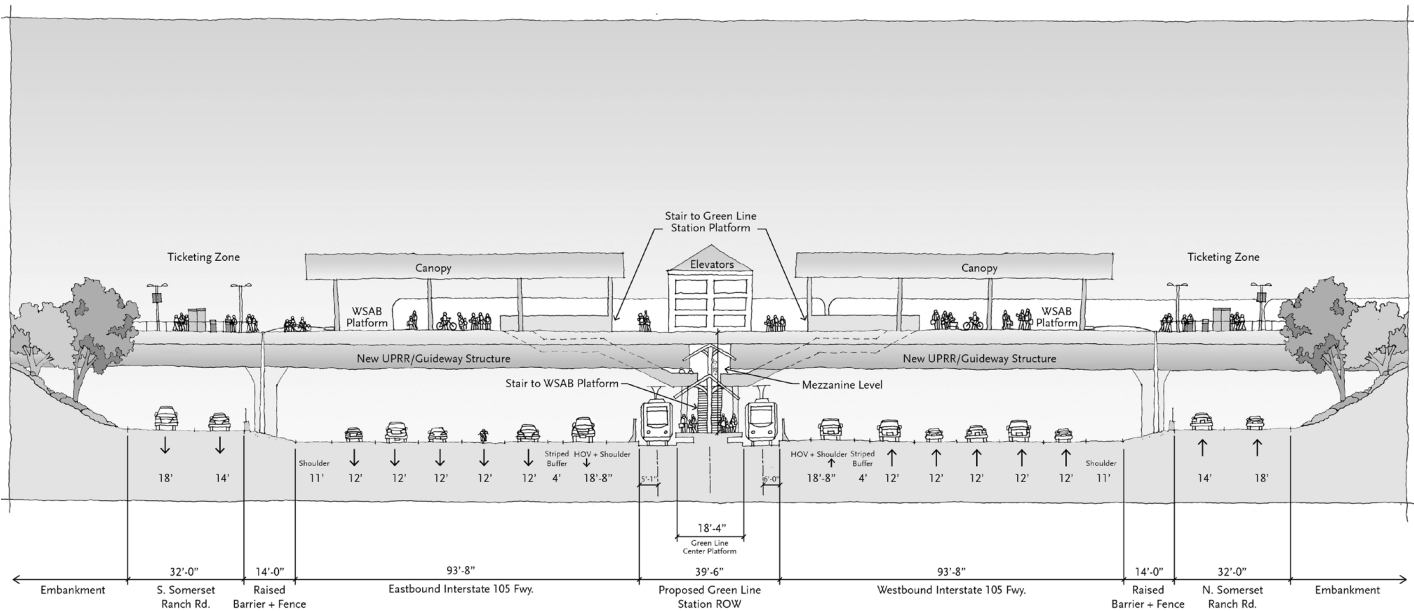


Figure ES-10: Conceptual cross-section drawing (looking west) for a New Metro Green Line Station below a new WSAB Station at Florine Ave. and Century Blvd. in the City of Paramount

City of Artesia – New Southern Terminus

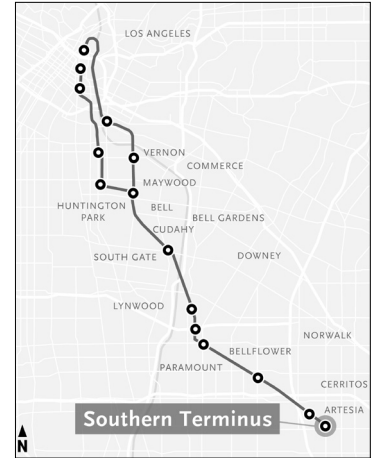
This study analyzed how the Pioneer Station would function as the new southern terminus for the WSAB project in lieu of the City of Cerritos Bloomfield Station. The SCAG AA included a Bloomfield Station in the City of Cerritos to serve as the southern terminus for Los Angeles County. Upon the City of Cerritos' request, the Bloomfield Station was removed from further consideration. The next station to the north is the Pioneer Station in the City of Artesia; assumed to function as a through-station by SCAG.

The Pioneer Station location (Figure ES-11) was analyzed for its feasibility to determine what kind of challenges may exist based on no more than 5% level of design. Study findings based on 5% level of design and urban design considerations are expanded upon in the Section 2.5.

The analysis considered the following factors:

- City of Artesia meeting input and planned project documents
- City of Cerritos meeting input
- Metro Rail Design Criteria, Standard & Directive Drawings, "Kit of Parts" approach
- Metro Operational needs for terminus station
- Urban design analysis
- ROW

Pioneer Station was deemed feasible as the new southern terminus for the WSAB project.



Key plan showing location of new Southern Terminus study in Artesia

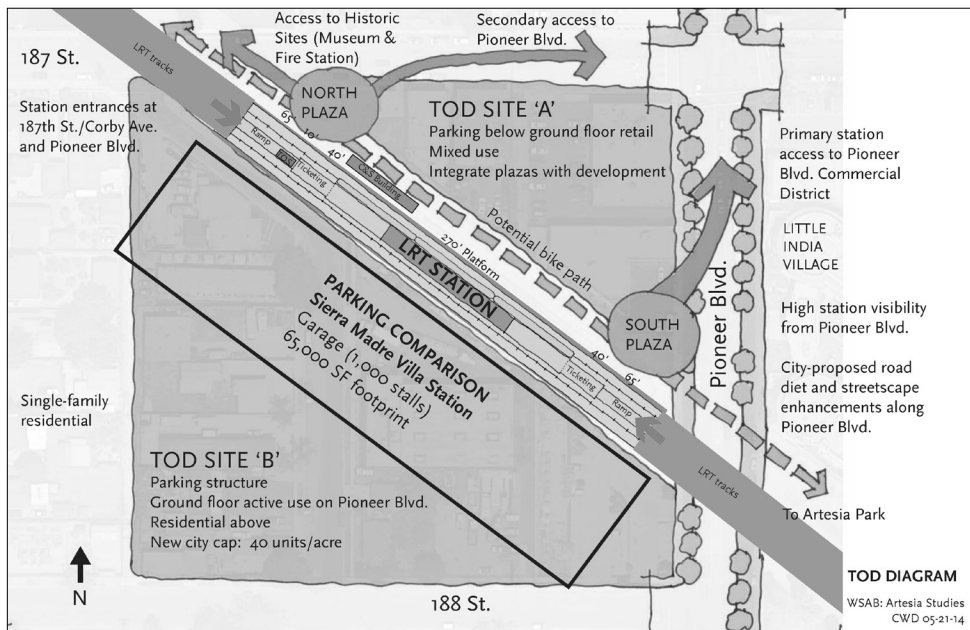


Figure ES-11: Concept sketch of a potential transit-oriented development (TOD) at the Southern Terminus Station in Artesia, shows the City of Artesia's preferred station platform location between 187th St. and Pioneer Blvd.

## Ridership

The travel forecasting results for the six alternatives were developed using a horizon year of 2040 and presented as new transit trips and project boardings for each alternative.

Below are the assumptions per alternative used within the travel demand model; see Table ES-2. In the next phase, these assumptions will be revisited as they are dependent upon the types of guideway and stations (i.e., at-grade, aerial, and underground) assumed within this study.

Table ES-2: Summary of Assumptions per Alternative

Alternative	Number of Stations	Length (miles)	Travel Time (minutes)
East Bank	11	18.5	34.4
West Bank 3	12	17.8	32.4
West Bank - Pacific/Alameda	13	18.3	33.0
West Bank - Pacific/Vignes	12	18.1	33.2
West Bank - Alameda	15	19.0	33.2
West Bank - Alameda/Vignes	15	19.1	34.3

Another important assumption is station parking, which was analyzed starting with the SCAG AA recommended quantities and adjusted with input from the cities. The following Table ES-3 represents the station parking spaces used in the travel forecast process. The parking spaces in the table reflect the constrained amount, which refers to the amount that can be accommodated based upon existing conditions. The actual parking demand is higher. Note the 200 parking spaces listed for Union Station are existing while the remainder of the parking spaces are new and therefore will be constructed as part of this project.

Table ES-3: Station Parking Spaces (Constrained)

Station	Parking Spaces
Union Station	200 (existing)
Firestone	150
WSAB-Green Line (combined)	300
Paramount	200
Bellflower	270
Gridley	400
Pioneer	300
TOTAL	1,820

Therefore, during the next phase of the project, the amount of station parking spaces will be studied further to determine if additional spaces are feasible and how this will affect the travel forecast balanced with other factors, such as cost, ROW impacts, and traffic impacts.

## Daily New Transit Trips and Project Boardings

In order to evaluate the ridership for the six alternatives, several measurements were considered to understand the factors influencing why one alignment is anticipated to perform better than another. The first measurement is boardings. Boardings represent each time a person enters a transit vehicle; for example, one ride with a transfer to reach a destination equates to two boardings. New transit trips are another important measurement because they represent people who would likely opt to take a trip using the WSAB line rather than drive a car to reach their destination; for example, travel out to a destination and a return back represents two trips taken.

Based upon the travel forecast results, the alignment options that show higher boardings are the West Bank – Alameda and West Bank – Alameda/Vignes, which parallel the Metro Blue Line and share multiple station locations between Union Station and Slauson Station. The boardings are higher for these two options due to transfers from/to the existing Metro Blue Line. For new transit trips, the highest alignments are the East Bank, West Bank – Pacific/Alameda and West Bank-Pacific/Vignes, which demonstrates that more people are shifting modes to take advantage of the new transportation option. Figure ES-12 shows the boardings and new transit trips per alignment option and illustrates how the two measurements relate. Below the figure is a discussion of the factors that affect these numbers.

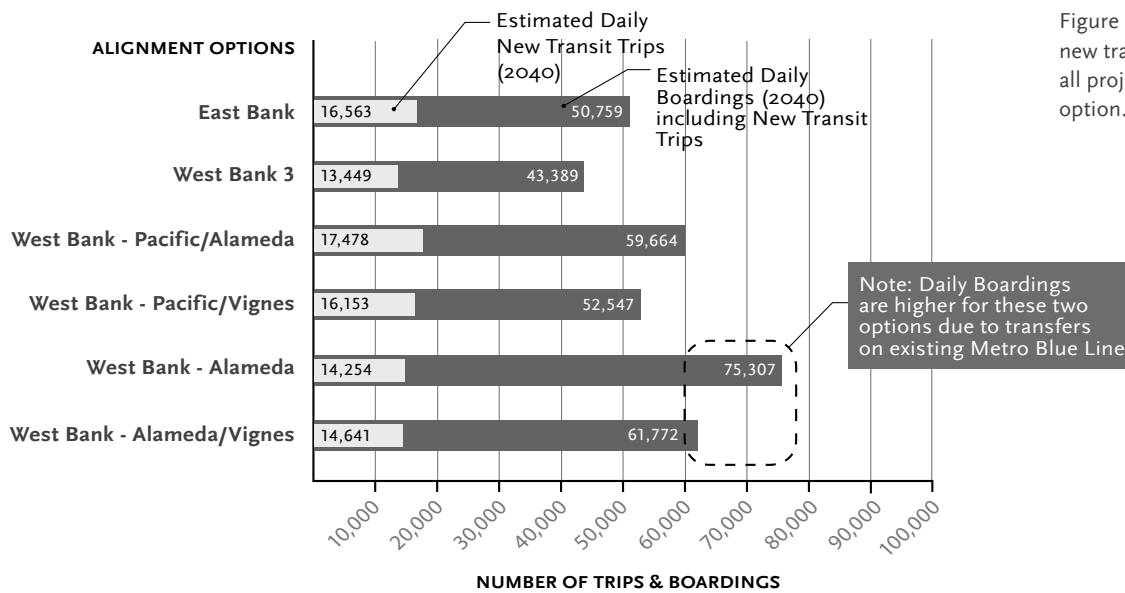


Figure ES-12: Graph showing daily new transit trips as a portion of all project boardings by alignment option.

Overall there are three factors that affect the number of “new transit trips” and “daily boardings” each alternative is capable of generating. The key issues that arose during this Study and that are the biggest differentiators between the six alternatives are:

### 1. Terminating in Union Station

The only alternative that didn’t terminate at Union Station at its northernmost point is the West Bank 3 and it resulted in the lowest total number of new transit trips and boardings. The ability for WSAB riders to access other Metro rail lines, Metro buses, other operator bus lines, Metrolink and Amtrak is a significant benefit that was revealed in the total number of forecasted new transit trips and boardings. New transit trips went up 20-30% for the other alternatives that assumed Union Station as the northernmost terminus. Therefore, the ability to reach Union Station is critical for maximizing ridership and the West Bank 3 alignment that terminates in Little Tokyo is not comparable because it requires a forced transfer.



Terminating WSAB at Union Station brings significant benefits to riders.



Alignments that included a station in Little Tokyo near 1st/Central, and stations alongside the Metro Blue Line reflected higher boardings.

## 2. Capturing East-West Transfers in Little Tokyo

Alternatives that included a station in Little Tokyo near 1st/Central and continuing into the Los Angeles Union Station generated more boardings because they allowed for transfers to the Metro Gold Line via the future Metro Regional Connector. These alternatives included West Bank – Pacific/Alameda and West Bank – Alameda. A WSAB station within Little Tokyo gives riders the opportunity to transfer to the Metro Gold Line to reach points further east (Boyle Heights, East Los Angeles, and Whittier when Metro Gold Line Eastside Phase II is realized) and west when the Regional Connector opens (Downtown Los Angeles, Mid-City and Santa Monica). Locating a station at 1st/Central can increase boardings by approximately 14% or increase new transit trips by 8% from what would otherwise be forecasted on a similar alternative that didn’t have a stop at 1st/Central and continued into the Los Angeles Union Station.

## 3. Following the Metro Blue Line

The alternatives proposed alongside the Metro Blue Line connecting Slauson Station and Union Station reflect a higher number of boardings due to “forced transfers”. These alternatives include the West Bank – Alameda and West Bank – Alameda/Vignes. Typically forced transfers are viewed negatively because transferring adds travel time and can be a deterrent if the delay is significant and the rider has other options. However, in this case the WSAB alternatives provide the Metro Blue Line riders a faster means to reach Union Station since the WSAB alternatives are more direct. For comparison, the travel time from Slauson Station to Union Station by Metro Blue Line is approximately 22 minutes; and by WSAB the travel time will only be approximately 9 minutes. The addition of WSAB between Slauson Station and Union Station can relieve demands on the Metro Blue Line which is currently operating at its full capacity.

## Preliminary Cost Estimates

Table ES-4 presents the preliminary cost estimates associated with each of the alternatives in 2015 dollars. The preliminary cost estimates include cost contingency to cover unexpected cost increases, which is consistent with FTA recommendations for transit projects at the 5% level of design. The preliminary cost estimates will be further refined in the next phase.

Table ES-4: Preliminary Cost Estimates

Alternatives	Total Cost (in millions, 2015 dollars)
East Bank	\$3,796.3
West Bank 3	\$4,315.5
West Bank - Pacific/Alameda	\$4,420.5
West Bank - Pacific/Vignes	\$4,416.2
West Bank - Alameda	\$4,309.4
West Bank - Alameda/Vignes	\$4,621.3

The SCAG AA cost estimates for the East and West Bank alignments were lower than the updated preliminary cost estimates due to cost escalation between 2010, which is the base year for the SCAG AA, and 2015, the base year for WSAB. Additionally, the WSAB preliminary cost estimates include costs for parking facilities, route footage increases, additional sitework, train control, signaling and communications systems, land acquisition, professional services, related permits and other associated fees.

## Study Findings

Table ES-5 is a summary of the key characteristics for the six alternatives analyzed during this Study. The following sections expand upon the study findings for the alignments and stations (Figure ES-13) along with the key issues to be analyzed and resolved in the next phase of the project.

Table ES-5: Key Characteristics for Six Alternatives

	Number of Stations	Length (miles)	Travel Time (minutes)	Estimated Daily Boardings (2040)	Preliminary Cost Estimate (in millions, 2015 dollars)
East Bank	11	18.5	34.4	50,759	\$3,796.3
West Bank 3	12	17.8	32.4	43,389	\$4,315.5
West Bank - Pacific/Alameda	13	18.3	33.0	59,664	\$4,420.5
West Bank - Pacific/Vignes	12	18.1	33.2	52,547	\$4,416.2
West Bank - Alameda	15	19.0	33.2	75,307	\$4,309.4
West Bank - Alameda/Vignes	15	19.1	34.3	61,772	\$4,621.3

### Alignments

This section is an overview of the alignment study findings described in more detail in Section 5.2, Alignment Findings.

**East Bank:** Benefits include direct connection to Union Station. Challenges include ROW constraints of existing railroad usage and adjacent high-tension power lines to the west and commercial buildings to the east that make expansion of the ROW expensive and/or unattainable.

**West Bank 3:** Benefits include stations in key destinations. Challenges include northern terminus falling short of Union Station and therefore ridership is less due to the lack of direct access to other regional transit services available at Union Station.

**West Bank - Pacific/Alameda and West Bank – Pacific/Vignes:** Benefits include direct connection to Union Station and stations in key destinations. Challenge includes concern from the cities of Vernon and Huntington Park for impact to truck traffic along Pacific Boulevard.

**West Bank – Alameda and West Bank – Alameda/Vignes:** Benefits include direct connection to Union Station, stations in key destinations, and potential cost savings by utilizing the existing Metro Blue Line ROW. Challenges include potential impacts to private property and the widening of Metro ROW utilized by the Blue Line.

Based on the analysis, the East Bank alignment is not recommended to go forward due to right-of-way constraints from existing railroad usage. In addition, the adjacent high-tension power lines to the west and commercial buildings to the east make expansion of the right-of-way expensive and/or unattainable. The West Bank 3 alignment also is not recommended to go forward because its northern terminus falls short of Union Station and results in low-ridership due to the lack of direct access to other regional transit services available at Union Station. The newer Pacific and Alameda Corridor alternatives would proceed north to Union Station and are warranted for further study.

## Stations

This section is a synopsis of station study findings described in more detail in Section 5.3, Station Findings.

### Los Angeles Union Station - Northern Terminus

- Both station locations in Union Station are feasible to serve as WSAB's North Terminus:
  - Over the Relocated Bus Plaza, and
  - Over the Metro Gold Line platform
- Both options will require further coordination efforts with adjacent projects, such as USMP, CAHSR, and SCRIP.

### New Stations for Alignment Option

The next phase will study all new station locations (not previously identified in the SCAG AA) in greater detail, including those identified in the Arts District, Metro Blue Line transfer stations, and east-west transfer opportunities on Santa Fe/Pacific alignment options.

### Huntington Park Stations

- The alternative light rail station on Randolph Street will better serve Downtown Huntington Park and is initially preferred by the Cities of Huntington Park and Vernon over the proposed Pacific Boulevard location described in the SCAG AA.
- Metro understands Huntington Park's second light rail station location is preferred by the cities of Huntington Park, Bell, Cudahy, and Bell Gardens at Florence and Salt Lake Avenues due to the potential development and connections to other adjacent cities over the proposed Gage Avenue location described in the SCAG AA.

### New Metro Green Line Station

- Based on the conceptual plans, a new Metro Green Line station connecting with the WSAB project can feasibly be built within the existing I-105 Freeway and ROW.
- While the freeway ROW is sufficient to accommodate the new Metro Green Line station, further analysis is required if the I-105 ExpressLanes is also introduced in the freeway corridor.
- Based on initial travel forecast results, there does not appear to be any long-term systemwide operational impacts to either the Metro Green Line or the Metro Blue Line but may instead be positive in the sense of relieving the other lines by giving passengers other options.
- Pedestrian access to the station from the south should be studied further.

### Artesia - Southern Terminus

- Pioneer Station is feasible as a Southern Terminus and recommended for its platform west of Pioneer Boulevard.
- Station parking must be studied further based on demands.

OPPOSITE

Figure ES-13: Study findings for alignments and stations.





## Key Issues to Resolve During the Next Phase

The next phase will analyze the potential environmental impacts and mitigations for specific study areas. Also, the design will advance along with development of the operational and maintenance program. Based upon the 5% level of design, the following are key issues that will need to be analyzed during the next phase:

### 1. Traffic/Parking

All of the alignment options propose portions of the guideway within public streets. The guideway placement within the public streets will require reconfiguration of the traffic lanes, street parking, left turn pockets, etc. This will be done in conjunction with the traffic analysis in order to develop a solution that will not generate or minimize the potential impact to the traffic and parking.

### 2. Real Estate

There are specific areas where the guideway will be within the ROW owned by others that will require early coordination efforts due to the potential amount of time to reach an agreement on the design, compensation (if any), and coordination. This includes the following:

- The aerial guideway from Union Station over the 101 freeway that will require approval from Caltrans.
- The aerial or at-grade guideway within the existing railroad corridors will require early coordination, such as with UPRR, Southern California Regional Rail Authority (SCRRA) and Ports of Long Beach and Los Angeles.
- The various corridor cities will need to approve the guideway within (i.e., at-grade, aerial, or underground) their public streets.

### 3. Utilities

There are potential impacts to utilities for the alignment options and most will occur within the public streets where the guideway is proposed. Existing utilities will need to be located and mitigated, especially in areas with an aerial structure or underground guideway.

### 4. Soil Conditions

Investigation of the existing soil conditions is required for all underground structures, such as the foundations for aerial structures and underground guideway sections. In some areas, such as the alignments near the Los Angeles River, a higher water table may be encountered due to the proximity to the river.

### 5. Existing Underground Structures

For the alignment options proposed to be underground, the design will need to address existing structures that are within or adjacent to the proposed alignment. For example, for the West Bank – Pacific/Vignes alignment, when the guideway crosses under the 1st Street bridge, guideway design will be coordinated with the existing bridge piers. Also for the West Bank – Alameda/Vignes alignment when it transitions from the Vignes alley to 3rd Street, underpinning of adjacent buildings may be required.

**6. Coordination with California Public Utilities Commission (CPUC)**

The CPUC is an important stakeholder as they will ultimately approve the project before it can be put into service. Therefore, it is critical to begin coordination early for information sharing and these types of meetings continue throughout the project development.

**7. Locate the Maintenance Facility**

The exact location, size, configuration, and functions will need to be decided for the maintenance facility. The SCAG AA identified some potential locations and these may be analyzed along with identification of new locations after the facility size and configuration is determined based upon the number of vehicles to be stored at the site and the facility functions.

**8. Resolve Station Parking Demand**

The station parking spaces used within the travel demand model are constrained and do not reflect the actual demand. Therefore, during the next phase of the project, the amount of station parking spaces will be studied further to determine if additional spaces are feasible and how this will affect the travel forecast balanced with other factors, such as cost, ROW impacts, and traffic impacts.



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### Travel Forecasts and Preliminary Cost Estimates

	Number of Stations	Length (miles)	Travel Time (minutes)	Estimated Daily Boardings (2040)	Preliminary Cost Estimate (in millions, 2015\$)
<b>East Bank</b>	11	18.5	34.4	50,759	\$3,796.3
<b>West Bank 3</b>	12	17.8	32.4	43,389	\$4,315.5
<b>Pacific/Alameda *</b>	13	18.3	33	59,664	\$4,420.5
<b>Pacific/Vignes *</b>	12	18.1	33.2	52,547	\$4,416.2
<b>Alameda *</b>	15	19	33.2	75,803 **	\$4,309.4
<b>Alameda/Vignes *</b>	15	19.1	34.3	61,772 **	\$4,621.3

\* Higher Performing Alternatives

\*\* Forced Transfers

**Board Report**

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**File #:** 2015-1155, **File Type:** Informational Report**Agenda Number:** 17.

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**PLANNING AND PROGRAMMING COMMITTEE  
SEPTEMBER 16, 2015****SUBJECT: EASTSIDE TRANSIT CORRIDOR PHASE 2****ACTION: RECEIVE AND FILE****RECOMMENDATION**

RECEIVE AND FILE report in response to the Metro Board July 23, 2015 directive to provide bi-monthly updates on the **Eastside Transit Corridor Phase 2 Technical Study and Community Outreach**.

**ISSUE**

In November 2014, the Board received the Eastside Transit Corridor Phase 2 Draft Environmental Impact Statement/Report (DEIS/R) and approved carrying forward two build alternatives, the SR 60 North Side Design Variation (NSDV) and the Washington Boulevard Alternatives into further study. Staff was directed to address comments received from Cooperating and Public Agencies, identify an alternative to Washington Blvd via Garfield Alternative and analyze the feasibility of operating both alternatives.

At the July 23, 2015 meeting, the Board approved Contract Modification No. 12 for the technical work on the Metro Eastside Transit Corridor Phase 2 Project and Contract Modification No. 11 for community outreach in support of the Technical Study. With the approval of the contract modifications, the Board directed staff to provide bi-monthly updates on: (1) the project's contractual scope of work and description of the task order for the technical study; (2) the project's schedule and milestones for both the technical analysis and environmental planning process for all alternatives under consideration and study; and (3) bi-monthly updates on the project's schedule, progress reports and community outreach schedule and meeting results, including concerns raised by stakeholders (Attachment A). This report provides the requested information in response to the Board's direction.

**DISCUSSION****Contractual Scope of Work**

The technical scope consists of three major work elements: investigations to address comments raised by Cooperating and Participating Agencies on the DEIS/R, identification of an alternative connection to Washington Blvd, and a feasibility assessment of operating both Alternatives. The

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Technical Study also includes a cost containment strategy that identifies potential phasing options. The outreach scope consists of regular engagement with project stakeholders, including both Coalitions, and providing updates to the communities in the project area.

Project Schedule and Milestones

The major work elements described above will result in several key project milestones summarized below. A more detailed milestone schedule is shown in Attachment B.

<b>Key Milestones</b>	<b>Target Completion</b>
New Alternative Connection to Washington Blvd	Winter 2015
Address Cooperating and Participating Agency Comments	Summer 2016
Advanced Engineering	Summer 2016
Updated Cost Estimates	Fall 2016
Cost Containment Plan	Fall 2016
Community Outreach	Ongoing
Final Environmental Clearance*	TBD

\*The Technical Study will update data and refine the alternatives studied in the DEIS/R. The environmental document will be finalized upon Board selection of a Locally Preferred Alternative (LPA).

Each of the milestones shown will inform the refinement of the environmental document. Throughout the study, there will be a robust community and stakeholder outreach effort that involves regular communication with the two Coalitions (SR 60 and Washington Blvd), corridor cities and other project stakeholders.

Progress Report

On July 23, 2015, Metro staff held a kick-off meeting to initiate the Technical Study. The Project Team has proceeded with early investigations to address Cooperating Agency comments, and has initiated coordination with the Environmental Protection Agency (EPA), the Army Corp of Engineers (USACE), Southern California Edison (SCE) and Caltrans. The Project Team also initiated the investigation of potential alternatives to the Washington Blvd via Garfield Alternative.

Staff met with both the SR 60 and Washington Boulevard Coalitions' representatives to discuss this work effort. The meetings provided an opportunity to identify project milestones, review the environmental process and how this Technical Study fits within this process, discuss key issues and share the outreach plan. Beginning in September 2015, staff will provide monthly update briefings to both Coalitions, which will include a review of technical work performed, a look-ahead and a discussion of the path forward.

West Santa Ana Branch (WSAB) - Eastside Phase 2 Connection Study

The November Board motion directed staff to investigate coordination of potential connectivity that does not preclude integration of the Eastside Phase 2 Transit Corridor with the West Santa Ana Branch (Eco Rapid Transit). Staff is procuring consultant services through the Planning Bench and



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anticipates task order award late September/early October 2015. Eco Rapid Transit staff is aware of this effort. Both these study efforts will be coordinated.

**NEXT STEPS**

Staff will continue technical work and outreach on the Technical Study and will return to the Board with regular updates.

**ATTACHMENTS**

Attachment A - July 2015 Board Motion

Attachment B - Milestone Schedule

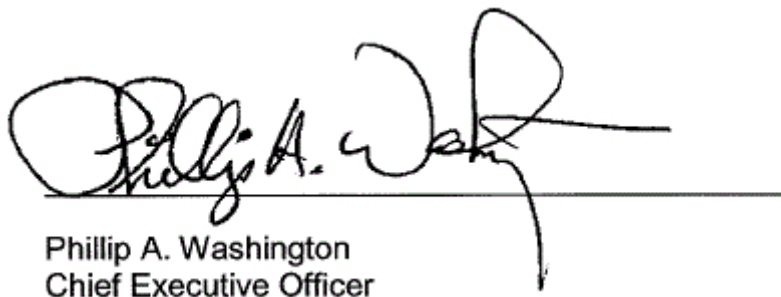
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Phillip A. Washington  
Chief Executive Officer



# Metro

## Board Report

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

File #:2015-1105, File Type:Motion / Motion  
Response

Agenda Number:27.1

### PLANNING AND PROGRAMMING COMMITTEE JULY 15, 2015

#### Motion by:

**MAYOR ERIC GARCETTI, SUPERVISOR DON KNABE,  
SUPERVISOR HILDA SOLIS, DIRECTOR DIANE DuBOIS,  
DIRECTOR JOHN FASANA AND DIRECTOR JACQUELYN DUPONT-WALKER**

July 15, 2015

**Relating to Item 27: File ID 2015-0706  
Gold Line Eastside Extension Phase 2**

At the November regular MTA Board meeting, the Board voted to proceed with and continue study on ~~two~~ all alternatives for the Gold Line Eastside Extension Phase 2.

The communities and stakeholders for both alternatives under evaluation should understand and receive updates on the technical studies on a regular basis.

PLANNING AND PROGRAMMING COMMITTEE RECOMMENDED (3-0) approving amending **Motion by Directors Garcetti, Knabe, Solis, DuBois, Fasana and Dupont-Walker** that the Board instruct the CEO to provide quarterly updates every 60 days starting with the September 2015 Board cycle as follows:

- A. Report on the project contractual scope of work and provide a description of the task orders for the technical study;
- B. Provide the project schedule and related milestones for both the technical analysis and environmental planning process for all the alternatives under consideration and study; and
- C. In the regular quarterly updates, provide, at a minimum, the following:
  1. Project schedule updates;
  2. Progress reports with third-party agencies on the local, state, and federal level; and
  3. Community outreach schedule and meeting results, including any concerns raised by

**stakeholders.**

# Milestone Schedule

Milestones	2015						2016												2017	
	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	J	F
	<b>New Alternative Connection to Washington Blvd</b> <ul style="list-style-type: none"> <li>Review 2008 AA Alternatives Considered &amp; Eliminated</li> <li>Identify New Alternatives</li> <li>Evaluate/Screen Alternatives</li> </ul>	■																		
<b>Address Agency Comments</b> <ul style="list-style-type: none"> <li>EPA</li> <li>ACE</li> <li>Caltrans</li> <li>SCE</li> </ul>	■																			
<b>Advanced Engineering</b> <ul style="list-style-type: none"> <li>Operations Analysis</li> <li>Alignment Refinements</li> </ul>	■																			
<b>Updated Cost Estimates</b> <ul style="list-style-type: none"> <li>Capital Cost</li> <li>Operating Cost</li> <li>Cost-effectiveness</li> </ul>												■								
<b>Cost Containment Plan</b> <ul style="list-style-type: none"> <li>Value Engineering</li> <li>Implementation Strategies</li> </ul>													■							
<b>Community Outreach</b> <ul style="list-style-type: none"> <li>Monthly SR 60 Coalition Meeting</li> <li>Monthly Washington Boulevard Coalition Meeting</li> <li>Regular Community Updates</li> </ul>	■																			

**Board Report**

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**File #:** 2015-1107, **File Type:** Informational Report**Agenda Number:** 18.

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**PLANNING AND PROGRAMMING COMMITTEE  
SEPTEMBER 16, 2015****SUBJECT: METRO COUNTYWIDE BIKESHARE PROGRAM****ACTION: RECEIVE AND FILE UPDATE****RECOMMENDATION**RECEIVE AND FILE **Metro Countywide Bikeshare Program update.****DISCUSSION**

At the June 2015 meeting, the Board awarded a two-year contract to Bicycle Transit Systems (BTS) for the equipment, installation and operations of the Metro Countywide Bikeshare Phase 1 Pilot in downtown Los Angeles (DTLA Pilot). At the July 23, 2015 meeting, the Board approved Motion 22.1 (attachment A) providing staff with direction on next steps for implementing the Countywide Bikeshare Program. Included within Motion 22.1 was direction on addressing interoperability, working towards an accelerated schedule, conducting feasibility and station siting for other communities.

On a parallel track, staff has been working with the City of Los Angeles in preparing for the launch of the Pilot, meeting with cities on a one-on-one basis, and carrying out work that will facilitate interoperability as well as work that will accelerate Metro's program. Staff has scheduled two meetings for September. One meeting is exclusively with cities that have opted to launch a Sobi/CycleHop system. The second meeting is exclusively with cities that have opted to join Metro's Countywide Bikeshare Program.

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

**Downtown Los Angeles Update**

The following is a brief overview of work that has been carried out since award of contract as it relates to the DTLA Pilot:

- Staff has held a number of bikeshare demonstration outreach efforts aimed at making the downtown community aware of what bikeshare is and that a network will be established in downtown. Demonstration events held include participating at the Arts District Farmers Market, Lunch A La Park in Grand Park and the CicLAvia Culver City Meets Venice. Additional demonstrations may be scheduled as we near the DTLA Pilot launch date.

- Staff has been coordinating with the City of Los Angeles on station siting.
- Staff has initiated environmental clearance of the DTLA Pilot.
- Staff has commenced work to develop a recommended fare structure. Staff will be working with the bikeshare cities to develop a fare structure that is reflective of the needs of the region. We will return to the Board with a recommended fare structure for approval.
- Staff has had ongoing coordination with the TAP group in order to achieve TAP integration. As of today, we have successfully tested and confirmed that BTS-BCycle has the capability to read TAP cards in order to unlock the bicycles.

### Title Sponsorship Update

A Request for Proposals (RFP) PS157140024 titled "LACMTA BIKESHARE TITLE SPONSORSHIP" was released on July 24, 2015 soliciting a title sponsor for the Countywide Bikeshare Program. The period of performance outlined in the RFP was seven years, based on Metro Board approval and continuation of the Bikeshare program expansion and operations. To encourage potential title sponsors to respond to the RFP, ads were also run in the following publications on July 30, 2015, announcing the release of the RFP:

- Wall Street Journal
- Los Angeles Times
- Chicago Tribune
- San Jose Mercury News
- Seattle Times
- Boston Globe
- San Francisco Chronicle
- Atlanta Journal Constitution

The solicitation period ended at 2:00pm on August 24, 2015. Metro did not receive any proposals.

Staff will proceed with preparing for a 2016 bikeshare launch, including placing the order for the bikes using the attached "Metro Bikeshare" design (Attachment B). The June 2015 Board action included amending the Fiscal Year 15/16 bikeshare project budget to include an additional \$2.64M for the capital and operating and maintenance costs of the DTLA Pilot. Therefore, no further action is needed at this time. Proceeding as such would allow us to remain on schedule.

In a parallel effort, Planning will continue to work with Communications and Procurement in securing a title sponsor. Since we have used the RFP process to find a sponsor which resulted in no viable proposals, we are now exploring other options. Staff will return to the Board in late fall once we have assessed options further with next steps for securing a title sponsor.

### Regional Interoperability Update

On June 30, 2015, staff met with the cities of Beverly Hills, Long Beach, Santa Monica and West

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Hollywood to discuss regional interoperability. Staff shared with the cities the July 2015 Motion 22.1 and discussed Metro's funding commitment under the condition that each city meets the interoperability objectives as outlined in the motion. We also received updates from each city in regards to where they are with their respective bikeshare efforts. During the meeting, it became clear that each city is at a very different point in launching their program. As such, staff will be reaching out to each city individually to continue interoperability discussions. This will allow us to have conversations that address issues that are specific to each city and forge a path forward with each city.

To date the following conversations have taken place:

- City of Beverly Hills - The City of Beverly Hills has received authorization from their City Council to engage in negotiations with CycleHop. Staff has scheduled a meeting with the staff of Beverly Hills in order to identify which interoperability objectives the City is interested and able to meet. Metro staff is awaiting final confirmation on this meeting.
- City of Long Beach- The City of Long Beach has entered into a contract with Sobi for the bikeshare equipment and is exploring options for the operations and maintenance of the system. Staff engaged the City of Long Beach staff in conversations regarding title sponsorship, fare structure, and other interoperability objectives. The City of Long Beach is interested in further exploring a revenue neutral proposal as presented by CycleHop.
- City of Santa Monica - Staff has engaged Santa Monica staff in conversations about their fare structure as we sought to better understand their objective.
- City of West Hollywood - The City of West Hollywood has received authorization from their City Council to engage in negotiations with CycleHop. Staff has scheduled a meeting with the staff of West Hollywood in order to identify which interoperability objectives the City is interested and able to meet.

#### Accelerated Countywide Bikeshare Expansion

On June 30, 2015, staff also met with the bikeshare expansion cities. We discussed the Board's direction to accelerate the expansion and outlined funding commitments and planning work that would need to be carried out in order to have a successful accelerated launch. Staff will be meeting with each of the expansion cities to lay out an individualized plan of action and gauge the capacity and interest of each city to accelerate their launch date.

To date, staff has had the following one-on-one meetings:

- City of Culver City - Staff met with Culver City staff to discuss where the City is in deciding on a bikeshare program, answer questions about Metro's bikeshare program and learn more about where the city is in getting ready for bikeshare in general. Culver City staff indicated a strong inclination towards joining Metro's bikeshare program. Staff will be including Culver City in the Implementation and Station Siting plan and will be including Culver City in future Bikeshare Working Group meetings related to Metro's program.
- City of Huntington Park - Staff has reached out to staff at the City of Huntington Park. We are

awaiting confirmation on a meeting date.

- City of Los Angeles - Staff has had ongoing conversations with the City of Los Angeles regarding accelerating and expanding to other communities within the City, including Venice, Marina Del Rey, South Park, Boyle Heights and Hollywood.
- City of Pasadena - Coordination with Pasadena to begin preparing the City for an early 2017 launch. Meeting discussion included a schedule for meeting the launch date, station siting progress, funding and the MOU process.
- Unincorporated East Los Angeles - Staff has reached out to staff at the County. We are awaiting confirmation on a meeting date.

### **NEXT STEPS**

Staff will return to the Board in late fall with next steps for securing a Bikeshare Title Sponsor.

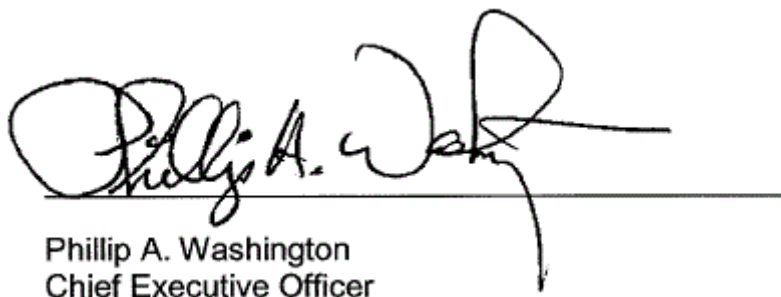
### **ATTACHMENTS**

Attachment A - Motion 22.1

Attachment B - Metro Bikeshare design

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Phillip A. Washington  
Chief Executive Officer





# Metro

## Board Report

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

Agenda Number:22.1

### PLANNING AND PROGRAMMING COMMITTEE JULY 15, 2015

**Motion by:**

**Supervisor Ridley-Thomas**

July 15, 2015

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

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

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

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

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

- A. Continue to work with the cities of Santa Monica and Long Beach, which have executed a contract and plan to move forward with an alternate bikeshare provider to achieve the Interoperability Objectives as presented at the June 2015 Board meeting, including title sponsorship, branding and marketing, membership reciprocity, reciprocal docks, a unified fare structure and data sharing;
- B. Consistent with the Interoperability Objectives, require that any city with an existing bikeshare vendor contract as of June 25, 2015, using a bikeshare system other than Metro's selected system, shall be eligible for up to 35% of operating and maintenance funding support from Metro on condition that the city or cities agree to fully participate in a Metro Countywide Bikeshare Title Sponsorship by reserving on bike title placement and associated branding for

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Metro's Sponsor (including branding, color, and ad space on baskets, skirt guards and bike frame) and agree to meeting the other Interoperability Objectives, consistent with the agreement developed between Metro and the City of Los Angeles for the pilot phase of Metro's Countywide Bikeshare Program. Such cities shall also agree to participate in and provide data for the evaluation study described in Directive 8 below;

- C. Proceed with awarding Call for Projects funding to the Cities of Beverly Hills, Pasadena and West Hollywood, consistent with the staff recommendations for the 2015 Call for Projects, for the capital costs associated with their proposed bikeshare programs.
- D. Include in the 2015 Call for Projects bikeshare funding contracts, that if any of the cities select a bikeshare system other than Metro's, operations and maintenance funding will not be provided unless each city agrees to the Interoperability Objectives outlined above. All costs associated with providing duplicative dock or other systems within adjacent jurisdictions to enhance interoperability shall be borne by such cities and shall not be funded with Metro funds.
- E. Specify in future Call for Projects applications that any city requesting bikeshare funding for either capital and operations and maintenances expenses must commit to using Metro's selected vendor and Title Sponsorship, and other Interoperability Objectives;
- F. Engage Bicycle Transit Systems in accelerating the roll out of all identified project phases so that implementation can be accomplished no later than 2017. Staff shall work with each city to secure local funding commitments and report to the Board for specific approval of any expansion beyond the downtown Los Angeles Pilot, together with a proposed funding plan;
- G. Conduct additional feasibility studies and preliminary station placement assessments to incorporate the communities of Boyle Heights (centering around the Mariachi Plaza Gold Line Station), El Monte (centering around the Bus Station) and the Westside of Los Angeles (along the Exposition Line as well as Venice), as part of the Bikeshare Program; and
- H. Conduct an evaluation of the bike share systems operating within Los Angeles County after 12 months from the downtown Los Angeles Pilot launch date. Evaluation of the systems shall, at a minimum, address operations and user experience, including the following:
  - 1. Timeliness and success of roll-out;
  - 2. Experience of the respective agencies in working with their respective vendors;

3. Ability of bikeshare providers to meet performance criteria including bicycle distribution, removal and replacement of inoperable bicycles and cleanliness of bikeshare facilities;
  4. Customer satisfaction as measured by a survey;
  5. Fare structure;
  6. Equity/effectiveness serving disadvantaged community; and
  7. Bicycle use/behavioral change; and
- I. Once the independent evaluation of both systems is complete, the Board should consider funding for future bikeshare systems that opt to not use Metro's selected vendor on a case-by-case basis subject to the respective city fulfilling Metro's interoperability objectives.

Metro Bikeshare Design



**Board Report**

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**File #:** 2015-1332, **File Type:** Contract

**Agenda Number:** 19.

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**~~PLANNING AND PROGRAMMING COMMITTEE~~**

**~~SEPTEMBER 16, 2015~~**

**CONSTRUCTION COMMITTEE**

**SEPTEMBER 17, 2015**

**SUBJECT: L.A. COUNTY GRADE CROSSING AND CORRIDOR SAFETY PROGRAM**

**ACTION: APPROVE CONTRACT**

**RECOMMENDATION**

AUTHORIZING the Chief Executive Officer to execute a cost-plus-fixed-fee Contract No. AE3319400599 with AECOM for the **L.A. County Grade Crossing and Corridor Safety Program** in the amount of \$3,868,848, inclusive of all design phases. This contract is for three years.

**ISSUE**

It is the intent of Metro Regional Rail to award a professional services contract to provide engineering services for an analysis of 153 pedestrian and vehicular at-grade crossings and right-of-way in L.A. County. This work includes the completion of a Project Study Reports Equivalent (PSRE) for four at-grade crossings that could be advanced to a grade separation.

**DISCUSSION**

Metro owns approximately 160 route miles of right-of-way in Los Angeles County that is operated by the Southern California Regional Rail Authority (SCRRA) for the Metrolink commuter rail service. As part of this right-of-way, there are approximately 153 at-grade pedestrian and roadway crossings. These crossings are in various areas from urban to rural. In addition, there are varying degrees of warning equipment installed at these crossings.

Since the implementation of the Sealed Corridor program, the SCRRA has upgraded several crossings with state-of-the-art equipment, including in some cases, enhanced pedestrian treatments, four-quadrant gates, and advance preemption. In addition, SCRRA developed a comprehensive guide that identified standards for the design of at-grade crossings.

This program will establish a comprehensive strategy to approach grade crossing safety and mobility on Metro-owned right-of-way operated by SCRRA in Los Angeles County. This strategy will establish the overall approach to crossing enhancements as well as establish the need for additional measures. In particular, this strategy will identify at-grade crossings that could be advanced to grade

separations. In the development of this strategy, an objective analysis will need to be done of each of the crossings. As an overall analysis is completed, a strategy for funding of enhancements will need to be developed. This will also include an approach to utilizing all state and federal opportunities for funding.

As part of this program, the Metro-owned/SCRRA operated right-of-way will be analyzed for opportunities to address trespassing or other issues that would enhance safety. Indicators such as near misses and graffiti locations are indicators of trespasser activity. An analysis of methods addressing right-of-way access through enforcement, fencing, and/or the application of advance technology, will be completed as part of this overall program. In addition, state and federal grant opportunities will be explored as a means of developing these enhancements.

### **DETERMINATION OF SAFETY IMPACT**

The Project will examine approximately 153 at-grade crossings in Los Angeles County. Site-specific safety features will be identified through the FHWA’s Manual on Uniform Traffic Control Devices grade crossing diagnostic process, whereby Metro, Metrolink, and the CPUC will review each crossing in accordance with Metrolink and CPUC best practices.

### **FINANCIAL IMPACT**

In July 2012, the Metro Board authorized \$4.5 million in Measure R 3% funds towards this program. The breakdown of this funding is as follows:

L.A. County Grade Crossing Safety Program	\$2 Million
L.A. County Grade Separation Priority Program	\$500 Thousand
Project Study Reports	\$2 Million
Total	\$4.5 Million

\$1,110,000 for this Project is included in the FY16 budget in department 2415, Regional Rail, Project No. 460071. Since this is a multi-year contract, the cost center manager, and Executive Director, Program Management will be accountable and responsible for budgeting the cost of future fiscal year requirements.

### **ALTERNATIVES CONSIDERED**

The Board could choose not to award the contract to AECOM and decide not to pursue the L.A. County Grade Crossing and Corridor Safety Program. This alternative is not recommended due to the significant benefits that the project provides to commuter rail transportation in L.A. County.

**NEXT STEPS**

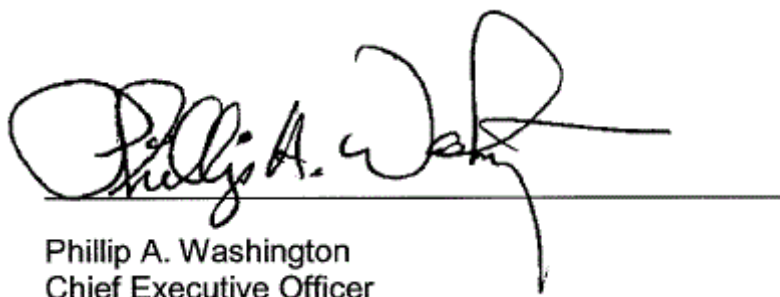
Upon approval by the Board, staff will execute the contract, and begin the services for the L.A. County Grade Crossing and Corridor Safety Program

**ATTACHMENTS**

Attachment A - Procurement Summary

Prepared by:            Prepared by: Don Sepulveda, P.E., Executive Officer, Regional Rail, (213) 922-7491

Reviewed by:            Bryan Pennington, Program Management  
                                 (213) 922-7449  
                                 Ivan Page, Interim Executive Director, Vendor/Contract Management  
                                 (213) 922-3863



Phillip A. Washington  
Chief Executive Officer

## PROCUREMENT SUMMARY

## L.A. COUNTY GRADE CROSSING AND CORRIDOR SAFETY PROGRAM

1.	<b>Contract Number:</b> AE3319400599 (RFP No. AE11355241510599)	
2.	<b>Recommended Vendor:</b> AECOM Technical Services, Inc. (AECOM)	
3.	<b>Type of Procurement (check one):</b> <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.	<b>Procurement Dates:</b>	
	A. Issued: March 13, 2015	
	B. Advertised/Publicized: March 10, 2015	
	C. Pre-proposal Conference: March 23, 2015	
	D. Proposals Due: July 10, 2015	
	E. Pre-Qualification Completed: August 4, 2015	
	F. Conflict of Interest Form Submitted to Ethics: August 4, 2015	
	G. Protest Period End Date: September 23, 2015	
5.	<b>Solicitations Picked up/Downloaded:</b> 91	<b>Proposals Received:</b> 7
6.	<b>Contract Administrator:</b> Lily Lopez	<b>Telephone Number:</b> (213) 922-4639
7.	<b>Project Manager:</b> Don Sepulveda	<b>Telephone Number:</b> (213) 922-7491

**A. Procurement Background**

This Board Action is to approve Contract No. AE3319400599 (RFP No. AE11355241510599) for Architectural and Engineering (A&E) services to develop a Los Angeles (LA) County Grade Crossing and Corridor Safety Program (Program). As this is an A&E qualifications based procurement, price cannot be used as an evaluation factor pursuant to state and federal law. The intent of the project is to develop a countywide program that will develop engineering solutions and establish a pattern for enforcement regarding grade crossings and railroad rights-of-way that will enhance safety and mobility. The Contract will be for a term of three years.

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

There were two amendments issued during the initial solicitation phase of this RFP:

- Amendment No. 1, issued on March 24, 2015, provided revisions to the solicitation, responses to questions received, and documents related to the pre-proposal conference held on March 23 2015;
- Amendment No. 2, issued on April 1, 2015, provided responses to questions received.



A pre-proposal conference was held on March 23, 2015, attended by 55 participants. There were six questions asked during the pre-proposal conference and an additional 31 questions were asked during the solicitation phase.

There were 91 firms that downloaded the RFP and were included in the planholders list.

On June 10, 2015, Metro received a total of seven proposals from the following firms:

- 1.AECOM Technical Services, Inc. (AECOM)
- 2.Hatch Mott MacDonald (HMM)
- 3.JM Diaz (JMD)
- 4.KOA Corporation (KOA)
- 5.Parsons Brinckerhoff (PB)
- 6.Parsons Transportation Group (PTG)
- 7.Wilson & Company (Wilson)

Due to inconsistencies during the initial evaluation process, which included the premature opening of cost proposals, Amendment No. 3 was issued to the seven proposing firms on June 10, 2015, informing firms that due to the inconsistencies, Metro was returning all technical and cost proposal submittals received (hard copy originals of Volumes I, II, and III).

In order to maintain fair and open competition, Metro provided all proposers that originally submitted proposals, the opportunity to resubmit technical proposals by July 10, 2015. Thereafter, only those firms invited for oral presentations would be required to submit a cost proposal, inclusive of all certifications and DEOD forms, in a sealed envelope.

Upon receipt of the new technical proposals, a new Proposal Evaluation Team (PET) was established to evaluate the technical proposals re-submitted by the above-mentioned firms.

## **B. Evaluation of Proposals**

The PET consisting of staff from Metro's Rail Wayside Systems, Orange County Transportation Authority (OCTA) and Metrolink was convened and conducted a comprehensive technical evaluation of the proposals received.

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

- Skill and Experience of the Team            30%
- Project Management Plan                    30%
- Project Understanding                        40%

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

During the week of July 27, 2015, the PET completed its independent evaluation of the seven proposals received. All seven firms were invited for oral presentations on July 30, 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 addressed the requirements of the RFP, experience with all aspects of the required scope, and stressed each firm's commitment to the success of the project. Each team was asked questions relative to their proposed staffing plans, perceived project issues, and project approach.

The final scoring, after the oral presentations, determined AECOM to be the most qualified firm. As a result, AECOM's cost proposal was opened for cost analysis and negotiations.

### **Qualifications of the Recommended Firm**

AECOM'S proposed team demonstrated several years of experience on similar projects, have experience in writing crossing manuals, as well as grade crossing safety analysis and grade separation projects. The proposal included a realistic completion schedule and demonstrated an understanding of potential risks and solutions with this type of project. Additionally, AECOM's proposed signal designer, Pacific Railway Enterprises, Inc., is vital to the overall success of the project as the firm has extensive knowledge and experience working with Metrolink and LADOT. The use of two field teams to collect data is important due to the number of stakeholders that will need to be engaged through the course of the project. Overall, the PET felt AECOM strongly demonstrated its understanding of the project and presented a completed team that would be able to deliver.

Following is a summary of the PET scores:

<b>1</b>	<b>Firm</b>	<b>Average Score</b>	<b>Factor Weight</b>	<b>Weighted Average Score</b>	<b>Rank</b>
<b>2</b>	<b>AECOM</b>				
<b>3</b>	Skill and Experience of the Team	75.83	30.00%	22.75	
<b>4</b>	Project Management Plan	67.78	30.00%	20.33	
<b>5</b>	Project Understanding	74.00	40.00%	29.60	
<b>6</b>	<b>Total</b>		<b>100.00%</b>	<b>72.68</b>	<b>1</b>

<b>7</b>	<b>PTG</b>				
<b>8</b>	Skill and Experience of the Team	67.50	30.00%	20.25	
<b>9</b>	Project Management Plan	67.22	30.00%	20.17	
<b>10</b>	Project Understanding	69.67	40.00%	27.87	
<b>11</b>	<b>Total</b>		<b>100.00%</b>	<b>68.29</b>	<b>2</b>
<b>12</b>	<b>HMM</b>				
<b>13</b>	Skill and Experience of the Team	66.67	30.00%	20.00	
<b>14</b>	Project Management Plan	57.22	30.00%	17.17	
<b>15</b>	Project Understanding	71.00	40.00%	28.40	
<b>16</b>	<b>Total</b>		<b>100.00%</b>	<b>65.57</b>	<b>3</b>
<b>17</b>	<b>PB</b>				
<b>18</b>	Skill and Experience of the Team	55.00	30.00%	16.50	
<b>19</b>	Project Management Plan	58.33	30.00%	17.50	
<b>20</b>	Project Understanding	67.50	40.00%	27.00	
<b>21</b>	<b>Total</b>		<b>100.00%</b>	<b>61.00</b>	<b>4</b>
<b>22</b>	<b>KOA</b>				
<b>23</b>	Skill and Experience of the Team	69.17	30.00%	20.75	
<b>24</b>	Project Management Plan	43.89	30.00%	13.17	
<b>25</b>	Project Understanding	61.50	40.00%	24.60	
<b>26</b>	<b>Total</b>		<b>100.00%</b>	<b>58.52</b>	<b>5</b>
<b>27</b>	<b>JMD</b>				
<b>28</b>	Skill and Experience of the Team	63.33	30.00%	19.00	
<b>29</b>	Project Management Plan	53.33	30.00%	16.00	
<b>30</b>	Project Understanding	57.50	40.00%	23.00	
<b>31</b>	<b>Total</b>		<b>100.00%</b>	<b>58.00</b>	<b>6</b>
<b>32</b>	<b>Wilson</b>				
<b>33</b>	Skill and Experience of the Team	56.67	30.00%	17.00	
<b>34</b>	Project Management Plan	42.78	30.00%	12.83	
<b>35</b>	Project Understanding	49.83	40.00%	19.93	
<b>36</b>	<b>Total</b>		<b>100.00%</b>	<b>49.76</b>	<b>7</b>

### C. Cost Analysis

The recommended price of \$3,868,848 has been determined to be fair and reasonable based upon Metro’s Management and Audit Services Department (MASD) audit findings, an independent cost estimate (ICE), a Project Manager’s technical analysis, a cost analysis, fact finding, and negotiations.

	<b>Proposer Name</b>	<b>Proposal Amount</b>	<b>Metro ICE</b>	<b>Negotiated</b>
1.	AECOM	\$4,123,245	\$4,590,000	\$3,868,848

**D. Background on Recommended Contractor**

The recommended firm, AECOM was founded in 1990 and is headquartered in Los Angeles, California. AECOM is a provider of professional, technical, and management support services in the areas of transportation, planning, and environmental. AECOM has experience working with similar grade crossing projects to those identified under this project as they have delivered safety improvement both nationally and locally such as the Metrolink Sealed Corridor, Empire Avenue Grade Separation, Altamont Corridor/ACEforward Initiative, and Perris Valley Line commuter rail extension projects. AECOM has worked on several Metro projects and has performed satisfactorily.

**E. Small Business Participation**

The Diversity and Economic Opportunity Department (DEOD) established a 26% goal inclusive of a 23% Small Business Enterprise (SBE) and 3% Disabled Veteran Business Enterprise (DVBE) for this project. AECOM exceeded the goal by making a 27.18% SBE commitment and 3.54% DVBE commitment.

<b>SMALL BUSINESS GOAL</b>	<b>23% SBE and 3% DVBE</b>	<b>SMALL BUSINESS COMMITMENT</b>	<b>27.18% SBE and 3.54% DVBE</b>
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	<b>SBE Subcontractors</b>	<b>% Commitment</b>
1.	BA Inc.	3.58%
2.	Coast Surveying, Inc.	3.41%
3.	Intueor Consulting, Inc.	6.33%
4.	LIN Consulting	5.21%
5.	Pacific Railroad Enterprises	3.27%
6.	Stack Traffic Consulting	5.38%
	<b>Total SBE Commitment</b>	<b>27.18%</b>

	<b>DVBE Subcontractors</b>	<b>% Commitment</b>
1.	Leland Saylor Associates	3.54%
	<b>Total DVBE Commitment</b>	<b>3.54%</b>

**F. Living Wage and Service Contract Worker Retention Policy Applicability**

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

**G. Prevailing Wages**

Prevailing Wage 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 the U S Department of Labor (DOL) Davis Bacon and Related Acts (DBRA).

**H. All Subcontractors Included with Recommended Contractor's Proposal**

	<b>Subcontractor</b>	<b>Services Provided</b>
1.	BA, Inc.	Utilities
2.	Coast Surveying, Inc.	Surveying
3.	Intueor Consulting, Inc.	Traffic Studies
4.	Kimley Horn and Associates	Planning Management
5.	Leland Saylor Associates	Estimating
6.	Lin Consulting, Inc.	Traffic/Electrical Engineering
7.	Overland, Pacific & Cutler, Inc.	Right of Way
8.	Pacific Railway Enterprises, Inc.	Rail Signals
9.	STC Traffic, Inc.	Traffic Signals
10.	STV Incorporated	Analysis

**Board Report**

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**File #:** 2015-0575, **File Type:** Contract**Agenda Number:** 20.

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**PLANNING AND PROGRAMMING COMMITTEE  
SEPTEMBER 16, 2015****SUBJECT: I-710/SR-91 PROJECT STUDY REPORT-PROJECT DEVELOPMENT SUPPORT  
(PSR-PDS)****ACTION: AWARD CONTRACT****RECOMMENDATION**

AUTHORIZING the Chief Executive Officer to award and execute a 15-month firm fixed price Contract No. AE322940011372 (RFP No. AE11372) to **JMDiaz, Inc. in the amount of \$2,340,084.08 for Architectural and Engineering (A&E) services to complete the I-710/SR-91 PSR-PDS.**

**ISSUE**

The Project Study Report-Project Development Support (PSR-PDS) is the Project Initiation Document (PID) selected for the I-710/SR-91 Interchange. The PSR-PDS will provide an opportunity for Metro, Caltrans, and the Gateway Cities Council of Governments (GCCOG) to attain consensus on the purpose and need, scope, and schedule of the project. The PSR-PDS will also be used to program the support cost necessary to complete the studies and work needed during the Project Approval/Environmental Document (PA/ED) which is the next phase in the project development process. Once Board approval is received, the Contract will be executed and a Notice to Proceed (NTP) will be issued to JMDiaz, Inc. for the I-710/SR-91 PSR-PDS.

**DISCUSSION**

An Initial Corridor Study along the I-605, SR-91, and I-405 corridors conducted in 2008 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. However, the feasibility of the proposed improvements had not been examined in detail for the five Hot Spots. Pursuant to the findings of the Initial Corridor Study, Measure R allocated \$590 million for freeway and non-freeway improvement projects for the I-605 Corridor "Hot Spots" Interchanges 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-

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2582 for professional services to RBF Consulting to prepare a Feasibility Study and up to three optional Project Study Reports (PSRs). The Feasibility Study further analyzed congestion improvement alternatives for the various Hot Spots identified in the Initial Corridor Study.

The initial alternatives for congestion Hot Spots included improvements to freeway-to-freeway interchanges, additional general purpose lanes and arterial improvements. Conceptual geometric plans, cost estimates and a preliminary environmental review were prepared for each of the Hot Spot projects. The I-710/SR-91 Interchange is one of the major Hot Spots identified and will now advance to the next phase of project development.

### **FINANCIAL IMPACT**

The funding of \$2,340,084.08 for this project is included in the FY16 budget in cost center 4720, Highway Programs A, under project 460314, I-605 Corridor "Hot Spots", task number 07.02, I-710/SR-91 Interchange Improvement. Since this is a multi-year project, the cost center manager and the Managing Executive Officer of the Highway Program will continue to be responsible for budgeting in future years.

#### **Impact to Budget**

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

### **ALTERNATIVES CONSIDERED**

The Board may elect not to authorize the CEO to award the contract. This alternative is not recommended because this project is included in the 2009 Long Range Transportation Plan and reflects regional consensus of local jurisdictions. Approval to proceed with the I-710/SR-91 PSR-PDS is consistent with goals of Measure R.

### **NEXT STEPS**

Staff will execute the contract and issue an NTP in October 2015. Periodic updates will be provided to the Board on the progress of the PSR-PDS.

### **ATTACHMENT**

Attachment A - Procurement Summary for AE11372

#### **Prepared by:**

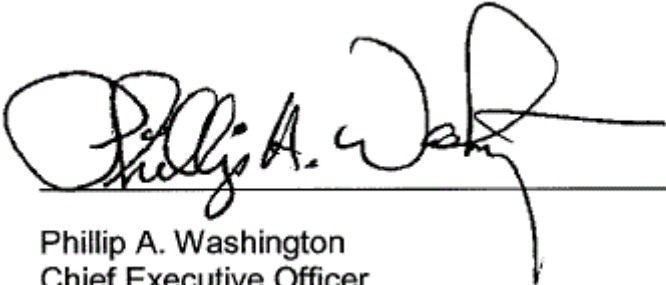
Robert Machuca, Transportation Planning Manager, (213) 922-4517  
Abdollah Ansari, Deputy Executive Officer, (213) 922-4781

Aziz Elattar, Executive Officer, (213) 922-4715

**Reviewed by:**

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

Bryan Pennington, Program Management  
(213) 922-7449



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Phillip A. Washington  
Chief Executive Officer



## PROCUREMENT SUMMARY

I-710/SR-91 INTERCHANGE PROJECT STUDY REPORT-  
PROJECT DEVELOPMENT SUPPORT

1.	<b>Contract Number:</b> AE322940011372 (RFP No. AE11372)	
2.	<b>Recommended Vendor:</b> JMDiaz, Inc.	
3.	<b>Type of Procurement (check one):</b> <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.	<b>Procurement Dates:</b>	
	<b>A. Issued:</b> January 12, 2015	
	<b>B. Advertised/Publicized:</b> January 12, 2015	
	<b>C. Pre-proposal/Pre-Bid Conference:</b> January 22, 2015	
	<b>D. Proposals/Bids Due:</b> February 10, 2015	
	<b>E. Pre-Qualification Completed:</b> March 31, 2015	
	<b>F. Conflict of Interest Form Submitted to Ethics:</b> March 11, 2015	
	<b>G. Protest Period End Date:</b> September 23, 2015	
5.	<b>Solicitations Picked up/Downloaded:</b> 122	<b>Bids/Proposals Received:</b> 8
6.	<b>Contract Administrator:</b> Greg Baker/Erika Estrada	<b>Telephone Number:</b> 213-922-1102
7.	<b>Project Manager:</b> Robert Machuca	<b>Telephone Number:</b> 213-922-4517

**A. Procurement Background**

This Board Action is to approve Contract No. AE322940011372 for Architectural and Engineering (A&E) services to prepare a Project Study Report– Project Development Study (PSR-PDS) for the Interstate 710/State Route 91 interchange.

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 a firm fixed price. This RFP was issued under the Small Business Set-Aside Program and was open to Metro Certified Small Businesses only.

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

- Amendment No. 1, issued on January 13, 2015, replaced Figure 4, Project Study Report study area, on page 7 of the Statement of Work.
- Amendment No. 2, issued on January 28, 2015, provided electronic copies of the Plan-Holders’ List, sign-in sheets, and business cards from the pre-proposal conference, provided an update on the DEOD representative, and clarification on FTP site links for proposers to access available resource documents.
- Amendment No. 3, issued on January 29, 2015, clarified proposers questions and provided the prevailing wage handout distributed at the pre-proposal conference.

- Amendment No. 4, issued on February 2, 2015, clarified the percentage of work to be performed by the prime.

A pre-proposal conference was held on January 22, 2015 attended by 43 participants representing 37 companies. There were 18 questions asked and responses were released prior to the proposal due date.

A total of eight proposals were received on February 10, 2015.

**B. Evaluation of Proposals/Bids**

A Proposal Evaluation Team (PET) consisting of staff from Metro Highway Program, Caltrans, and representatives from the City of Compton and the City of Long Beach was convened and conducted a comprehensive technical evaluation of the proposals received.

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

1. Project Understanding and Approach	30%
2. Team Qualifications	25%
3. Experience of Key Team Members	25%
4. Work Plan	20%

The evaluation criteria are appropriate and consistent with criteria developed for similar A&E PSR-PDS 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.

Of the eight proposals received, one proposal was deemed non-responsive because the firm was not a Metro-certified SBE as required by the RFP. Therefore, seven proposals were evaluated. Three proposals were determined to be within the competitive range and are listed below in alphabetical order:

1. Civil Works Engineers, Inc.
2. Intueor Consulting, Inc.
3. JMDiaz, Inc.

Four firms were determined to be outside the competitive range and were not included for further consideration.

On February 12, 2015, proposals were distributed to the PET. From February 12 to March 12, 2015, the PET met and interviewed the firms. The firms' project managers

and key team members had an opportunity to present each team’s qualifications and respond to the evaluation committee’s questions. In general, each team’s presentation addressed the requirements of the RFP, perceived project issues, commitment to schedule, dispute resolution procedures, project manager’s experience with Caltrans, preparation of PSR-PDS documents and experience with geometric plans.

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

**Qualifications Summary of Recommended Firm:**

JMDiaz, Inc. (JMD), a California corporation, and Metro certified Small Business Enterprise, offers planning, engineering, and management services. The JMD team has significant experience with Metro, Caltrans and local agencies. The proposal demonstrated a cohesive team and comprehensive understanding of the extensive highway expertise and experience required for this project. The work plan provided practical solutions to assist Metro in performing the planning services, conceptual level, preliminary and final engineering required for the SR-91/I-710 interchange.

Following is a summary of the PET scores:

	FIRM	Average Score	Factor Weight	Weighted Average Score	Rank
<b>1</b>	<b>JMDiaz, Inc.</b>				
<b>2</b>	Project Understanding and Approach	92.00	30.00%	27.60	
<b>3</b>	Team Qualifications	84.54	25.00%	21.14	
<b>4</b>	Project Manager and Key Staff Qualifications	83.34	25.00%	20.84	
<b>5</b>	Work Plan	83.70	20.00%	16.74	
<b>6</b>	Total		<b>100.00%</b>	<b>86.32</b>	<b>1</b>
<b>7</b>	<b>Civil Works Engineers, Inc.</b>				
<b>8</b>	Project Understanding and Approach	86.25	30.00%	25.88	
<b>9</b>	Team Qualifications	85.96	25.00%	21.49	
<b>10</b>	Project Manager and Key Staff Qualifications	81.83	25.00%	20.46	
<b>11</b>	Work Plan	83.10	20.00%	16.62	
<b>12</b>	Total		<b>100.00%</b>	<b>84.45</b>	<b>2</b>
<b>13</b>	<b>Intueor Consulting, Inc.</b>				

1 4	Project Understanding and Approach	83.75	30.00%	25.13	
1 5	Team Qualifications	78.83	25.00%	19.71	
1 6	Project Manager and Key Staff Qualifications	79.18	25.00%	19.79	
1 7	Work Plan	79.50	20.00%	15.90	
1 8	Total		<b>100.00%</b>	<b>80.53</b>	<b>3</b>

### C. Cost/Price Analysis

The recommended price has been determined to be fair and reasonable based upon MASD audit findings, an independent cost estimate, cost analysis, technical evaluation, fact finding, and negotiations. The negotiated amount includes clarifications to the required inter-agency coordination efforts, and analysis of 12 additional intersections within the study area project limits based on the identified Hot Spots that were not included in the based proposal and discovered during fact finding resulting in a higher negotiated price.

Proposer Name	Proposal Amount	Metro ICE	Negotiated Amount
1. JMDiaz, Inc.	\$2,200,128	\$2,212,596	\$2,340,084.08

### D. Background on Recommended Contractor

The recommended firm, JMD, located in the City of industry, has been in business for 14 years in transportation planning and civil engineering covering highways, land development, traffic and rail projects for local agencies, railroads and private entities in California. JMD was a member of the SR 710 GAP Alternatives Analysis and Project Report Preparation, the I-710 EIR/EIS project and the I-5/I-710 interchange PSR-PDS. The project manager has 29 years of professional engineering experience in transportation planning and engineering. The project manager has conducted studies and prepared designs for Caltrans, Metro, OCTA and Metrolink.

Overall, key staff has more than 100 years of experience providing professional traffic, engineering and planning services. The JMD team also has significant experience working with the relevant stakeholders, including Metro, Caltrans, UPRR, CPUC, LAC Public Works, and the cities along the SR-91 and I-710 corridor such as Compton and Long Beach. The JMD team has a solid understanding of the highway design process and permitting requirements required for the PSR-PDS.

**E. 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**.

JMDiaz, Inc., a SBE Prime, is performing 51.37% of the work with its own workforce and made a total SBE commitment of 53.12%.

	<b>SBE Firm Name</b>	<b>SBE % Committed</b>
1.	JMDiaz, Inc. (Prime)	51.37%
2.	Value Management Strategies, Inc.	1.75%
	<b>Total Commitment</b>	<b>53.12%</b>

**F. All Subcontractors Included with Recommended Contractor’s Proposal**

	<b>Subcontractor</b>	<b>Services Provided</b>
1.	Cambridge Systematics, Inc.	Modeling and Transportation Analysis & TEPA
2.	Iteris, Inc.	Traffic Modeling
3.	Overland, Pacific & Cutler, Inc.	Conceptual Cost Estimate-Right of Way Component
4.	Parsons Brinkerhoff	Engineering Analysis, Design, and Environmental Analysis
5.	Value Management Strategies, Inc.	Value Engineering Study

**G. Living Wage and Service Contract Worker Retention Policy Applicability**

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

## **H. 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 the U S Department of Labor (DOL) Davis Bacon and Related Acts (DBRA).

**Board Report**

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**File #:** 2015-0576, **File Type:** Contract**Agenda Number:** 21.

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**~~PLANNING AND PROGRAMMING COMMITTEE~~**  
**~~SEPTEMBER 16, 2015~~**  
**CONSTRUCTION COMMITTEE**  
**SEPTEMBER 17, 2015****SUBJECT: I-605/I-5 PROJECT APPROVAL/ENVIRONMENTAL DOCUMENT (PA/ED)****ACTION: AWARD CONTRACT****RECOMMENDATION**

AUTHORIZING the Chief Executive Officer to award and execute a 48-month firm fixed price Contract No. AE333410011375 (RFP No. AE11375), to **Parsons Transportation Group Inc. in the amount of \$20,697,227.00 for Architectural and Engineering services to complete the I-605/I-5 PA/ED.**

**ISSUE**

The I-605/I-5 Interchange Project Study Report-Project Development Support (PSR-PDS), completed in July 2014, provided 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 of the project. The PSR-PDS was also used to program the support cost necessary to complete the studies and work needed during the PA/ED, which is the next phase in the project development process. During the PA/ED phase, more detailed studies including traffic analysis and an environmental assessment will be prepared to further refine the information in the PSR-PDS and develop the Project Report and Environmental Document. Once Board approval is received the contract will be executed and a Notice to Proceed (NTP) will be issued to Parsons for the I-605/I-5 PA/ED.

**DISCUSSION**

An Initial Corridor Study along the I-605, SR-91, and I-405 corridors conducted in 2008 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. However, the feasibility of the proposed improvements had not been examined in detail for the five Hot Spots. Pursuant to the findings of the Initial Corridor Study, Measure R allocated \$590 million for freeway and non-freeway improvement projects for the I-605 Corridor "Hot Spots" Interchanges 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-

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2582, for professional services to RBF Consulting to prepare a Feasibility Study and up to three optional Project Study Reports (PSRs). The Feasibility Study further analyzed congestion improvement alternatives for the various Hot Spots identified in the Initial Corridor Study.

The initial alternatives for congestion Hot Spots included improvements to freeway-to-freeway interchanges, additional general purpose lanes and arterial improvements. Additionally, conceptual geometric plans, cost estimates and a preliminary environmental review were prepared for each of the Hot Spot projects. Upon completion of the Feasibility Study, the I-605/I-5 Interchange advanced to the next phase of project development. The I-605/I-5 Interchange PSR-PDS was completed in July 2014.

### **FINANCIAL IMPACT**

The funding of \$3 million for this project is included in the FY16 budget in Cost Center 4720, Highway Programs A, under project 460314, I-605 Corridor "Hot Spots", task number 04.03, I-605/I-5 PA/ED. Since this is a multi-year project, the cost center manager and the Managing Executive Officer of the Highway Program will continue to be responsible for budgeting in future years.

#### **Impact to Budget**

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

### **ALTERNATIVES CONSIDERED**

The Board may elect not to authorize the Chief Executive Officer to 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 I-605/I-5 PA/ED is consistent with the goals of Measure R.

### **NEXT STEPS**

Staff will execute the contract and issue an NTP in October 2015. Periodic updates will be provided to the Board on the progress of the PA/ED.

### **ATTACHMENTS**

Attachment A - Procurement Summary for AE11375

#### **Prepared by:**

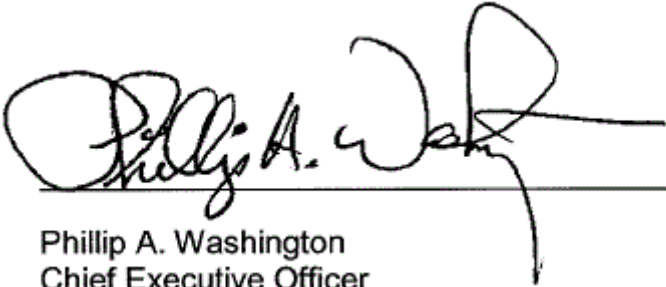
Robert Machuca, Transportation Planning Manager, (213) 922-4517  
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**Reviewed by:**

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Phillip A. Washington  
Chief Executive Officer

**PROCUREMENT SUMMARY  
PROJECT APPROVAL & ENVIRONMENTAL DOCUMENT  
FOR THE I-605/I-5 INTERCHANGE PROJECT**

1.	<b>Contract Number:</b> AE333410011375 (RFP No. AE11375)	
2.	<b>Recommended Vendor:</b> Parsons Transportation Group, Inc.	
3.	<b>Type of Procurement (check one):</b> <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.	<b>Procurement Dates:</b>	
	<b>A. Issued:</b> January 26, 2015	
	<b>B. Advertised/Publicized:</b> January 26, 2015	
	<b>C. Pre-proposal/Pre-Bid Conference:</b> February 9, 2015	
	<b>D. Proposals/Bids Due:</b> February 24, 2015	
	<b>E. Pre-Qualification Completed:</b> May 13, 2015	
	<b>F. Conflict of Interest Form Submitted to Ethics:</b> March 24, 2015	
	<b>G. Protest Period End Date:</b> September 23, 2015	
5.	<b>Solicitations Picked up/Downloaded:</b>  114	<b>Bids/Proposals Received:</b>  3
6.	<b>Contract Administrator:</b> Greg Baker/Erika Estrada	<b>Telephone Number:</b> 213-922-1102
7.	<b>Project Manager:</b> Robert Machuca	<b>Telephone Number:</b> 213-922-4517

#### **A. Procurement Background**

This Board Action is to approve Contract No. AE333410011375 (RFP No. AE11375) for Architectural and Engineering (A&E) services to prepare a Project Approval and Environmental Documents (PA/ED) for the I-605/I-5 interchange project.

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 a firm fixed price.

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

- Amendment No. 1, issued on February 5, 2015, increased Metro's subcontracting goal to 30% (27% SBE and 3% DVBE) by replacing the information in the solicitation's Special Provision (SP)-03, SBE/DVBE Participation.
- Amendment No. 2, issued on February 13, 2015, provided electronic copies of the prevailing wage handout, Plan-Holders' List, sign-in sheets and business cards from the pre-proposal conference, provided responses to proposers questions, and updated the solicitation's General Condition (GC)-37, Liability and Indemnification, Design and Non-Design Work .

A pre-proposal conference was held on February 9, 2015 attended by 48 participants representing 37 companies. Eight questions were asked and responses were released prior to the proposal due date.

A total of three proposals were received on February 24, 2015.

**B. Evaluation of Proposals/Bids**

A Proposal Evaluation Team (PET), consisting of staff from Metro Highway Program, Caltrans, and representatives from the City of Downey and the City of Santa Fe Springs, convened and conducted a comprehensive technical evaluation of the proposals received.

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

1. Project Understanding and Approach	30%
2. Team Qualifications	25%
3. Project Manager and Key Staff Qualifications	25%
4. Work Plan	20%

The evaluation criteria are appropriate and consistent with criteria developed for similar A&E PA/ED 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.

Of the three proposals received, all were evaluated and determined to be within the competitive range. They are listed below in alphabetical order:

1. CH2MHill, Inc
2. Michael Baker International
3. Parsons Transportation Group, Inc.

On March 2, 2015 proposals were distributed to the PET. From March 2 to March 20, 2015, the PET met and interviewed the firms. The firms' project managers and key team members had an opportunity to present each team's qualifications and respond to the evaluation committee's questions. In general, each team's presentation addressed the requirements of the RFP, elaborated on the phased implementation approach, discussed commitment and availability of the Project Manager and task leaders, dispute resolution procedures, and described innovative ways to compress the PA/ED schedule.

The final scoring, after oral presentations, determined Parsons Transportation Group, Inc. to be the most qualified firm.

**Qualifications Summary of Recommended Firm:**

Parsons Transportation Group, Inc. (Parsons) proposal demonstrated PA/ED experience and expertise on major highway projects such as the I-405 in Orange County, and the I-10 Express Lanes and the SR91/SR71 project. The proposal demonstrated a cohesive team, and a thorough understanding of the project, community issues, particularly right-of-way impacts. The work plan provided innovative problem-solving techniques, a design approach to minimize weaving, bridge replacement concepts involving stages, and the “slide-in” bridge replacement concept to minimize disruption to traffic.

The proposed Project Manager and key members along with ten highly qualified subcontracting firms have a thorough understanding of the Caltrans process, which is key to minimize project approval time. Overall, Parsons’ proposed work plan and previous experience with similar PA/ED projects demonstrates a strong understanding of the Statement of Work and their team’s ability to perform the required services.

Following is a summary of the PET scores:

	<b>FIRM</b>	<b>Average Score</b>	<b>Factor Weight</b>	<b>Weighted Average Score</b>	<b>Rank</b>
<b>1</b>	<b>Parsons Transportation Group, Inc.</b>				
<b>2</b>	Project Understanding and Approach	88.00	30.00%	26.40	
<b>3</b>	Team Qualifications	86.54	25.00%	21.64	
<b>4</b>	Project Manager and Key Staff Qualifications	86.17	25.00%	21.54	
<b>5</b>	Work Plan	87.50	20.00%	17.50	
<b>6</b>	Total		<b>100.00%</b>	<b>87.08</b>	<b>1</b>
<b>7</b>	<b>Michael Baker International</b>				
<b>8</b>	Project Understanding and Approach	87.75	30.00%	26.33	
<b>9</b>	Team Qualifications	84.83	25.00%	21.21	
<b>10</b>	Project Manager and Key Staff Qualifications	83.02	25.00%	20.75	
<b>11</b>	Work Plan	82.40	20.00%	16.48	
<b>12</b>	Total		<b>100.00%</b>	<b>84.77</b>	<b>2</b>
<b>13</b>	<b>CH2M Hill, Inc.</b>				
<b>14</b>	Project Understanding and Approach	71.00	30.00%	21.30	
<b>15</b>	Team Qualifications	74.98	25.00%	18.74	

5					
1 6	Project Manager and Key Staff Qualifications	75.52	25.00%	18.88	
1 7	Work Plan	76.30	20.00%	15.26	
1 8	Total		100.00%	74.18	3

**C. Cost/Price Analysis**

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

Proposer Name	Proposal Amount	Metro ICE	Negotiated Amount
Parsons Transportation Group, Inc.	\$25,634,507	\$21,000,000	\$20,697,227

**D. Background on Recommended Contractor**

The recommended firm, Parsons, headquartered in Pasadena, California and founded in 1944, is an engineering, construction, technical, and management services firm. The firm delivers PA/ED, design/design-build, program/construction management, and other professional services to federal, regional, and local government agencies. Parsons has completed similar projects including the \$1.5 billion I-10 Corridor project and the \$116 million SR91/SR71 interchange PA/ED.

**E. Small Business Participation**

The Diversity and Economic Opportunity Department (DEOD) established a Small Business participation goal of 30% of the total price for this procurement, 27% Small Business Enterprise (SBE) and 3% Disabled Veteran Business Enterprise (DVBE) were components of the goal. Parsons Transportation Group, Inc. met the goal by making a 27% SBE commitment and a 3% DVBE commitment.

SMALL BUSINESS GOAL	SBE 27% DVBE 3%	SMALL BUSINESS COMMITMENT	SBE 27% DVBE 3%

	SBE Subcontractors	% Committed
1.	Arellano Associates, LLC	1.67%
2.	D'Leon Consulting Engineers Corp	0.47%
3.	Earth Mechanics, Inc.	1.92%

4.	Guida Surveying, Inc.	5.74%
5.	Value Management Systems, Inc.	0.19%
6.	Wagner Engineering and Surveying, Inc.	0.84%
7.	WKE, Inc.	16.16%
	<b>Total Commitment</b>	<b>27.00%</b>

	<b>DVBE Subcontractors</b>	<b>% Committed</b>
1.	Global Environmental Network, Inc.	1.50%
2.	Zmassociates Environmental Corporation	1.50%
	<b>Total Commitment</b>	<b>3.00%</b>

**F. All Subcontractors Included with Recommended Contractor's Proposal**

	<b>Subcontractor</b>	<b>Services Provided</b>
1.	Arellano Associates, LLC	Public Outreach
2.	Cambridge Systematics, Inc.	Traffic Modeling & Simulation
3.	D'Leon Consulting Engineers Corp	Utilities/Cost Estimate Support
4.	Earth Mechanics, Inc.	Geotechnical Services
5.	Global Environmental Network, Inc.	ISA Phase 1 and GIS Mapping
6.	Guida Surveying, Inc.	Survey
7.	ICF Jones & Stokes, Inc.	Environmental Services
8.	Overland, Pacific & Cutler, Inc.	Right-of-Way
9.	Value Management Systems, Inc.	Value Analysis
10.	Wagner Engineering and Surveying, Inc.	Survey
11.	WKE, Inc.	Geometrics, Structure APS, Utilities, Cost Estimates
12.	Zmassociates Environmental Corporation	Health Risk Assessment

**G. Living Wage and Service Contract Worker Retention Policy Applicability**

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

**H. 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 the U S Department of Labor (DOL) Davis Bacon and Related Acts (DBRA).

**Board Report**

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**File #:** 2015-0864, **File Type:** Contract

**Agenda Number:** 22.

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**PLANNING AND PROGRAMMING COMMITTEE  
SEPTEMBER 16, 2015**

**SUBJECT: DORAN STREET AND BROADWAY/BRAZIL SAFETY AND ACCESS PROJECT**

**ACTION: APPROVE RECOMMENDATIONS**

**RECOMMENDATIONS**

AUTHORIZING the Chief Executive Officer to:

- A. execute Contract Modification No. 2 for Contract No. PS2415-3046, **Doran Street Crossing Grade Separation, with HNTB, Inc., in the amount of \$94,954 to complete the necessary signal engineering for the interim one-way west bound movement at Doran Street at grade crossing**, increasing the total contract value from \$5,688,892 to \$5,783,846; and
- B. increase Contract Modification Authority (CMA) specific to Contract No. PS2415-3046, Doran Street Crossing Grade Separation, in the amount of \$125,000, increasing the total CMA amount from \$523,620 to \$648,620.

**ISSUE**

In May 2011, the Metro Board programmed \$6.6 million for the Doran Street intersection safety improvement. In April 2013, the Metro Board approved a cost plus fixed fee contract for project engineering services with HNTB, Inc. for \$5,236,205 inclusive of two one-year options. Board approval for the contract modification is needed due to insufficient contract modification authority remaining to complete the necessary project signal engineering.

In addition, staff is requesting to increase the contract modification authority by \$125,000 using previously approved Measure R 3% funds.

The additional engineering required for this project is for railroad signal engineering related to the one-way westbound improvements at the Doran Street intersection mandated by the Administrative Law Judge (ALJ) of the California Public Utilities Commission (CPUC) in December 2012. The signal engineering is additional scope to the current contract with HNTB, Inc. This work was originally to be performed by Metrolink. However, Metrolink does not have the contracting capacity through their existing bench contracts to complete this work without delaying the project.



## **DISCUSSION**

Metro is working towards improving safety, mobility and quality of life for the Glendale and Los Angeles communities by closing the Doran Street at-grade crossing. As with any at-grade railroad crossing, safety is of significant importance. A unique combination of limited access, high traffic volumes, adjacent industrial uses, and residential interests, make mobility improvements important to this Project. Doran Street has 13 incidents on record resulting in two fatalities and one injury. These safety statistics have made the Doran Street crossing the subject of safety hearings and arbitrations by the California Public Utilities Commission (CPUC). The at-grade crossing of Doran Street with the Metro owned right-of-way operated by Metrolink has been the subject of concern for several years. Additionally, this crossing has significant truck and vehicle traffic as well as 90 passenger and freight trains per day.

Due to the urgent need to improve safety at this crossing, an ALJ ruled in December 2012 that the Doran Street at-grade crossing be closed permanently. However, there is a requirement to provide two points of access for emergency responders into the area west of the railroad corridor during an emergency. To accomplish this requirement, the ALJ required that Doran Street be converted to a one-way westbound movement until the crossing can be closed permanently.

In May 2011, the Metro Board authorized \$6.6 million for improving the safety of the intersection of Doran Street and the Metro owned right-of-way. A portion of these funds is being used to fund the engineering and environmental work necessary for the grade separation of this intersection. Since the Board motion was passed, additional funding has been obtained that will fund the construction of the grade separation of this roadway.

Since the Metro Board action, staff has been working towards the advancement of a solution to the challenges related to this crossing. This has included examining several grade separation alternatives that will provide the maximum safety benefit while minimizing impacts to the communities. This analysis has included existing and proposed future uses of the railroad corridor. The first phase of the project was completed in April 2015 and the key deliverable was the Project Study Report Equivalent highlighting three alternatives to close Doran Street and/or Broadway/Brazil crossings.

The ALJ decision that Doran Street be converted to a one-way westbound movement until the crossing can be closed permanently necessitated a re-negotiation of the initial engineering design contract with HNTB, Inc. Modification No. 1 was issued for the one-way westbound movement design. Metrolink has been involved with the project since the inception and will approve all designs associated with the interim and final conditions.

## **DETERMINATION OF SAFETY IMPACT**

The proposed crossing improvements for the interim one-way westbound movement at Doran Street will require railroad signal engineering. These improvements will improve safety at the intersection.

The purpose is to avoid collisions between vehicles and/or pedestrians with trains at the Doran Street at-grade crossing.

**FINANCIAL IMPACT**

The Board approved \$6.6 Million in Measure R 3% funds for this project. The current contract value is \$5,688,892. Although the contract has not exceeded the budgeted amount, we are requesting \$125,000 to increase the contract value to \$5,783,846.

A. Source of funds:

Funding Source	Amount
Local Measure R 3%	\$6,600,000
State Proposition 1A	\$45,000,000
Federal American Recovery and Reinvestment Act	\$15,800,000
CHSRA and other sources	\$19,600,000
Total	\$87,000,000

Table 1: Summary of Funding Sources

Measure R 3% funds are designated for Metrolink commuter rail capital improvements in Los Angeles County. These funds are not eligible to be used for Metro bus/rail operating or capital budget expenses. This programming action has no impact to the Proposition A and C, TDA or Measure R administration budgets.

**ALTERNATIVES CONSIDERED**

The Board could choose not to execute the contract modification to complete railroad signal engineering for the Doran Street intersection. This alternative is not recommended. The railroad signal engineering is necessary to comply with the ALJ decision to convert Doran Street to a one-way movement for vehicles in the interim condition while the grade separation is under design and construction. The railroad signal engineering is required to maintain the full functionality of the roadway and railroad at-grade crossing and avoid the possibility of vehicle/pedestrians-train collisions.

**NEXT STEPS**

Upon approval by the Board, staff will execute Contract Modification No. 2 for the signal engineering.

**ATTACHMENTS**

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

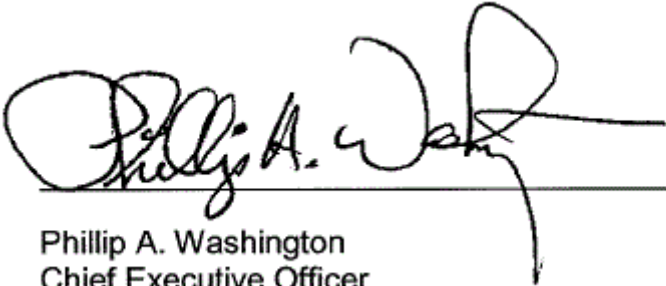
Prepared by: Kunle Ogunrinde, P.E., Transportation Planning Manager  
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Reviewed by:

Bryan Pennington, Program Management  
(213) 922-7449

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



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Phillip A. Washington  
Chief Executive Officer

## PROCUREMENT SUMMARY

## DORAN STREET CROSSING GRADE SEPARATION PROJECT

1.	<b>Contract Number:</b> PS2415-3046		
2.	<b>Contractor:</b> HNTB, Inc.		
3.	<b>Mod. Work Description:</b> Additional Signal Engineering Services		
4.	<b>Contract Work Description:</b> Engineering and Support Services		
5.	<b>The following data is current as of:</b> August 5, 2015		
6.	<b>Contract Completion Status</b>		<b>Financial Status</b>
	<b>Contract Awarded:</b>	7/24/13	<b>Contract Award Amount:</b> \$5,236,205
	<b>Notice to Proceed (NTP):</b>	7/24/13	<b>Total of Modifications Approved:</b> \$452,687
	<b>Original Complete Date:</b>	7/24/17	<b>Pending Modifications (including this action):</b> \$94,954
	<b>Current Est. Complete Date:</b>	7/24/17	<b>Current Contract Value (with this action):</b> \$5,783,846
7.	<b>Contract Administrator:</b> Samira Baghdikian		<b>Telephone Number:</b> (213) 922-1033
8.	<b>Project Manager:</b> Kunle Ogunrinde		<b>Telephone Number:</b> (213) 922-8830

**A. Procurement Background**

This Board Action is to approve Modification No. 2 to complete the necessary signal engineering for the interim one-way west bound movement at the Doran Street at-grade crossing.

This contract modification has been processed in accordance with Metro's Acquisition Policy and the contract type is Cost Plus Fixed Fee.

On April 24, 2013, the Board authorized staff to negotiate and execute a five-year Contract No. PS2415-3046 with HNTB, Inc. in the amount of \$5,236,205 for Doran Street Crossing Grade Separation Project engineering services.

A total of one modification has been executed to date. Refer to Attachment B – Contract Modification/Change Order Log.

## B. Cost/Price Analysis

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

<b>Proposed Amount</b>	<b>Metro ICE</b>	<b>Negotiated Amount</b>
\$94,954	\$125,000	\$94,954

## C. Small Business Participation

HNTB made a 26.45% Small Business Enterprise (SBE) commitment. HNTB's current SBE participation is 16.59%, a shortfall of 9.86%. HNTB confirmed that they remain committed to meeting their SBE commitment, and will have significant SBE participation during Phases 2 and 3, which is anticipated to commence in late 2015, early 2016. Metro's project management confirmed that Phases 2 and 3 are environmental and preliminary engineering, and final engineering respectively. The work to date has been the Alternative Analysis phase of the project. The SBE involvement in this phase was limited. However, with the commencement of the environmental work and engineering, the SBE involvement will significantly increase.

<b>SMALL BUSINESS COMMITMENT</b>	<b>26.45% SBE</b>	<b>SMALL BUSINESS PARTICIPATION</b>	<b>16.59% SBE</b>
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	<b>SBE Subcontractors</b>	<b>% Committed</b>	<b>Current Participation<sup>1</sup></b>
1.	Arellano	2.87%	4.20%
2.	BA, Inc.	8.77%	3.33%
3.	Chris Nelson	2.54%	3.59%
4.	Earth Mechanics	2.72%	0.60%
5.	Lynn Capouya	2.71%	0.40%
6.	Safeprobe	0.66%	0.00%
7.	Sapphos	2.30%	2.61%
8.	Terry Hayes	3.87%	1.44%
9.	Lin Consulting	Added	0.41%
	<b>Total</b>	<b>26.45%</b>	<b>16.59%</b>

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

## D. Living Wage and Service Contract Worker Retention Policy Applicability

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

**E. Prevailing Wage Applicability**

Prevailing wage is not applicable to this modification.

## CONTRACT MODIFICATION/CHANGE ORDER LOG

## DORAN STREET CROSSING GRADE SEPARATION PROJECT/PS2415-3046

Mod. No.	Original Contract	7-23-14	\$5,236,205
1	Inclusion of evaluation of additional alternatives, the interim at-grade improvements at Doran Street and additional outreach efforts.	9-5-14	\$452,687
2	<b>Pending Board Approval</b> Necessary signal engineering for the interim one-way west bound movement at Doran Street at grade crossing.	TBD	\$94,954
	<b>Total:</b>		<b>\$5,783,846</b>



## Board Report

File #: 2015-0989, File Type: Program

Agenda Number: 23.

### PLANNING AND PROGRAMMING COMMITTEE SEPTEMBER 16, 2015

**SUBJECT: 2015 CALL FOR PROJECTS**

**ACTION: APPROVE 2015 COUNTYWIDE CALL FOR PROJECTS**

#### **RECOMMENDATION**

APPROVING the following actions for **2015 Countywide Call for Projects (Call)**, as further described in this report and attachments:

- A. the recommendations in Attachment A responding to the Technical Advisory Committee (TAC) motions regarding the 2015 Call and additional funding recommendations;
- B. program \$201.9 million in seven modal categories from the fund sources shown in Attachment B. This amount also programs a limited amount of funds from the 2015 Call for Projects Deobligation (\$2.5 million) and the 2015 Call TAC reserve;
- C. all projects in Attachment C for potential nomination to the California Transportation Commission for 2016 State Transportation Improvement Program funds, as necessary;
- D. amend the recommended 2015 Call Program of Projects into the FY 2015-2016 Los Angeles County Regional Transportation Improvement Program by adopting the resolution in Attachment D which certifies that Los Angeles County has the resources to fund the projects in the FY 2015-2016 Regional TIP and affirms its commitment to implement all of the projects in the program;
- E. administer the 2015 Call as a one-time project-specific grant program with the requirement that project sponsors bear all cost increases; and
- F. authorize the Chief Executive Officer to administratively provide project sponsors with funding in earlier years than shown, if the project sponsor can demonstrate project readiness to proceed, has sufficient local match and such funds are available.

#### **ISSUE**

In January 2015, Metro received 178 applications for 2015 Call funding with requests of over \$473 million. Over the past eight months, staff has evaluated the applications, met with TAC and its



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Subcommittees, and TAC held project sponsor appeals. Based on the evaluations and TAC's recommendations, staff is recommending funding for 88 projects totaling \$201.9 million. Board approval is necessary to program the funds to these 88 projects.

## **DISCUSSION**

### **Background**

Federal statute (Title 23 U.S.C. 134 (g) & (h)) and State statute (P.U.C. 130303) requires that Metro prepare a Transportation Improvement Program (TIP) for Los Angeles County. The TIP allocates revenues across all surface transportation modes based on the planning requirements of the federal Moving Ahead for Progress in the 21<sup>st</sup> Century Act (MAP-21).

Metro accomplishes these mandates, in part, by programming transportation revenues through the Call process wherein Los Angeles County local agencies may apply for funding for regionally significant projects. These regionally significant projects are often beyond the fiscal capabilities of local sponsors. The Call process provides an opportunity for these additional projects to be funded to meet the County's transportation needs. The Call implements Metro's multimodal programming responsibilities for Los Angeles County and the Board-adopted 2009 Long Range Transportation Plan (LRTP). The Call process awards funds on a competitive basis for projects that successfully demonstrate their mobility benefits.

### **Call for Projects Overview**

A total of 178 project applications were received in January 2015, and the technical evaluation process began. This evaluation was conducted by internal technical teams who reviewed applications within each of the transportation modal categories using the Board-approved application requirements and evaluation criteria. Evaluation criteria used to select the projects include a "Complete Streets" integrated, multimodal transportation network, consistency with Senate Bill (SB) 375 goals of reducing Vehicle Miles Traveled (VMT) and Greenhouse Gas Emissions (GHGe), and First/Last Mile access to the transit system. After the Board approved the Preliminary Funding Marks and the Fund Estimate in June 2015, a preliminary project recommendations list was developed, posted online, and mailed to project applicants and TAC members in late June/early July 2015.

The Call is nationally recognized as a model for developing a competitive programming process and continually evolves to address new agency initiatives, recently-passed legislation, and Board directives. The 2015 Call is notable for recommending funding for six multijurisdictional projects, helping to implement the Complete Streets Policy for which Metro gained national recognition, and funding Complete Streets elements in all of the recommended Regional Surface Transportation Improvements (RSTI) projects. The 2015 Call is also noteworthy for providing more than 20% of the funding in an earlier timeframe than in prior Calls (the first two years). Lastly, the 2015 Call encouraged ready-to-go projects by awarding up to five overmatch points to applicants who expended funds pre-construction, a new policy from which eight projects recommended for funding were able to benefit.

Metro's TAC and its Subcommittees were consulted at various steps throughout the development

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process. In addition to monthly updates before TAC and the Streets & Freeways (S&F) Subcommittee, staff met approximately 10 times with the 2015 Call Working Group, comprised of members of the S&F Subcommittee, Bus Operations Subcommittee (BOS), Transportation Demand Management/ Sustainability (TDM/Sustainability) Subcommittee, and Local Transit Systems Subcommittee (LTSS), to consider potential technical changes for incorporation into the 2015 Call Draft Application Package.

In September 2014, the Board approved the 2015 Call Application Package, which provided instructions to project applicants. Metro hosted a Call Workshop on September 30, 2014 and conducted workshops in the seven subregions which requested them.

### Fund Estimate Assumptions

In June 2015, the Board adopted a preliminary fund estimate of \$199.39 million for the five-year Call period as shown in Attachment B. The Board also adopted the preliminary modal category funding marks based on federal, state and local fund forecasts used to develop the 2009 LRTP. Forecasts for the local fund sources are consistent with the 2009 LRTP, Short Range Transportation Plan (SRTP) update and Metro's Debt Policy. Federal funding forecasts are based on historical trends, but are adjusted to reflect federal Highway Trust fund growth rates, changes in future federal reauthorizations, and possible downside risks (e.g., possible reductions in amounts of Congestion Mitigation and Air Quality Improvement [CMAQ] Program funds). State fund forecasts are also based on historical trends, but do not reflect growth due to higher priority needs such as State Highway Safety, Maintenance, and Operating costs. The State's Regional Improvement Program (RIP) funding is subject to the actual 2016 State Transportation Improvement Program (STIP) fund estimate to be adopted by the California Transportation Commission (CTC) in August 2015. The specific funding sources and amounts chosen for the 2015 Call are subject to change based upon the projects finally selected and other factors, including project eligibility and funding availability.

In this fund estimate, staff identified \$75 million in STIP Funds as part of the overall \$199.39 million in 2015 Call funding. Subsequent to the staff report, staff was informed that the CTC is considering adopting a "zero fund estimate" for the 2016 STIP due to the drop in the fuel excise tax. A "zero fund estimate" means that there will be no new funding capacity in the 2016 STIP. As a result, the State Legislature has convened an extraordinary session to deal with this and other transportation funding issues. Due to the uncertainty surrounding the 2016 STIP Fund Estimate, the CTC may defer adopting the Fund Estimate until October 2015. Staff will return to the Board with an update as soon as the CTC has acted.

### Technical Advisory Committee (TAC)

A special TAC meeting was held on July 22<sup>nd</sup> to review the preliminary project scores and funding recommendations, and again on July 28<sup>th</sup> to hear appeals from 10 agencies on 18 projects. TAC concurred with staff's recommendations to fund an additional \$276,957 to project F9404 (Antelope Valley Transit Authority's Electric Bus Charging Infrastructure Charging Improvements) as well as \$2,208,000 to project F9623 (City of Los Angeles' Beverly Boulevard, Vermont Avenue to Commonwealth Avenue Pedestrian Improvements) from 2015 Call for Projects Deobligation funds.

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In addition, TAC concurred with staff's preliminary modal recommendations in the Goods Movement Improvements, Signal Synchronization and Bus Speed Improvements, Transportation Demand Management, and Pedestrian Improvements modes. They recommended funding for one additional project in the Regional Surface Transportation Improvements and Transit Capital modes and two additional projects in the Bicycle Improvements mode. Staff concurred with the TAC recommendations.

Attachment A is a matrix of staff responses to the TAC motions.

### Final Recommendations

In formulating our final funding recommendations, TAC motions were reviewed. Attachment C summarizes the program of projects recommended by staff for the 2015 Call for Projects. Attachment D is the Board resolution certifying that Los Angeles County has the resources to fund the projects in the FY 2015-2016 Regional TIP. Attachment E summarizes the specific recommendations and conditions associated with the 2015 Call, while Attachment F provides a description of each project recommended for funding.

### **DETERMINATION OF SAFETY IMPACT**

The 2015 Call will not have any adverse safety impacts on our employees and patrons.

### **FINANCIAL IMPACT**

Adoption of the 2015 Call for Projects would have a \$201.9 million impact on the agency. Call funding is subject to the availability of local, state and federal funding as planned. Should local, state and federal funding be reduced, staff will return to the Board with recommendations on how to fund all of Metro's programs, including the 2015 Call. There is no funding programmed for projects approved through the 2015 Call in the FY 2015-16 Budget. Funding of \$201.9 million for the 2015 Call will be included in FYs 2016-17, 2017-18, 2018-19, 2019-20, and 2020-21 budgets in cost centers 0441 - Subsidies to Others and 0442 - Subsidies to Others. Since this is a multi-year program, the cost center manager, Chief Planning Officer and Executive Director of Program Management will be responsible for budgeting the costs in future years.

Consistent with the Metro Board's approval of the Short Range Transportation Plan (SRTP) in July 2014, funding for the Plan, including the Call for Projects, assumes borrowing consistent with Metro's Debt policies. The funding may consist of bond funds backed by Proposition C. After these bonds are issued, the Debt service is assigned to the appropriate sub-fund within Proposition C.

### Impact to Budget

Proposition C 10% and 25% local sales tax funds will be included in the fiscal years' budgets as outlined above. The sources of funds for these activities are: Proposition C 10%, Proposition C 25%, Repayment of Capital Projects Loan Funds, Congestion Mitigation and Air Quality (CMAQ), and RIP STIP. The Proposition C 10% and Proposition C 25% funds are not eligible for Metro bus and rail operating and capital expenditures. Proposition C 10% is eligible for Metrolink operations. The

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commitment from Proposition C 10% here is limited to Metrolink station and other Metrolink-related projects. RIP funds cannot be used for transit operating expenses.

CMAQ funds are eligible for operating purposes or transit capital. Los Angeles County must strive to fully obligate its share of CMAQ funding by May 1<sup>st</sup> of each year, otherwise Metro risks its redirection to other California Regional Transportation Planning Agencies by Caltrans. Staff recommends the use of long-lead-time CMAQ funds as planned to ensure utilizing our federal funds in a manner consistent with the 2009 LRTP and the 2014 SRTP as updated.

In light of new state and federal funding programs such as the Active Transportation Program managed through the Southern California Association of Governments (SCAG) and the CTC and the state Cap and Trade Program, staff recommends that the Call process seek to maximize opportunities to leverage Call funding with other programs given shortfalls such as the 2016 STIP.

### **ALTERNATIVES CONSIDERED**

The Board may suggest alternative projects for funding through the 2015 Call process. Projects added to the recommended list will result in other projects either moving off the funded list or projects receiving reduced levels of funding.

The Board could also choose to defer the 2015 Call. This is not recommended because the 2009 LRTP assumed the Call would continue. In addition, the Call provides funding to local agencies for transportation improvements, allowing local agencies to partner with Metro in improving the transportation system, thereby fulfilling our statutory transportation programming responsibilities.

### **NEXT STEPS**

Upon Board approval of the 2015 Call, the Regional TIP will formally be transmitted to SCAG for processing. Pending the availability of state funds planned from the 2016 STIP, projects identified to receive RIP funding will also be submitted to the CTC for inclusion in the 2016 STIP if possible.

Project sponsors will be notified of the final funding awarded by the Board and the sponsor's local match necessary to proportionally match awarded funds. A Metro-sponsored workshop will be scheduled with successful project sponsors in November 2015 to review and discuss Metro/project sponsor administrative conditions, and federal, state and local programming requirements.

Through the 2015 Call development process, Metro acknowledges the opportunity to use federal and state funds to accelerate the programming of approved projects. Upon Board approval of the 2015 Call, we will notify successful project sponsors of the possibility for advancing federal and state funds to earlier years in the 2015 Call cycle. As part of this notification, instructions will be provided as to the deadline for submitting requests and the criteria we will use to evaluate the submittals. To provide all project sponsors equal access to earlier year funding, all requests will be evaluated concurrently after the submittal deadline. If more requests are received than available funds, project advancement will be based on the project's ranking as determined by its overall evaluation score and the readiness of the project for early delivery.

After Board approval of the Call, the following schedule reflects the next steps.

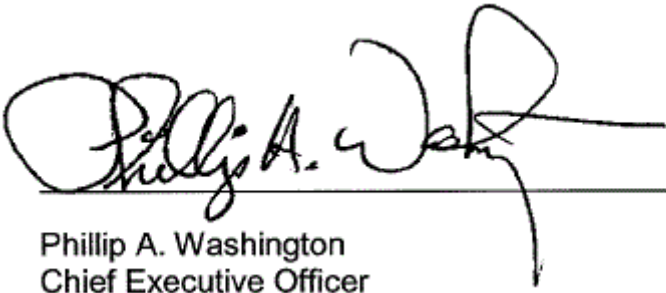
Successful Project Sponsor Workshop	November (TBD)
SCAG Approves Regional TIP	December 2015
Caltrans Approves Regional TIP	Summer 2016
U.S. Department of Transportation Approves Federal TIP	December 2016

## **ATTACHMENTS**

Attachment A - Final Staff Recommendations Resulting from TAC Motions  
Attachment B - 2015 Countywide Call for Projects Preliminary Fund Estimate  
Attachment C - Metro 2015 Countywide Call for Projects Recommended Program of Projects  
Attachment D - 2015 Call for Projects Resolution  
Attachment E - Specific Recommendation Information  
Attachment F - 2015 TIP Countywide Call for Projects Descriptions of Recommended Projects

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



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Phillip A. Washington  
Chief Executive Officer

## Metro Staff Response to TAC Motions

METRO RAINBOW RPT MODE RANKING #	MODE	PROJ #	PROJ TITLE	SPONSOR	MOTION	STAFF RESPONSE	APPL AMOUNT REQUEST (inflated \$)	METRO ORIGINAL AMOUNT RECOM (inflated \$)	METRO ADDL FUNDS RECOM (inflated \$)	TOTAL METRO FUNDING RECOM (inflated \$)
<b>TAC MOTIONS (July 28, 2015)</b>										
Goods Movement Improvements, Signal Synchronization and Bus Speed Improvements, Transportation Demand Management, and Pedestrian Improvements					Approve staff funding recommendations for the projects	Staff concurs with TAC recommendation				
13	RSTI	F9111	Florence Ave. Improvement at Ira Ave. and Jaboneria Rd.	City of Bell Gardens	Fully fund amount requested in application with 2015 Call for Projects TAC Reserve Fund	Staff concurs with TAC recommendation and will fund the project with 2015 Call for Projects TAC Reserve funds of \$351,412 in FY 20 and \$640,660 in FY 21	\$992,072	0	\$992,072	\$992,072
16	Bike	F9502	Monterey Pass Rd. Complete Streets Bike Project	City of Monterey Park	Fully fund amount requested in application with 2015 Call for Projects TAC Reserve Fund	Staff concurs with TAC recommendation and will fund the project with 2015 Call for Projects TAC Reserve funds of \$92,764 in FY 17; \$38,807 in FY 18; \$1,394,672 in FY 19; and \$467,384 in FY 20	\$1,993,627	0	\$1,993,627	\$1,993,627

## Metro Staff Response to TAC Motions

METRO RAINBOW RPT MODE RANKING #	MODE	PROJ #	PROJ TITLE	SPONSOR	MOTION	STAFF RESPONSE	APPL AMOUNT REQUEST (inflated \$)	METRO ORIGINAL AMOUNT RECOM (inflated \$)	METRO ADDL FUNDS RECOM (inflated \$)	TOTAL METRO FUNDING RECOM (inflated \$)
17	Bike	F9532	Atherton Bridge and Campus Connection	City of Long Beach	Fully fund amount requested in application with 2015 Call for Projects TAC Reserve Fund	Staff concurs with TAC recommendation and will fund the project with 2015 Call for Projects TAC Reserve Funds of \$1,876,800 in FY 21	\$1,876,800	0	\$1,876,800	\$1,876,800
16	TC	F9434	Bus Replacement – City of Santa Monica	Santa Monica Big Blue Bus	Partially fund amount requested in application with 2015 Call for Projects TAC Reserve Fund	Staff concurs with TAC recommendation and will fund the project with 2015 Call for Projects TAC Reserve Funds of \$1,765,345 in FY 17	\$5,737,371	0	\$1,765,345	\$1,765,345

Notes: At its July 14, 2015 meeting, the BOS Subcommittee took action approving the Call for Projects staff funding recommendations  
At its July 15, 2015 meeting, the TDM/Sustainability Subcommittee took action approving the Call for Projects staff funding recommendations  
At its July 16, 2015 meeting, the S&F Subcommittee took action approving the Call for Projects staff funding recommendations  
On July 17, 2015, the LTSS Subcommittee met. All responses were in approval of the Call for Projects staff funding recommendations, notwithstanding a lack of quorum.

## Metro Staff Response to TAC Motions

### METRO TECHNICAL ADVISORY COMMITTEE MEMBERSHIP

#### **Auto Club of Southern California (1)**

Marianne Kim

Steve Finnegan (Alternate)

#### **Bicycle Coordinator (1)**

Rich Dilluvio  
City of Pasadena

Michelle Mowery (Alternate)  
LADOT

#### **Bus Operations Subcommittee (2)**

Joyce Rooney  
Beach Cities Transit

Susan Lipman (Alternate)  
City of Santa Clarita – Transit

Jane Leonard  
Culver City – CityBus

Gloria Gallardo (Alternate)  
City of Montebello

#### **California Highway Patrol (1)**

Sgt. Dave Nelms

Ofc. Christian Cracraft (Alternate)

#### **Caltrans (2)**

Alberto Angelini  
Vacant

Jimmy Shih (Alternate)  
Vijay Koppam (Alternate)

#### **Citizen Representative-Technical Expertise On ADA Requirements (1)**

Ellen Blackman

Vacant (Alternate)

#### **City Of Long Beach (1)**

Nathan Baird

Derek Wieske (Alternate)



## Metro Staff Response to TAC Motions

### METRO TECHNICAL ADVISORY COMMITTEE MEMBERSHIP (Cont.)

#### City Of Los Angeles (3)

James Lefton  
Dan Mitchell  
Ferdy Chan

Corinne Ralph (Alternate)  
Carlos Rios (Alternate)  
Kevin Minne (Alternate)

#### County Of Los Angeles (3)

Tina Fung  
John Walker  
Patrick V. DeChellis

Ayala Ben-Yehuda (Alternate)  
Inez Yeung (Alternate)  
Allan Abramson (Alternate)

#### Goods Movement (1\*)

Lupe Valdez

LaDonna DiCamillo (Alternate)

#### League of California Cities (8)

David Kriske  
City of Burbank

Roubik Golanian (Alternate)  
City of Glendale

Mohammad Mostahkami  
City of South Gate

Lisa Rapp (Alternate)  
City of Lakewood

Robert L. Brager  
City of Malibu

Elizabeth Shavelson (Alternate)  
City of Malibu

Mike Behen  
City of Palmdale

Allen Thompson (Alternate)  
City of Lancaster

Larry Stevens  
City of San Dimas

Craig Bradshaw (Alternate)  
City of Claremont

Robert Newman  
City of Santa Clarita

Wayne Ko (Alternate)  
City of Glendale

## Metro Staff Response to TAC Motions

### METRO TECHNICAL ADVISORY COMMITTEE MEMBERSHIP (Cont.)

Robert Beste  
City of Torrance

Ted Semaan (Alternate)  
City of Torrance

David Feinberg  
City of Santa Monica

Sharon Perlstein (Alternate)  
City of West Hollywood

#### **Local Transit Systems Subcommittee (2)**

Sebastian Hernandez  
City of Pasadena

Justine Garcia (Alternate)  
City of Glendora

Anne Perkins-Yin  
City of Covina

Linda Evans (Alternate)  
LADOT

#### **Metropolitan Transportation Authority (2)**

Fanny Pan  
Diane Corral-Lopez

Brian Lam (Alternate)  
Carolyn Kreslake (Alternate)

#### **Pedestrian Coordinator (1)**

Valerie Watson  
City of Los Angeles

Dale Benson (Alternate)  
Caltrans

#### **Public Health Representative (1\*)**

Susan Price  
City of Long Beach

Vacant (Alternate)

#### **Southern California Regional Rail Authority (SCRRA) (1\*)**

Anne Louise Rice

Karen Sakoda (Alternate)

#### **South Coast Air Quality Management District (SCAQMD) (1\*)**

Eyvonne Drummonds

Kathryn Higgins (Alternate)

**Metro Staff Response to TAC Motions**

**METRO TECHNICAL ADVISORY COMMITTEE MEMBERSHIP (Cont.)**

**Southern California Association of Governments (SCAG) (1\*)**

Warren Whiteaker

Annie Nam (Alternate)

**Transportation Demand Management/Air Quality Subcommittee (2)**

Mark Yamarone

Phil Aker (Alternate)

City of Pasadena - Transportation

City of Los Angeles

Mark Hunter

Vacant (Alternate)

City of Santa Clarita

\* Ex-Officio Member

**2015 Countywide Call for Projects  
Preliminary Fund Estimate \*  
(\$ in thousands)**

	Program Fiscal Years *					TOTAL
	FY16-17	FY17-18	FY18-19	FY19-20	FY20-21	
<b><u>LOCAL PROPOSITION C:</u></b>						
Transit-Related Streets/Highway Imprv. (Prop C 25%) (debt)	\$10,300	\$12,550	\$16,450	\$25,000	\$25,000	\$89,300
Commuter Rail, Park and Ride (Prop C 10%) (debt) **	\$2,000	\$2,000	\$2,000	\$2,100	\$2,100	\$10,200
Repayment of Capital Projects Loan (LTF)	\$1,000	\$2,200	\$3,000	\$4,000	\$5,000	\$15,200
<b><u>STATE:</u></b>						
2016 State Transportation Improvement Program (State TIP) [Regional Improvement Program (RIP)]		\$10,100	\$15,000	\$24,000	\$26,000	\$75,100
<b><u>MAP-21 and Beyond:</u></b>						
Congestion Mitigation and Air Quality Prog. (CMAQ)	\$200	\$4,400	\$5,000			\$9,600
<b>TOTAL</b>	<b>\$13,500</b>	<b>\$31,250</b>	<b>\$41,450</b>	<b>\$55,100</b>	<b>\$58,100</b>	<b>\$199,400</b>

\* Individual FY total amounts are estimated and are subject to revisions without changing overall programming totals as approved.

\*\* On June 25, 2015, the Metro Board passed motion 6.1 that states: "The Board defers approving the inclusion and/or debt encumbrance of Proposition C 10% as a funding source for the 2015 Call for Projects, except for projects which have a clear and direct nexus to a current or planned Metrolink station as determined by the CEO, until which time the Program is completed and capacity for Proposition C 10% is determined to be available. Should such Proposition C 10% capacity not be available, the Board directs the CEO to provide an alternative funding plan, excluding funding eligible for Metrolink and Metro bus and rail operations, for projects that would no longer have Proposition C 10% available as a funding source."

**2015 TIP CALL FOR PROJECTS - RECOMMENDED PROGRAM OF PROJECTS  
PRELIMINARY PROJECT RECOMMENDATIONS  
INFLATED IN WHOLE DOLLARS**

	Number of Applications		Inflated Total	Inflated Total	AMOUNT
	Submitted	Funded	Project Expenses	Project Requests	RECOMMENDED
Regional Surface Transportation Improvements	33	13	\$238,712,912	\$120,385,730	\$40,297,379
Goods Movement Improvements	8	7	\$133,387,211	\$35,638,615	\$29,684,508
Signal Synchronization and Bus Speed Improvements	16	15	\$60,760,978	\$48,075,810	\$43,742,191
Transportation Demand Management	9	8	\$11,313,507	\$7,810,633	\$7,236,328
Bicycle Improvements	39	17	\$120,568,622	\$83,949,696	\$34,003,970
Pedestrian Improvements	31	13	\$81,022,277	\$61,317,458	\$23,830,669
Transit Capital	42	15	\$148,958,424	\$116,140,445	\$23,127,628
<b>Total Funding Mark</b>	<b>178</b>	<b>88</b>	<b>\$794,723,931</b>	<b>\$473,318,387</b>	<b>\$201,922,673</b>

*Funding of \$276,957 for project F9404 includes 2015 De-obligated Transit Capital funds and funding of \$2,208,000 for project F9623 includes 2015 De-obligated Pedestrian funds.*

**2015 TIP CALL FOR PROJECTS - RECOMMENDED PROGRAM OF PROJECTS  
PRELIMINARY PROJECT RECOMMENDATIONS  
INFLATED IN WHOLE DOLLARS**

**Regional Surface Transportation Improvements**

Rank	Proj num	Project Title	Project Sponsor	FY 17	FY 18	FY 19	FY 20	FY 21	TOTAL
1	F9102	Hawthorne Boulevard Mobility Project - Phase 2	CITY OF HAWTHORNE	\$0	\$0	\$0	\$173,804	\$2,252,602	\$2,426,406
2	F9123	Complete Streets Project for Colorado Boulevard in Eagle Rock	CITY OF LOS ANGELES	\$0	\$0	\$0	\$346,738	\$1,406,938	\$1,753,676
3	F9119	Harbor Boulevard/Sampson Way/7th Street Reconfiguration	CITY OF LOS ANGELES	\$2,552,500	\$2,398,900	\$0	\$0	\$0	\$4,951,400
4	F9109	Sunset Boulevard Median Reconstruction-Complete Street Approach	CITY OF BEVERLY HILLS	\$0	\$0	\$0	\$67,845	\$611,285	\$679,130
5	F9130	Artesia - Great Boulevard	CITY OF LONG BEACH	\$0	\$0	\$0	\$3,420,829	\$1,279,252	\$4,700,081
6	F9118	Dockweiler Drive Gap Closure	CITY OF SANTA CLARITA	\$0	\$0	\$0	\$3,267,000	\$2,208,000	\$5,475,000
7	F9122	Telegraph Road Bridge Replacement (over the San Gabriel River)	CITY OF PICO RIVERA	\$0	\$322,658	\$1,975,985	\$0	\$0	\$2,298,643
8	F9114	Fullerton Road Corridor Improvements - LA County	COUNTY OF LOS ANGELES	\$0	\$1,232,826	\$0	\$3,940,002	\$0	\$5,172,828
9	F9101	Redondo Beach Boulevard Improvements	CITY OF LAWNSDALE	\$0	\$883,212	\$2,479,580	\$0	\$0	\$3,362,792
10	F9131	Medical Main Street	CITY OF LANCASTER	\$0	\$0	\$1,022,760	\$0	\$4,239,982	\$5,262,742

\*\* NOTE - Annual programmed amounts for projects are estimated and may be revised depending upon individual project needs and State funding availability, without changing total programmed amounts for projects.

**2015 TIP CALL FOR PROJECTS - RECOMMENDED PROGRAM OF PROJECTS  
PRELIMINARY PROJECT RECOMMENDATIONS  
INFLATED IN WHOLE DOLLARS**

11	F9110	Garvey Avenue Regional Access & Capacity Improvement Project	CITY OF ROSEMEAD	\$0	\$0	\$0	\$224,726	\$2,090,579	\$2,315,305
12	F9116	Michillinda Avenue Intersections Improvement Project	COUNTY OF LOS ANGELES	\$0	\$191,912	\$0	\$0	\$715,392	\$907,304
13	F9111	Florence Avenue Improvements at Ira Avenue & Jaboneria Road	CITY OF BELL GARDENS	\$0	\$0	\$0	\$351,412	\$640,660	\$992,072
<b>Regional Surface Transportation Improvements</b>				<b>\$2,552,500</b>	<b>\$5,029,508</b>	<b>\$5,478,325</b>	<b>\$11,792,356</b>	<b>\$15,444,690</b>	<b>\$40,297,379</b>

\*\* NOTE - Annual programmed amounts for projects are estimated and may be revised depending upon individual project needs and State funding availability, without changing total programmed amounts for projects.

**2015 TIP CALL FOR PROJECTS - RECOMMENDED PROGRAM OF PROJECTS  
PRELIMINARY PROJECT RECOMMENDATIONS  
INFLATED IN WHOLE DOLLARS**

**Goods Movement Improvements**

Rank	Proj num	Project Title	Project Sponsor	FY 17	FY 18	FY 19	FY 20	FY 21	TOTAL
1	F9204	Slauson Avenue - Vermont Avenue to Crenshaw Boulevard	CITY OF LOS ANGELES	\$0	\$500,640	\$0	\$1,428,768	\$0	\$1,929,408
2	F9200	Eastern Avenue Capacity and Operational Improvements	CITY OF BELL	\$535,894	\$0	\$0	\$0	\$0	\$535,894
3	F9207	Alameda St Widening - North of Olympic Boulevard to I-10 Freeway	CITY OF LOS ANGELES	\$987,511	\$171,052	\$0	\$0	\$8,466,355	\$9,624,918
4	F9202	Manchester and La Cienega Geometric Improvements	CITY OF INGLEWOOD	\$0	\$125,024	\$701,002	\$0	\$358,585	\$1,184,611
5	F9206	Intersection Improvements on Hyperion Avenue and Glendale Boulevard	CITY OF LOS ANGELES	\$0	\$834,400	\$852,800	\$0	\$5,299,200	\$6,986,400
6	F9203	Pier B Street Freight Corridor Reconstruction Project	PORT OF LONG BEACH	\$0	\$0	\$4,264,000	\$1,090,089	\$0	\$5,354,089
7	F9201	YTI Terminal Trip Reduction Program	CITY OF LOS ANGELES	\$608,618	\$3,460,570	\$0	\$0	\$0	\$4,069,188
<b>Goods Movement Improvements</b>				<b>\$2,132,023</b>	<b>\$5,091,686</b>	<b>\$5,817,802</b>	<b>\$2,518,857</b>	<b>\$14,124,140</b>	<b>\$29,684,508</b>

\*\* NOTE - Annual programmed amounts for projects are estimated and may be revised depending upon individual project needs and State funding availability, without changing total programmed amounts for projects.



**2015 TIP CALL FOR PROJECTS - RECOMMENDED PROGRAM OF PROJECTS  
PRELIMINARY PROJECT RECOMMENDATIONS  
INFLATED IN WHOLE DOLLARS**

**Signal Synchronization and Bus Speed Improvements**

Rank	Proj num	Project Title	Project Sponsor	FY 17	FY 18	FY 19	FY 20	FY 21	TOTAL
1	F9301	I-210 Connected Corridors Arterial Systems Improvements	CALTRANS	\$1,600,075	\$3,943,369	\$912,539	\$0	\$0	\$6,455,983
2	F9304	Gateway Cities Forum 2015 Traffic Signal Corridors Project	COUNTY OF LOS ANGELES	\$0	\$0	\$0	\$62,029	\$6,075,356	\$6,137,385
3	F9302	San Gabriel Valley Forum 2015 Traffic Signal Corridors Project	COUNTY OF LOS ANGELES	\$0	\$0	\$1,770,306	\$5,536,950	\$0	\$7,307,256
4	F9303	South Bay Forum 2015 Traffic Signal Corridors Project	COUNTY OF LOS ANGELES	\$0	\$0	\$0	\$301,654	\$3,756,911	\$4,058,565
5	F9307	Inglewood Intelligent Transportation Systems(ITS) Phase VI	CITY OF INGLEWOOD	\$55,542	\$418,702	\$730,850	\$0	\$0	\$1,205,094
6	F9313	San Fernando Citywide Signal Synchronization and Bus Speed Improvements	CITY OF SAN FERNANDO	\$0	\$76,890	\$613,174	\$85,312	\$0	\$775,376
7	F9306	Intelligent Transportation Systems (ITS) Phase VII	CITY OF SANTA CLARITA	\$510,500	\$1,612,316	\$0	\$0	\$0	\$2,122,816
8	F9314	Mid-City Signal Coordination in Long Beach	CITY OF LONG BEACH	\$0	\$4,172	\$216,398	\$2,385,999	\$0	\$2,606,569
9	F9315	Midtown Commercial Corridors Improvement Project (Sync Mode)	CITY OF BURBANK	\$0	\$121,716	\$1,530,121	\$0	\$0	\$1,651,837
10	F9309	Traffic Signal Rail Crossing Improvement Project	CITY OF LOS ANGELES	\$204,200	\$417,200	\$1,151,280	\$1,603,008	\$803,712	\$4,179,400

\*\* NOTE - Annual programmed amounts for projects are estimated and may be revised depending upon individual project needs and State funding availability, without changing total programmed amounts for projects.

**2015 TIP CALL FOR PROJECTS - RECOMMENDED PROGRAM OF PROJECTS  
PRELIMINARY PROJECT RECOMMENDATIONS  
INFLATED IN WHOLE DOLLARS**

11	F9310	City of Lancaster Transportation Management Center	CITY OF LANCASTER	\$0	\$0	\$250,510	\$326,852	\$0	\$577,362
12	F9308	ATSAC ATCS/TPS/LRT/HRI/CMS System Reliability and Efficiency Enhancement	CITY OF LOS ANGELES	\$0	\$0	\$852,800	\$1,306,800	\$0	\$2,159,600
13	F9305	North County Traffic Signal Communications Project	COUNTY OF LOS ANGELES	\$0	\$0	\$0	\$96,333	\$2,110,340	\$2,206,673
14	F9311	ATSAC Traffic Surveillance Video Transport System Enhancement	CITY OF LOS ANGELES	\$0	\$260,750	\$1,066,000	\$381,150	\$0	\$1,707,900
15	F9300	Signal Synchronization and Bus Speed Improvements	CITY OF CALABASAS	\$590,375	\$0	\$0	\$0	\$0	\$590,375
<b>Signal Synchronization and Bus Speed Improvements</b>				<b>\$2,960,692</b>	<b>\$6,855,115</b>	<b>\$9,093,978</b>	<b>\$12,086,087</b>	<b>\$12,746,319</b>	<b>\$43,742,191</b>

\*\* NOTE - Annual programmed amounts for projects are estimated and may be revised depending upon individual project needs and State funding availability, without changing total programmed amounts for projects.

**2015 TIP CALL FOR PROJECTS - RECOMMENDED PROGRAM OF PROJECTS  
PRELIMINARY PROJECT RECOMMENDATIONS  
INFLATED IN WHOLE DOLLARS**

**Transportation Demand Management**

Rank	Proj num	Project Title	Project Sponsor	FY 17	FY 18	FY 19	FY 20	FY 21	TOTAL
1	F9803	Building Connectivity with Bicycle Friendly Business Districts	CITY OF LOS ANGELES	\$225,273	\$295,878	\$302,403	\$0	\$0	\$823,554
2	F9805	Venice – LA Express Park	CITY OF LOS ANGELES	\$0	\$0	\$0	\$740,520	\$132,480	\$873,000
3	F9806	Exposition Park – LA Express Park	CITY OF LOS ANGELES	\$0	\$0	\$0	\$784,080	\$132,480	\$916,560
4	F9807	Santa Monica Expo and Localized Travel Planning Assistance	CITY OF SANTA MONICA	\$126,808	\$122,970	\$125,681	\$0	\$0	\$375,459
5	F9804	Downtown Smart Park System and Program Implementation	CITY OF BELLFLOWER	\$0	\$87,195	\$267,762	\$15,333	\$0	\$370,290
6	F9800	Bike Aid Stations	COUNTY OF LOS ANGELES	\$0	\$0	\$426,400	\$0	\$2,532,576	\$2,958,976
7	F9808	Park or Ride	CITY OF LONG BEACH	\$40,840	\$135,242	\$171,271	\$196,746	\$38,640	\$582,739
8	F9802	Shared EV Employer Demonstrator (SEED) Program for Pasadena Employers	CITY OF PASADENA	\$101,299	\$234,451	\$0	\$0	\$0	\$335,750
<b>Transportation Demand Management</b>				<b>\$494,220</b>	<b>\$875,736</b>	<b>\$1,293,517</b>	<b>\$1,736,679</b>	<b>\$2,836,176</b>	<b>\$7,236,328</b>

\*\* NOTE - Annual programmed amounts for projects are estimated and may be revised depending upon individual project needs and State funding availability, without changing total programmed amounts for projects.

**2015 TIP CALL FOR PROJECTS - RECOMMENDED PROGRAM OF PROJECTS  
PRELIMINARY PROJECT RECOMMENDATIONS  
INFLATED IN WHOLE DOLLARS**

**Bicycle Improvements**

Rank	Proj num	Project Title	Project Sponsor	FY 17	FY 18	FY 19	FY 20	FY 21	TOTAL
1	F9533	Beach Bike Path Ramp Connection to Santa Monica Pier	CITY OF SANTA MONICA	\$137,602	\$0	\$0	\$0	\$911,674	\$1,049,276
2	F9515	Pasadena Bikeshare Start Up Capital Cost	CITY OF PASADENA	\$954,635	\$0	\$0	\$0	\$0	\$954,635
3	F9516	Pasadena Bicycle Program-Union Street 2-way Cycle Track	CITY OF PASADENA	\$745,477	\$0	\$1,968,953	\$0	\$0	\$2,714,430
4	F9534	Glendale-LA Riverwalk Bridge/Active Transportation Facility	CITY OF GLENDALE	\$0	\$0	\$3,070,080	\$0	\$0	\$3,070,080
5	F9530	Central Avenue Regional Commuter Bikeway Project	CITY OF COMPTON	\$0	\$11,317	\$1,066,410	\$0	\$0	\$1,077,727
6	F9527	Chandler Cycletrack Gap Closure Project	CITY OF LOS ANGELES	\$459,450	\$0	\$2,718,300	\$0	\$0	\$3,177,750
7	F9520	Mid-City Low Stress Bicycle Enhancement Corridors	CITY OF LOS ANGELES	\$0	\$311,507	\$0	\$1,495,258	\$0	\$1,806,765
8	F9518	Coastal Bike Trail Connector - Ocean Boulevard, Long Beach	PORT OF LONG BEACH	\$712,207	\$2,401,447	\$0	\$0	\$0	\$3,113,654
9	F9504	E. Pasadena & E. San Gabriel Bikeway Access Improvements	COUNTY OF LOS ANGELES	\$408,400	\$0	\$0	\$1,393,920	\$0	\$1,802,320
10	F9513	Railroad Avenue Class I Bike Path	CITY OF SANTA CLARITA	\$0	\$138,719	\$2,126,424	\$0	\$0	\$2,265,143

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**2015 TIP CALL FOR PROJECTS - RECOMMENDED PROGRAM OF PROJECTS  
PRELIMINARY PROJECT RECOMMENDATIONS  
INFLATED IN WHOLE DOLLARS**

11	F9525	Downey BMP Phase 1 Downtown/Transit Class II Implementation	CITY OF DOWNEY	\$0	\$0	\$905,156	\$0	\$1,372,777	\$2,277,933
12	F9537	Beverly Hills Bikeshare Program	CITY OF BEVERLY HILLS	\$10,210	\$10,430	\$0	\$0	\$261,648	\$282,288
13	F9511	South Whittier Community Bikeway Access Improvements	COUNTY OF LOS ANGELES	\$0	\$616,617	\$0	\$2,573,747	\$0	\$3,190,364
14	F9517	WeHo Bikeshare Implementation and Interoperability Project	CITY OF WEST HOLLYWOOD	\$510,500	\$0	\$0	\$0	\$0	\$510,500
15	F9526	Pomona ATP Phase 2 Bicycle Network for Community Assets	CITY OF POMONA	\$0	\$0	\$0	\$0	\$2,840,678	\$2,840,678
16	F9502	Monterey Pass Road Complete Streets Bike Project	CITY OF MONTEREY PARK	\$92,764	\$38,807	\$1,394,672	\$467,384	\$0	\$1,993,627
17	F9532	Atherton Bridge & Campus Connections	CITY OF LONG BEACH	\$0	\$0	\$0	\$0	\$1,876,800	\$1,876,800
<b>Bicycle Improvements</b>				<b>\$4,031,245</b>	<b>\$3,528,844</b>	<b>\$13,249,995</b>	<b>\$5,930,309</b>	<b>\$7,263,577</b>	<b>\$34,003,970</b>

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**2015 TIP CALL FOR PROJECTS - RECOMMENDED PROGRAM OF PROJECTS  
PRELIMINARY PROJECT RECOMMENDATIONS  
INFLATED IN WHOLE DOLLARS**

**Pedestrian Improvements**

Rank	Proj num	Project Title	Project Sponsor	FY 17	FY 18	FY 19	FY 20	FY 21	TOTAL
1	F9628	1st Street Pedestrian Gallery	CITY OF LONG BEACH	\$0	\$0	\$1,343,765	\$1,372,759	\$0	\$2,716,524
2	F9625	17th Street/SMC Expo Pedestrian Connectivity Improvements	CITY OF SANTA MONICA	\$162,952	\$1,331,702	\$0	\$0	\$0	\$1,494,654
3	F9621	Melrose Avenue-Fairfax Avenue to Highland Avenue Pedestrian Improvements	CITY OF LOS ANGELES	\$0	\$0	\$415,837	\$0	\$2,544,694	\$2,960,531
4	F9613	Lake Avenue Gold Line Station Pedestrian Access Improvements	CITY OF PASADENA	\$0	\$0	\$0	\$344,124	\$1,965,466	\$2,309,590
5	F9620	First/Last Mile Connections for the Baldwin Park Transit Center	CITY OF BALDWIN PARK	\$0	\$15,645	\$640,611	\$0	\$0	\$656,256
6	F9619	LANI - Santa Monica Boulevard Improvement Project	CITY OF LOS ANGELES	\$0	\$0	\$0	\$94,381	\$1,052,479	\$1,146,860
7	F9602	Pedestrian Improvements at Selected Crosswalks within Beverly Hills	CITY OF BEVERLY HILLS	\$0	\$0	\$0	\$392,040	\$0	\$392,040
8	F9601	West Hollywood - Melrose Avenue Complete Street Project	CITY OF WEST HOLLYWOOD	\$671,170	\$1,221,685	\$1,248,625	\$0	\$0	\$3,141,480
9	F9623	Beverly Boulevard, Vermont Avenue to Commonwealth Avenue Pedestrian Improvements	CITY OF LOS ANGELES	\$0	\$0	\$0	\$310,365	\$2,461,889	\$2,772,254
10	F9600	City of Avalon Five-Corner Comprehensive Pedestrian Project	CITY OF AVALON	\$0	\$171,052	\$533,000	\$1,032,372	\$0	\$1,736,424

\*\* NOTE - Annual programmed amounts for projects are estimated and may be revised depending upon individual project needs and State funding availability, without changing total programmed amounts for projects.

**2015 TIP CALL FOR PROJECTS - RECOMMENDED PROGRAM OF PROJECTS  
PRELIMINARY PROJECT RECOMMENDATIONS  
INFLATED IN WHOLE DOLLARS**

11	F9605	Cudahy City Wide Complete Streets Improvement Project	CITY OF CUDAHY	\$163,892	\$0	\$0	\$1,970,557	\$0	\$2,134,449
12	F9626	Midtown Commercial Corridors Improvement Project (Ped Mode)	CITY OF BURBANK	\$0	\$49,794	\$763,375	\$0	\$0	\$813,169
13	F9624	Glendale Train Station 1st/Last Mile Regional Improvements	CITY OF GLENDALE	\$771,059	\$785,379	\$0	\$0	\$0	\$1,556,438
<b>Pedestrian Improvements</b>				<b>\$1,769,073</b>	<b>\$3,575,257</b>	<b>\$4,945,213</b>	<b>\$5,516,598</b>	<b>\$8,024,528</b>	<b>\$23,830,669</b>

\*\* NOTE - Annual programmed amounts for projects are estimated and may be revised depending upon individual project needs and State funding availability, without changing total programmed amounts for projects.

**2015 TIP CALL FOR PROJECTS - RECOMMENDED PROGRAM OF PROJECTS  
PRELIMINARY PROJECT RECOMMENDATIONS  
INFLATED IN WHOLE DOLLARS**

**Transit Capital**

Rank	Proj num	Project Title	Project Sponsor	FY 17	FY 18	FY 19	FY 20	FY 21	TOTAL
1	F9430	Purchase of Three (3) Electric Zero Emission DASH Buses	CITY OF LOS ANGELES	\$765,750	\$844,830	\$0	\$0	\$0	\$1,610,580
2	F9414	Vista Canyon Metrolink Station	CITY OF SANTA CLARITA	\$587,327	\$1,648,275	\$1,041,181	\$0	\$0	\$3,276,783
3	F9412	Athens Shuttle and Lennox Shuttle Transit Vehicles	COUNTY OF LOS ANGELES	\$0	\$0	\$750,201	\$0	\$0	\$750,201
4	F9416	Pasadena Bus Purchase to Relieve Significant Overcrowding	CITY OF PASADENA	\$0	\$0	\$1,364,577	\$0	\$0	\$1,364,577
5	F9422	DASH Clean Fuel Vehicles - Headway Reduction	CITY OF LOS ANGELES	\$0	\$0	\$1,000,112	\$1,729,444	\$0	\$2,729,556
6	F9402	LBT Purchase of Zero Emission Buses	LONG BEACH TRANSIT	\$0	\$0	\$0	\$2,111,201	\$0	\$2,111,201
7	F9424	West Hollywood CityLine Vehicle Replacement	CITY OF WEST HOLLYWOOD	\$0	\$639,776	\$0	\$0	\$0	\$639,776
8	F9404	Electric Bus Charging Infrastructure Improvements	ANTELOPE VALLEY TRANSIT AUTHORITY	\$0	\$0	\$0	\$0	\$307,730	\$307,730
9	F9435	Purchase of Alternative Fuel Buses for Glendale Beeline	CITY OF GLENDALE	\$0	\$0	\$0	\$653,400	\$1,532,996	\$2,186,396
10	F9400	Torrance Transit System - Fleet Modernization Final Phase	TORRANCE TRANSIT SYSTEM	\$0	\$0	\$0	\$470,671	\$1,431,700	\$1,902,371

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**2015 TIP CALL FOR PROJECTS - RECOMMENDED PROGRAM OF PROJECTS  
PRELIMINARY PROJECT RECOMMENDATIONS  
INFLATED IN WHOLE DOLLARS**

11	F9405	Electric Bus Replacements	ANTELOPE VALLEY TRANSIT AUTHORITY	\$0	\$0	\$0	\$0	\$2,167,373	\$2,167,373
12	F9436	BurbankBus Transit Vehicle Replacement	CITY OF BURBANK	\$0	\$0	\$0	\$558,790	\$662,400	\$1,221,190
13	F9439	Western Avenue Bus Stop Improvements - Fwy 10 to Wilshire Boulevard	CITY OF LOS ANGELES	\$0	\$0	\$0	\$0	\$547,275	\$547,275
14	F9440	Vermont Avenue Bus Stop Improvements - MLK to Wilshire Boulevard	CITY OF LOS ANGELES	\$0	\$0	\$0	\$0	\$547,275	\$547,275
15	F9434	Bus Replacement-City of Santa Monica	SANTA MONICA BIG BLUE BUS	\$1,765,344	\$0	\$0	\$0	\$0	\$1,765,344
<b>Transit Capital</b>				<b>\$3,118,421</b>	<b>\$3,132,881</b>	<b>\$4,156,071</b>	<b>\$5,523,506</b>	<b>\$7,196,749</b>	<b>\$23,127,628</b>

\*\* NOTE - Annual programmed amounts for projects are estimated and may be revised depending upon individual project needs and State funding availability, without changing total programmed amounts for projects.



**RESOLUTION CERTIFYING THAT THE LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY (LACMTA) HAS RESOURCES TO FUND PROJECTS IN FFY 2016/2017 – 2021/2022 TRANSPORTATION IMPROVEMENT PROGRAM AND AFFIRMS ITS COMMITMENT TO IMPLEMENT ALL PROJECTS IN THE PROGRAM**

**WHEREAS**, Los Angeles County is located within the metropolitan planning boundaries of the Southern California Association of Governments (SCAG); and

**WHEREAS**, the Moving Ahead for Progress in the 21<sup>st</sup> Century Act (MAP-21) requires SCAG to adopt a regional transportation improvement program for the metropolitan planning area; and

**WHEREAS**, MAP-21 also requires that the regional transportation improvement program include a financial plan that demonstrates how the transportation improvement program can be implemented; and

**WHEREAS**, LACMTA is the agency responsible for short-range capital and service planning and programming for the Los Angeles County area within SCAG region; and

**WHEREAS**, as the responsible agency for short-range transportation planning, LACMTA is responsible for the development of the Los Angeles County Transportation Improvement Program (TIP), including all projects utilizing federal and state highway/road and transit funds; and

**WHEREAS**, LACMTA must determine, on an annual basis, the total amount of funds that could be available for transportation projects within its boundaries; and

**WHEREAS**, LACMTA has adopted the Federal Fiscal Year (FFY) 2016/2017 – 2021/2022 Los Angeles County TIP with funding for FFY 2016/2017 and 2017/2018 available and committed, and reasonably committed for FFY 2018/2019 through 2021/2022.

**NOW, THEREFORE, BE IT RESOLVED** by the Board of Directors of the Los Angeles County Metropolitan Transportation Authority that it affirms its continuing commitment to the projects in the FFY 2016/2017 – 2021/2022 Los Angeles County TIP; and

**BE IT FURTHER RESOLVED**, that the FFY 2016/2017 – 2021/2022 Los Angeles County TIP Financial Plan identifies the resources that are available and

committed in the first two years and reasonably available to carry out the program in the last four years, and certifies that:

1. The Regional Improvement Program projects in the FFY2016/2017 – 2021/2022 Los Angeles County TIP are consistent with the proposed 2016 State Transportation Improvement Program scheduled to be approved by the California Transportation Commission in March 2016;
2. Los Angeles County has the funding capacity in its county Surface Transportation Program (STP) and Congestion Mitigation and Air Quality Improvement Program (CMAQ) allocations to fund all of the projects in the FFY 2016/2017 – 2021/2022 Los Angeles County TIP; and
3. The local match for projects funded with federal STP and CMAQ program funds is identified in the FTIP; and
4. All the Federal Transit Administration funded projects are programmed within MAP-21 Guaranteed Funding levels.

CERTIFICATION

The undersigned, duly qualified and serving as Secretary of the Los Angeles County Metropolitan Transportation Authority, certifies that the forgoing is a true and correct representation of a Resolution adopted at a legally convened meeting of the Board of Directors of the Los Angeles County Metropolitan Transportation Authority held on

\_\_\_\_\_.

\_\_\_\_\_  
MICHELE JACKSON  
LACMTA Board Secretary

DATED:

(SEAL)

## **SPECIFIC RECOMMENDATION INFORMATION**

Staff recommends programming \$201.922 million to projects in the 2015 Call. The following specific conditions apply to all projects receiving funds through the 2015 Call for Projects:

- Sustainable Design Elements – Sponsors are required to attend Metro-hosted training on sustainable design prior to the start of construction, develop a Sustainable Design Plan, and report on implementation of the Sustainable Design Plan.
- Bicycle and Pedestrian Counts – Sponsors must collect before- and after- bicycle and pedestrian counts (when applicable and as directed by the Metro Project Manager) on a mid-week day and weekend, excluding winter months. The “after” counts should not be taken until six (6) months after the completion of the project. Sponsor shall submit bicycle and pedestrian count data and upload the data to the SCAG/Metro Bike County Data Clearinghouse (<http://www.bikecounts.luskin.ucla.edu/>). The methodology for conducting counts is described in “conducting Bicycle and Pedestrian Counts”, a manual jointly produced by the Southern California Association of Governments (SCAG) and Metro. The manual is available at [http://www.metro.net/projects/call\\_projects/](http://www.metro.net/projects/call_projects/).
- Complete Streets – Sponsors must comply with the California Complete Streets Act of 2008 prior to the first programming year. To comply, sponsors must either modify their adopted General Plan Circulation Element to identify how they will provide for the mobility needs of all users of the roadway or adopt a City Council resolution indicating their support of Complete Streets. Proof of compliance must be submitted to the Metro Project Manager prior to execution of the funding agreement and will be an attachment to the agreement.

**Regional Surface Transportation Improvements:** The \$40.297 million, five-year (FY 2016-17 through FY 2020-21) Program of Projects shown in Attachment B should be approved.

**Goods Movement Improvements:** The \$29.684 million, five-year (FY 2016-17 through FY 2020-21) Program of Projects shown in Attachment B should be approved.

**Signal Synchronization and Bus Speed Improvements:** The \$43.742 million, five-year (FY 2016-17 through FY 2020-21) Program of Projects shown in Attachment B should be approved.

**Transportation Demand Management (TDM):** The \$7.236 million, five-year (FY 2016-17 through FY 2020-21) Program of Projects shown in Attachment B should be approved. In this category, project sponsors are required to conform to the following special conditions:

- All assets procured with Metro funds will not revert to non-TDM/non-exclusive public use for a minimum of ten (10) years after project completion
- All projects will conform to applicable Caltrans design standards, including Chapter 1000 of the Highway Design Manual
- All projects will be operated and maintained at the sponsor's expense for the project's stated life, as approved by the Board
- All projects will require a performance measurement evaluation upon completion of the project. The sponsor shall propose a criterion and measurement protocol and schedule for completion, in consultation with the Metro Project Manager.

**Bicycle Improvements:** The \$34.003 million, five-year (FY 2016-17 through FY 2020-21) Program of Projects shown in Attachment B should be approved. In this category, project sponsors are required to conform to the following special conditions:

- Project sponsor is required to coordinate and seek input with Metro Planning and Operations and other municipal operators for any potential effect to transit service as necessary.
- Class I (off-street bike path), Class IV (cycle-tracks), and Class II buffered/protected bicycle lanes and enhanced bicycle boulevards (with physical traffic calming elements on parallel low-volume streets) may be substituted for bike improvements originally included in the scope, and must be pre-approved by the Metro Project Manager. Class III (routes) bicycle facilities without physical traffic calming devices are not eligible for funding.
- If the city chooses to contract with a vendor other than Metro's Bikeshare vendor, they will not be eligible for Operations and Maintenance support unless they agree to the interoperability objectives (including fully participating in a title sponsorship program) outlined in the July 2015 Board Meeting.

**Pedestrian Improvements:** The \$23.830 million, five-year (FY 2016-17 through FY 2020-21) Program of Projects shown in Attachment B should be approved.

**Transit Capital Improvements:** The \$23.127 million, five-year (FY 2016-17 through FY 2020-21) Program of Projects shown in Attachment B should be approved.

**Project Summaries**  
**Based on Preliminary Staff Recommendations**

- Regional Surface Transportation Improvements ..... 2
- Goods Movement Improvements..... 9
- Signal Synchronization and Bus Speed Improvements ..... 13
- Transportation Demand Management ..... 20
- Bicycle Improvements ..... 24
- Pedestrian Improvements..... 31
- Transit Capital ..... 37

The following project summaries contain the information that will be entered into the Countywide Transportation Improvement Program (TIP). The “Total Original Project Cost” is the unescalated amount submitted by the sponsor in their original application. “Total Revised Project Cost” reflects the escalated costs of the project after adjusting for any downscoping of the project described in the project summary. “Recommended Funding” is the total escalated amount of the 2015 Call for Projects grant for the project. “Local Match Commitment” and percentage identify the escalated match funding required from the project sponsor.

**Regional Surface Transportation Improvements****F9101 Redondo Beach Boulevard Improvements – City of Lawndale**

This project is located in the City of Lawndale on Redondo Beach Boulevard between Artesia Boulevard and Prairie Avenue, a distance of 0.7 miles. It will reduce delay and provide access for pedestrians and bicyclists by reconfiguring/adding lanes and improving signals at the Hawthorne Boulevard, I-405 Southbound Off-Ramp, and Prairie Avenue intersections, add new signal at I-405 Northbound On-Ramp, signal synchronization, widening terminus of I-405 Southbound Off-Ramp, installing Class II bike lanes along the entire length of the project, adding new drought tolerant landscape medians, improving access ramps, and improving pavement. Funds are requested for design, right-of-way, and construction costs. The original requested funding for this project was reduced by \$214,340 (unescalated) and the project sponsor has agreed to complete the scope of work as approved by the Board for the reduced funding amount within the project limits, and will be responsible for any cost increases (if applicable).

Total Original Application Cost	\$5,234,000
Total Revised Project Cost	\$5,196,311
Recommended Funding	\$3,362,792
Local Match Commitment	\$1,833,519 (35.3% of revised project cost)

**F9102 Hawthorne Blvd. Mobility Project: Phase 2 – City of Hawthorne**

This project is located in the City of Hawthorne on Hawthorne Boulevard between the I-105 Freeway and El Segundo Boulevard. It will improve traffic flow, increase circulation, and increase pedestrian safety by adding bulbouts at intersections. It will widen the roadway and add a dedicated right-turn lane at Imperial Highway at Hawthorne Boulevard and at 120th Street at Hawthorne Boulevard. The project will also install a Class II bike lane along the east and west sides of Hawthorne Boulevard from El Segundo Boulevard to the City's northern limit, add left-turn pockets for left-turn traffic, separate the on-street parking from the through lanes, extend the width of the median islands, upgrade traffic signals at up to 10 intersections and install countdown crossing signals at these intersections. Funds are requested for environmental, design, and construction costs. The original requested funding for this project was reduced by \$487,552 (unescalated). The project sponsor has agreed to complete the scope as approved by the Board within the project limits, and will be responsible for any cost increases (if applicable).

Total Original Application Cost	\$5,051,034
Total Revised Project Cost	\$4,560,914
Recommended Funding	\$2,426,406

Local Match Commitment            \$2,134,508 (46.8% of revised project cost)

**F9109 Sunset Blvd. Median Reconstruction: Complete Street Approach – City of Beverly Hills**

This project is located in the City of Beverly Hills on Sunset Boulevard between Rexford Drive and Camden Drive, a distance of approximately 0.5 miles. It will provide congestion relief and increase capacity by reconstructing the median to allow for accessible crosswalks and restriping to add a bike lane which can also be used as a third vehicle traffic lane at the intersections during peak hours. Funds are requested for design and construction costs.

Total Original Application Cost	\$880,000
Total Revised Project Cost	\$970,185
Recommended Funding	\$679,130
Local Match Commitment	\$291,055 (30% of revised project cost)

**F9110 Garvey Avenue Regional Access & Capacity Improvement Project – City of Rosemead**

This project is located in the City of Rosemead on Garvey Avenue between New Avenue and Sullivan Avenue, a distance of 2.2 miles. It will provide congestion relief, increase capacity and improve level of service by converting an existing parking lane to a travel lane for all vehicles during peak hours, making intersection improvements, reducing medians, installing pedestrian countdown heads and push buttons at signalized intersections, and making transit/bus stop improvements such as providing benches and shelters at all bus stops, and lighting. Funds are requested for design and construction costs. The original requested funding of this project was reduced by \$432,600 (unescalated). The project sponsor has agreed to complete the scope as approved by the Board within the project limits, and will be responsible for any cost increases.

Total Original Application Cost	\$3,618,000
Total Revised Project Cost	\$3,307,578
Recommended Funding	\$2,315,305
Local Match Commitment	\$992,273 (30% of revised project cost)



### **F9111 Florence Avenue Improvements at Ira Avenue & Jaboneria Road – City of Bell Gardens**

This project is located in the City of Bell Gardens on Florence Avenue between El Selinda Avenue and Darwell Avenue. It will increase safety and improve capacity by constructing a dedicated right-turn lane for eastbound and westbound traffic at the intersection of Jaboneria Road and Florence Avenue, install a left-turn signal phase for both eastbound and westbound traffic at the intersection of Ira Avenue and Florence Avenue, and upgrade the traffic signal system. It will also install ADA-compliant pedestrian ramps, grind, overlay and striping for both the Jaboneria Road and Ira Avenue intersections. Funds are requested for design, right-of-way, and construction costs.

Total Original Application Cost	\$1,290,000
Total Revised Project Cost	\$1,417,245
Recommended Funding	\$992,072
Local Match Commitment	\$425,173 (30% of revised project cost)

### **F9114 Fullerton Road Corridor Improvements – LA County – County of Los Angeles**

This project is located in Los Angeles County on Fullerton Road between the SR-60 eastbound ramp and Camino Bello south of Colima Road, a distance of 0.45 miles. It will improve traffic flow by widening approximately 0.45 miles of Fullerton Road in each direction from four to six lanes. The project will install 2.2 miles of enhanced Class III bike facilities along Batson Avenue. Additionally, the project includes reconfiguration of existing video detection system at the intersection of Fullerton and Colima Roads to include bicycle detection. Also, at the SR-60 eastbound off-ramp, the project will convert the free-flow right-turn lane to signal-controlled dual right-turn lanes to enhance pedestrian movement. Funds are requested for design and construction costs. The original requested funding for this project was reduced by \$1,200,000 (unescalated). The project sponsor has agreed to complete the scope as approved by the Board within the project limits, and will be responsible for any cost increases (if applicable).

Total Original Application Cost	\$10,159,250
Total Revised Project Cost	\$8,758,599
Recommended Funding	\$5,172,828
Local Match Commitment	\$3,585,771 (40.9% of revised project cost)

**F9116 Michillinda Avenue Intersections Improvement Project – County of Los Angeles**

This project is located in the unincorporated Los Angeles County area of East Pasadena on Michillinda Avenue between Foothill and Colorado Boulevards, a distance of approximately 800 feet. It will increase capacity, reduce congestion, and improve mobility by extending the left-turn pocket at the Michillinda Avenue and Foothill Boulevard northbound intersection and at the Michillinda Avenue and Colorado Boulevard southbound intersection to 290 feet to increase storage and increase capacity. Additionally, the project will improve pedestrian access (crosswalks, surface treatment to the existing sidewalks, signal timing, pedestrian countdown signals, access to existing bus stops, and curb-ramps) and rehabilitation of the roadway on Michillinda Avenue. Funds are requested for design and construction costs.

Total Original Application Cost	\$1,040,000	
Total Revised Project Cost	\$1,134,130	
Recommended Funding	\$907,304	
Local Match Commitment	\$226,826	(20% of revised project cost)

**F9118 Dockweiler Drive Gap Closure – City of Santa Clarita**

This project is located in the City of Santa Clarita on Dockweiler Drive between 12th Street and Valle Del Oro, a distance of 1.1 miles. It will reduce congestion and reduce trip lengths by constructing a new 2-lane roadway to close the Dockweiler Drive gap, installing new sidewalks with drought-tolerant landscaping and installing Class II bike lanes on each side of the newly constructed roadway. Funds are requested for construction costs only. The original requested funding for this project was reduced by \$1,000,000 (unescalated). The project sponsor has agreed to complete the scope as approved by the Board within the project limits, and will be responsible for any cost increases (if applicable).

Total Original Application Cost	\$11,419,600	
Total Revised Project Cost	\$10,420,632	
Recommended Funding	\$5,475,000	
Local Match Commitment	\$4,945,632	(47.5% of revised project cost)

### **F9119 Harbor Blvd./Sampson Way/7th Street Reconfiguration – Port of Los Angeles**

This project is located in the City of Los Angeles on Harbor Boulevard between 6th Street/Sampson Way and 550 feet south of 7th Street. It will improve motorized and non-motorized mobility and decrease vehicle conflicts with pedestrians and bicyclists by reconfiguring and consolidating four intersections, widening sidewalks from six to 12 feet, and installing Class II bike lanes on Harbor Boulevard and Sampson Way. The project will also improve signal synchronization to improve traffic flow. Funds are requested for construction costs only. The original requested funding for this project was reduced by \$1,200,000 (unescalated). The project sponsor has agreed to complete the scope as approved by the Board within the project limits, and will be responsible for any cost increases (if applicable).

Total Original Application Cost	\$12,200,000
Total Revised Project Cost	\$10,063,821
Recommended Funding	\$4,951,400
Local Match Commitment	\$5,112,421 (50.8% of revised project cost)

### **F9122 Telegraph Road Bridge Replacement (over the San Gabriel River) - City of Pico Rivera**

This project is located in the City of Pico Rivera on Telegraph Road between Pico Vista Road and 1-605 Southbound, a distance of 822 feet. It will provide congestion relief, reduce collisions, and remedy existing structural and hydraulic deficiencies by replacing the current four lane bridge with a six lane bridge with 5-foot sidewalks, and sufficient lane width for a future bike lane. Funds are requested for design, right-of-way, and construction costs.

Total Original Application Cost	\$22,013,000
Total Revised Project Cost	\$23,383,955
Recommended Funding	\$2,298,643
Local Match Commitment	\$21,085,312 (90.2% of revised project cost)

### **F9123 Complete Streets Project for Colorado Blvd. in Eagle Rock – City of Los Angeles**

This project is located in the City of Los Angeles on Colorado Boulevard between Eagle Dale and Figueroa Avenues, a distance of approximately 2.5 miles. It will improve traffic flow and reduce delay by installing two new signals at the Hermosa Avenue and

La Roda Avenue intersections. This project includes improving traffic signals and synchronization to optimize the operation of 17 signals in the corridor. It will also install left-turn pockets in both directions at two intersections (Hermosa Avenue and La Roda Avenue) and a right-turn lane will be installed eastbound on Colorado Boulevard, east of Townsend Avenue. Further, median islands will be installed at four locations between College View Avenue and Rockland Avenue, pedestrian lighting at three bus zones (Argus Drive and El Rio Avenue), and curb bump-outs at one crosswalk (Glen Iris Avenue). Funds are requested for design and construction costs.

Total Original Application Cost	\$1,991,000
Total Revised Project Cost	\$2,192,094
Recommended Funding	\$1,753,676
Local Match Commitment	\$438,418 (20% of revised project cost)

### **F9130 Artesia – Great Boulevard – City of Long Beach**

This project is located in the City of Long Beach on Artesia Street between Harbor Avenue and Downey Avenue, a distance of 3.2 miles. It will reduce congestion, reduce VMT, and increase overall roadway capacity and person throughput by constructing a roundabout at the intersection of Artesia and Atlantic Boulevards, constructing bulbouts, adding Class II bike lanes along the length of the project, and making pedestrian and transit improvements, including drought-tolerant landscaping and street furniture along the entire corridor, upgraded transit stops with fully improved bus shelters at 16 transit stops and advanced stop bars at all crosswalks, with countdown pedestrian heads and audible signals at 11 intersections. Funds are requested for design and construction costs. The original requested funding for this project was reduced by \$800,000 (unescalated). The project sponsor has agreed to complete the scope as approved by the Board within the project limits, and will be responsible for any cost increases (if applicable).

Total Original Application Cost	\$7,810,500
Total Revised Project Cost	\$7,197,675
Recommended Funding	\$4,700,081
Local Match Commitment	\$2,497,594 (34.7% of revised project cost)

### **F9131 Medical Main Street – City of Lancaster**

This project is located in the City of Lancaster between 12th Street West to the east, Avenue J to the north, 20th Street West to the west and SR-14 and Avenue J-8 to the South. It will provide three to four roundabouts (pending traffic modeling) within the

project area. It will also provide congestion relief and access to medical facilities by constructing two (2) miles of new roadway that will include shared bike lanes, sidewalks, curb extensions, drought tolerant landscaped parkway, and a separate jogging path along 17th Street West. Funds are requested for design, right-of-way and construction costs. The original scope of this project was reduced by \$1,200,000 (unescalated) which included 1) eliminating improvements on Avenues J, J-8 and 15th Street West, 2) removing proposed on-site parking improvements, 3) providing alternative intersection control in lieu of proposed roundabouts at the 17th St./Home Depot Southerly St. and Avenue J-8/13th St. West intersections (intersection control locations pending traffic modeling), and 4) reducing landscaping.

Total Original Application Cost	\$14,733,364	
Total Revised Project Cost	\$12,930,570	
Recommended Funding	\$5,262,742	
Local Match Commitment	\$7,667,828	(59.3% of revised project cost)

**Goods Movement Improvements****F9200 Eastern Avenue Capacity and Operational Improvements – City of Bell**

This project is located in the City of Bell on Eastern Avenue between Rickenbacker Road and Bandini Boulevard, a distance of 0.3 miles. It will reduce congestion, mitigate air pollution, and improve pedestrian and transit rider experiences by improving a 0.3-mile section of Eastern Avenue by increasing the northbound width and altering medians on Eastern Avenue to widen dedicated left-turn lanes, altering roadway striping, medians and curbs to allow for wider turn radii, adjusting signal phasing, and making pedestrian improvements such as pedestrian-oriented, energy-efficient lights at four bus stops, shelter upgrades and higher visibility painted crosswalks. Funds are requested for construction costs only.

Total Original Application Cost	\$775,750
Total Revised Project Cost	\$893,008
Recommended Funding	\$535,894
Local Match Commitment	\$357,114 (40.0% of revised project cost)

**F9201 YTI Terminal Trip Reduction Program – City of Los Angeles**

This project is located in the City of Los Angeles on Terminal Island in the Port of Los Angeles. The on-dock rail yard serves the YTI and Evergreen container terminals. It will increase capacity and reduce truck trips by expanding the existing loading track an additional 2,900 linear feet to serve the YTI terminal portion of the rail yard. The expansion will also include two new turnouts and reconstruction of a portion of the container terminal backlands to accommodate rail expansion. Funds are requested for construction costs only.

Total Original Application Cost	\$5,726,000
Total Revised Project Cost	\$5,949,105
Recommended Funding	\$4,069,188
Local Match Commitment	\$1,879,917 (31.6% of revised project cost)

**F9202 Manchester and La Cienega Geometric Improvements – City of Inglewood**

This project is located in the City of Inglewood at the intersections of Manchester Boulevard at the I-405 Off-Ramp/Ash Avenue (median improvements at the off-ramp to facilitate northbound left turns and improve turn radii at the I-405 northbound off-ramp), La Cienega Boulevard at Manchester Boulevard (improve turn radii at the northeast corner), and La Cienega Boulevard at Florence Avenue (improve turn radii at the

southeast corner). It will improve traffic flow and enhance goods movement by improving turning radii median improvements at intersections. Funds are requested for design, right-of-way and construction costs.

Total Original Application Cost	\$1,434,575
Total Revised Project Cost	\$1,541,658
Recommended Funding	\$1,184,611
Local Match Commitment	\$357,047 (23.2% of revised project cost)

### **F9203 Pier B Street Freight Corridor Reconstruction Project – Port of Long Beach**

This project is located in the City of Long Beach on Pier B Street between Pier A Way and 9th Street (0.9 miles), and along Pico Avenue between Pier B Street/9th Street and Pier D Street (1 mile) in the north harbor area of the Port of Long Beach. It will enhance roadway capacity, improve cargo flow and train operations, and improve pedestrian safety by widening and realigning Pier B Street from two lanes to four lanes (two in each direction), constructing three- to six-foot sidewalks to the south end of Pier B Street with street lighting and signage to accommodate future pedestrian travel, realigning Pico Avenue and closing the 9th Street at-grade rail crossing to remove truck, auto and pedestrian conflicts. Funds are requested for construction costs only.

Total Original Application Cost	\$88,058,000
Total Revised Project Cost	\$99,149,796
Recommended Funding	\$5,354,089
Local Match Commitment	\$93,795,707 (94.6% of revised project cost)

### **F9204 Slauson Avenue – Western Ave. to Crenshaw Boulevard – City of Los Angeles**

This project is located in the City of Los Angeles on Slauson Avenue between Western Avenue and Crenshaw Boulevard. It will improve a 1.26-mile section of Slauson Avenue by increasing curb radii, installing new signalization equipment at key intersections, reconstructing failing AC pavement, providing street lighting, and installing ADA compliant curb ramps. Funds are requested for design and construction costs. The original scope of this project was reduced by decreasing the length of the project limits from the 2.25-mile section of Slauson Avenue between Vermont Avenue to Crenshaw Boulevard to 1.26-mile section of Slauson Avenue between Western Avenue to Crenshaw Boulevard and a reduction of \$1,408,000.

Total Original Application Cost	\$4,000,000
Total Revised Project Cost	\$2,411,760
Recommended Funding	\$1,929,408
Local Match Commitment	\$482,352 (20.0% of revised project cost)

### **F9206 Intersection Improvements on Hyperion Ave and Glendale Bl – City of Los Angeles**

This project is located in the City of Los Angeles at the intersections of Glendale Boulevard and Glenfeliz Boulevard/Glenhurst Avenue, Hyperion Avenue and Rowena Avenue and Glendale Boulevard and Riverside Drive. It will provide congestion relief, implement the bike facility network in the area as part of the City of Los Angeles' 2010 Bicycle Plan, and ensure the safety of pedestrians and bicyclists by removing portions of existing medians, installing exclusive turn lanes, signal phasing, Class II bike lanes on both sides of Glendale Boulevard between Rowena Avenue and the bridge (approximately 2/3 miles), and traffic calming measures such as speed feedback signs. Funds are requested for design, right-of-way and construction costs.

Metro's grant funding for project is subject to the resolution of the lawsuit filed against the City of Los Angeles on the seismic retrofit redesign of the Glendale Boulevard/Hyperion Avenue Bridge project. Metro reserves the right to withhold funding subject to the resolution of the lawsuit allowing the project to proceed.

Total Original Application Cost	\$8,000,000
Total Revised Project Cost	\$8,733,000
Recommended Funding	\$6,986,400
Local Match Commitment	\$1,746,600 (20.0% of revised project cost)

### **F9207 Alameda St Widening – North of Olympic Blvd to I-10 Freeway – City of Los Angeles**

This project is located in the City of Los Angeles on Alameda Street from north of Olympic Boulevard to the I-10 Freeway, a distance of 0.43 miles. It will enhance goods movement by increasing turning radii, upgrading signals including dedicated left-turn signals for three key intersections (Alameda Street and Olympic Boulevard, Alameda Street and 14th Street, Alameda Street and Hunter Street), adding lighting and signage, removing old railroad tracks, removing the current substandard and uneven pavement, and improving storm drains. Funds are requested for design, right-of-way and construction costs.



Total Original Application Cost	\$11,000,000	
Total Revised Project Cost	\$12,031,148	
Recommended Funding	\$9,624,918	
Local Match Commitment	\$2,406,230	(20.0% of revised project cost)

**Signal Synchronization and Bus Speed Improvements****F9300 Signal Synchronization and Bus Speed Improvements – City of Calabasas**

This project is located in the City of Calabasas on Las Virgenes Road between Mureau Road and Lost Hills Road, on Old Topanga Canyon Road between Park Ora Road and Mulholland Highway, and on Mulholland Highway between Old Topanga Canyon Road and Mulholland Drive. It will synchronize fourteen traffic signals along the three corridors and interconnect the segments to the City's Traffic Management Center. The project will upgrade the existing traffic signal hardware and controllers and make upgrades to the City's Traffic Management Center (TMC). Funds are requested for design and construction costs. The project must comply with the Signal Synchronization and Bus Speed Improvement Program Special Grants Conditions.

Total Original Application Cost	\$723,232
Total Revised Project Cost	\$737,969
Recommended Funding	\$590,375
Local Match Commitment	\$147,594 (20% of revised project cost)

**F9301 I-210 Connected Corridors Arterial Systems Improvements – Caltrans**

This project is located in the San Gabriel Valley on local arterials connected to the I-210 between SR-134 and I-605. Improvements will be made in the cities of Pasadena, Arcadia, Monrovia, and Duarte and in the unincorporated areas of Los Angeles County. It will support the implementation of the I-210 Connected Corridors transportation management system that integrates freeway ramp meters, arterial traffic signal control and transit systems. Funds are requested for design and construction costs. The project must comply with the Signal Synchronization and Bus Speed Improvements Program Special Grant Conditions. The original scope of this project was reduced by trimming the cost and scope of the Advanced Traveler Information System element by \$500,000.

Total Original Application Cost	\$11,534,000
Total Revised Project Cost	\$11,111,847
Recommended Funding	\$6,455,983
Local Match Commitment	\$4,655,864 (41.9% of revised project cost)

**F9302 San Gabriel Valley Forum 2015 Traffic Signal Corridors Project – County of Los Angeles**

This project is located in the San Gabriel Valley and will be implemented along 7.5 miles of Santa Anita Avenue in the Cities of Arcadia, El Monte, South El Monte, Temple City and unincorporated areas of Los Angeles County. It includes Traffic Signal Synchronization (TSS), Intelligent Transportation System (ITS) improvements for 29 intersections, equipment upgrades to detection systems and Closed-Circuit Television (CCTV) cameras, expansion to the Advanced Transportation Management System (ATMS) and communications to the Information Exchange Network (IEN). Funds are requested for design and construction costs. The project must comply with the Signal Synchronization and Bus Speed Improvements Program Special Grants Conditions. The original scope of this project was reduced by \$614,865 by eliminating various items at the southern section of the corridor.

Total Original Application Cost	\$9,200,000
Total Revised Project Cost	\$9,134,071
Recommended Funding	\$7,307,256
Local Match Commitment	\$1,826,815 (20% of revised project cost)

**F9303 South Bay Forum 2015 Traffic Signal Corridors Project – County of Los Angeles**

This project is located in the South Bay sub-region along Crenshaw Boulevard and Del Amo Boulevard in the Cities of Carson, Gardena, Hawthorne, and unincorporated areas of Los Angeles County. It includes TSS, ITS improvements for 4.8 miles of Crenshaw Boulevard and Del Amo Boulevard, equipment upgrades to detection systems and CCTV cameras, expansion to the ATMS, and communications to the IEN. Funds are requested for design and construction costs. The project must comply with the Signal Synchronization and Bus Speed Improvements Program Special Grants Conditions.

Total Original Application Cost	\$4,600,000
Total Revised Project Cost	\$5,073,206
Recommended Funding	\$4,058,565
Local Match Commitment	\$1,014,641 (20% of revised project cost)

### **F9304 Gateway Cities Forum 2015 Traffic Signal Corridors Project – County of Los Angeles**

This project is located in the Gateway Cities subregion on Whittier Boulevard between Indiana Street and Paramount Boulevard and will be implemented on 6.2 miles in the Cities of Pico Rivera, Montebello, Commerce and unincorporated areas of Los Angeles County. It includes TSS, ITS improvements, equipment upgrades to detection systems and CCTV cameras, expansion to the ATMS, and communications to the IEN. Funds are requested for design and construction costs. The project must comply with the Signal Synchronization and Bus Speed Improvements Program Special Grants Conditions.

Total Original Application Cost	\$8,700,000	
Total Revised Project Cost	\$9,603,463	
Recommended Funding	\$6,137,385	
Local Match Commitment	\$3,466,078	(36.09% of revised project cost escalated)

### **F9305 North County Traffic Signal Communications Project – County of Los Angeles**

This project is located in the Antelope Valley area of Los Angeles County along 3.2 miles on 50th Street West / Rancho Vista Boulevard between Avenue L and Peonza Lane. It includes TSS, ITS improvements for 10 intersections, equipment upgrades to detection systems and CCTV cameras, expansion to the City of Palmdale's existing ATMS, and communications to the City of Palmdale's Traffic Operations Center and the IEN. Funds are requested for design and construction costs. The project must comply with the Signal Synchronization and Bus Speed Improvements Program Special Grants Conditions.

Total Original Application Cost	\$2,500,000	
Total Revised Project Cost	\$2,758,341	
Recommended Funding	\$2,206,673	
Local Match Commitment	\$551,668	(20% of revised project cost)

### **F9306 Intelligent Transportation Systems (ITS) Phase VII – City of Santa Clarita**

This project is located in the City of Santa Clarita on several major corridors. It includes Transportation System Management (TSM) enhancements such as deploying bicycle

detection, fiber optic communications and Integrated Corridor Management field devices. Funds are requested for design and construction costs. The project must comply with the Signal Synchronization and Bus Speed Improvements Program Special Grants Conditions. The original scope of this project was reduced by eliminating bicycle detection at 16 intersections reducing the count from 28 to 12 intersections and \$700,000.

Total Original Application Cost	\$3,475,752
Total Revised Project Cost	\$2,687,108
Recommended Funding	\$2,122,816
Local Match Commitment	\$564,292 (21% of revised project cost)

### **F9307 Inglewood Intelligent Transportation Systems (ITS) Phase VI – City of Inglewood**

This project is located in the City of Inglewood on Pincay Drive between Prairie Avenue and Crenshaw Boulevard, Manchester Boulevard between Prairie Avenue and Van Ness Avenue, and at Century Blvd and Prairie Avenue. It will include fiber optic communications to connect 5 traffic signals, traffic signal controller upgrades at 12 signalized intersections and traffic management equipment for the Traffic Management Center (TMC). Funds are requested for design and construction costs. The project must comply with the Signal Synchronization and Bus Speed Improvements Project Special Grants Conditions.

Total Original Application Cost	\$1,426,800
Total Revised Project Cost	\$1,415,877
Recommended Funding	\$1,205,094
Local Match Commitment	\$210,783 (20% of revised project cost)

### **F9308 ATCS/TPS/LRT/HRI/CMS System Reliability and Efficiency Enhancement – City of Los Angeles**

This project is located in the City of Los Angeles in areas where Automated Traffic Surveillance and Control (ATSAC) has been implemented. It will modernize the information technology (IT) and ITS system architecture for LADOT ATSAC's Adaptive Traffic Control Systems (ATCS), Transit Priority System (TPS), Light-Rail Transit (LRT), Highway-Rail Interface (HRI) and changeable message signs (CMS) control systems. Funds are requested for design and construction costs. The project must comply with the Signal Synchronization and Bus Speed Improvements Program Special Conditions Grants.

Total Original Application Cost	\$2,500,000
Total Revised Project Cost	\$2,699,500
Recommended Funding	\$2,159,600
Local Match Commitment	\$539,900 (20% of revised project cost)

### **F9309 Traffic Signal Rail Crossing Improvement Project – City of Los Angeles**

This project is located in the City of Los Angeles at 75 locations that are adjacent to highway-rail grade crossings including locations along the Metro Gold Line, Metro Blue Line, Metrolink rail corridors, and along the BNSF railway. It will include traffic signal upgrades, installation or upgrades of battery backup systems, upgrades to railroad preempt interconnect, traffic surveillance cameras, advanced preemption, pedestrian countdown signal heads and Automated Pedestrian Signals (APS). Funds are requested for design and construction costs. The project must comply with the Signal Synchronization and Bus Speed Improvements Program Special Grants Conditions.

Total Original Application Cost	\$4,850,000
Total Revised Project Cost	\$5,224,250
Recommended Funding	\$4,179,400
Local Match Commitment	\$1,044,850 (20% of revised project cost)

### **F9310 City of Lancaster Transportation Management Center – City of Lancaster**

This project is located in the City of Lancaster and will be implemented at the Development Services Building, Emergency Operations Center (EOC) and various locations within the City of Lancaster. It will install a TMC with an interface to the EOC, a video wall at the EOC, and install CCTVs at 6 locations. Funds are requested for design and construction costs. The project must comply with the Signal Synchronization and Bus Speed Improvements Special Grants Conditions.

Total Original Application Cost	\$759,300
Total Revised Project Cost	\$819,208
Recommended Funding	\$577,362
Local Match Commitment	\$241,846 (29.5% of revised project cost)

### **F9311 AT SAC Traffic Surveillance Video Transport System Enhancement – City of Los Angeles**

This project is located in the City of Los Angeles at various traffic surveillance camera locations. It will implement a new digital video transport system at 55 AT SAC communication hubs which support the transportation management systems. It will enable system operators to manage and verify traffic conditions at 570 traffic surveillance camera locations. Funds are requested for design, construction and installation costs. The project must comply with the Signal Synchronization and Bus Speed Improvements Program Special Grants Conditions.

Total Original Application Cost	\$2,000,000
Total Revised Project Cost	\$2,134,875
Recommended Funding	\$1,707,900
Local Match Commitment	\$426,975 (20% of revised project cost)

### **F9313 San Fernando Citywide Signal Synchronization and Bus Speed Improvements – City of San Fernando**

This project is located in the City of San Fernando on six major arterials: Truman Street, Hubbard Street, Maclay Avenue, Glenoaks Boulevard, Brand Boulevard and San Fernando Mission Boulevard. It will synchronize signals at 35 intersections, install minor street improvements, install new signal heads and mast arms at 1 intersection, and install 3 CMS. Funds are requested for design and construction costs. The project must comply with the Signal Synchronization and Bus Speed Improvements Program Special Grant Conditions.

Total Original Application Cost	\$909,087
Total Revised Project Cost	\$969,220
Recommended Funding	\$775,376
Local Match Commitment	\$193,844 (20% of revised project cost)

### **F9314 Mid-City Signal Coordination in Long Beach – City of Long Beach**

This project is located in the City of Long Beach on various arterials: 4th Street, 7th Street, Broadway, East Ocean Boulevard, Redondo Avenue, Cherry Avenue, Alamitos Avenue and Park Avenue. It will synchronize traffic signals and provide signal interconnect for 41 traffic signals. It will also make transit, bicycle, and pedestrian improvements. Funds are requested for design and construction costs. The project

must comply with the Signal Synchronization and Bus Speed Improvements Program Special Grant Conditions.

Total Original Application Cost	\$2,398,000
Total Revised Project Cost	\$3,258,212
Recommended Funding	\$2,606,569
Local Match Commitment	\$651,643 (20% of revised project cost)

**F9315 Midtown Commercial Corridors Improvement Project – City of Burbank**

This project is located in the City of Burbank on 5 arterials: Victory Boulevard, Burbank Boulevard, Magnolia Boulevard, Hollywood Way and Buena Vista Street. It will include a traffic responsive system with the implementation of advanced traffic controllers, communications, video surveillance and bicycle and system detection for 33 intersections. Funds are requested for design and construction costs. The project must comply with the Signal Synchronization and Bus Speed Improvements Program Special Grants Condition.

Total Original Application Cost	\$1,940,105
Total Revised Project Cost	\$2,064,798
Recommended Funding	\$1,651,837
Local Match Commitment	\$412,961 (20% of revised project cost)



**Transportation Demand Management****F9800 Bike Aid Stations – County of Los Angeles**

This project is located throughout Los Angeles County along multiple Class I bike paths. The project will install bike path amenities coupled with bike path access-way improvements and new access-way installations to encourage and enable broader use of County bike paths at 28 locations. Bike First Aid Station amenities will include video counters, feedback/emergency call systems, wayfinding signage, maintenance stands/tools intended for bicycle maintenance, and shade structures and benches. Funds are requested for construction.

Total Original Project Cost	\$4,431,000
Total Revised Project Cost	\$4,866,737
Recommended Funding	\$2,958,976
Local Match Commitment	\$1,907,761 (39.2% of revised project cost)

**F9802 Shared EV Employer Demonstrator (SEED) Program for Pasadena Employers – City of Pasadena**

The project is located in the City of Pasadena. The project will reduce greenhouse gas emissions, facilitate in first/last mile connectivity, and increase transit station access. It aims to assess the viability of employing electric vehicles as a viable transportation option for short trip lengths. The project will deploy no-cost electric vehicles for short term use by Pasadena employees. A key provision of the project is identifying employers willing to deploy electric vehicle charging stations at their work sites. The scope of the project identifies a provider of reduced cost electric vehicle charging stations. A fleet of 10 plug-in electric vehicles may be made available for the project. Funds are requested for development, purchase, and implementation.

Total Original Project Cost	\$450,000
Total Revised Project Cost	\$466,319
Recommended Funding	\$335,750
Local Match Commitment	\$130,569 (28% of revised project cost)

**F9803 Building Connectivity with Bicycle Friendly Business Districts – City of Los Angeles**

The project will focus on 10 pilot business districts: Northeast LA; Downtown LA; Little Tokyo/Arts District; East Hollywood/Los Feliz; Figueroa Corridor (South Park/Exposition

Park); North Hollywood (NoHo Arts District); Boyle Heights; Koreatown; Leimert Park; Macarthur Park. This project will create Bicycle Friendly Business Districts that coordinate with business districts to offer TDM incentives, provide applications and amenities that encourage short trips by bicycle. Funding for the project will be used to design project components, purchase equipment, construct project facilities, develop and distribute marketing materials, and for associated costs for project management and partner coordination. Total project cost is \$985,000.

Total Original Project Cost	\$985,000
Total Revised Project Cost	\$1,029,443
Recommended Funding	\$823,554
Local Match Commitment	\$205,889 (20% of revised project cost)

#### **F9804 Downtown Smart Park System and Program Implementation – City of Bellflower**

This project is located in the City of Bellflower, along Bellflower Boulevard and Civic Center Drive. The project will efficiently improve the ability to locate and access public parking spaces through the development and implementation of a parking management program, wayfinding signage, and a computer information and global positioning system. The Smart Park system will provide parking location assistance for 12 city-owned parking lots. Funds are requested for development, design, and implementation.

Total Original Project Cost	\$436,080
Total Revised Project Cost	\$462,863
Recommended Funding	\$370,290
Local Match Commitment	\$92,573 (20% of revised project cost)

#### **F9805 Venice – LA Express Park – City of Los Angeles**

This project is an expansion of LA Express Park into Venice with demand based parking pricing, and parking guidance integrated with dynamic message signs and web/mobile applications. The project is located in parts of the Washington Pacific Parking Meter Zone (PMZ) #562 and Venice PMZ #541 bounded by the following street segments: Pacific Ocean to the west, Abbot Kinney Boulevard and Main Street to the east, Washington Boulevard to the south, and Marine Street to the north. The project focuses on demand based parking pricing which will encourage a decision whether or not to drive and pay for parking, and promote multi-mobility. The accessibility to real-time parking information with multiple means will be significant to encourage multi-mobility via either bicycle or public transportation. Parking availability, pricing and policy

information will be accessible through web/cell phone applications such as Metro's Go511, ParkMe mobile app, and LA Express Park website. Additionally, bicycle corral(s) will be installed within the project area along with bicycle racks on parking meter posts. Funds requested are for design, Web design, Administration, Marketing, Construction and equipment (parking meters, pay stations, sensors, charging station, bicycle facilities and signage), Operation and maintenance. Total project cost is \$1,000,000.

Total Original Project Cost	\$1,000,000
Total Revised Project Cost	\$1,091,250
Recommended Funding	\$873,000
Local Match Commitment	\$218,250 (20% of revised project cost)

### **F9806 Exposition Park – LA Express Park – City of Los Angeles**

This project is located in the Exposition Park area bounded by Vermont Avenue on the west, Flower Street on the east, Martin Luther King, Jr. Boulevard on the south and Adams Boulevard on the north. The project focuses on demand-based parking pricing, which will encourage a decision whether or not to drive and pay for parking, and promote multi-mobility. The accessibility to real-time parking information with multiple means will be significant to encourage multi-mobility via either bicycle or public transportation. Parking availability, pricing and policy information will be accessible through web/cell phone applications such as Metro's Go 511, ParkMe mobile app, and LA Express Park website. Additionally, bicycle corral(s) will be installed within the project area along with bicycle racks on parking meter posts. The project includes the installation of bicycle corral(s) and bicycle racks on parking meter posts and way finding signage to encourage walking, bicycling and transit. Funds requested are for Design, Web design, Administration, Marketing, Construction and equipment (parking meters, pay stations, sensors, charging station, bicycle facilities and signage), Operation and maintenance. The Total project cost is \$1,050,000.

Total Original Project Cost	\$1,050,000
Total Revised Project Cost	\$1,145,700
Recommended Funding	\$916,560
Local Match Commitment	\$229,140 (20% of revised project cost)

### **F9807 Santa Monica Expo and Localized Travel Planning Assistance – City of Santa Monica**

The project is located in the City of Santa Monica. It will focus on three stations along the Metro Expo Line: Downtown Santa Monica, 17th St/Santa Monica College, and 26th St/Bergamot. This project seeks to promote use of the Metro Expo Line, increase transportation choices, and encourage shared parking. The project includes marketing efforts, targeting trip-planning assistance, local mobility encouragement and information activities, behavior change incentives, and shared parking. The behavior change incentives consist of 500-1500, 1-3 month incentives within various modes and services, which aim to encourage travel behavior change. Funds are requested for development, purchase, and implementation.

Total Original Project Cost	\$450,000
Total Revised Project Cost	\$469,323
Recommended Funding	\$375,459
Local Match Commitment	\$93,864 (20% of revised project cost)

### **F9808 Park or Ride – City of Long Beach**

This project is located in Downtown Long Beach and Belmont Shore. The project will focus on increasing access to parking facilities and relieving congestion. The proposed mobile application and accompanying website will specify parking locations and availability, notify drivers of scheduled, special, and emergency events, and provide multimodal transportation options. The project will install sensors and dynamic signs at 8-14 parking facilities in Downtown Long Beach and Belmont Shore. Funds are requested for development, design, purchase, and installation.

Total Original Project Cost	\$996,000
Total Revised Project Cost	\$1,063,017
Recommended Funding	\$582,739
Local Match Commitment	\$480,278 (45% of revised project cost)

**Bicycle Improvements****F9502 Monterey Pass Road Complete Streets Bike Project – City of Monterey Park**

This project is a Class II protected bike lane (with a parking and planter buffer from travel lanes) along Monterey Pass Rd (approximately 1.6 miles) between Floral Drive and Fremont Avenue/Garvey Avenue. The project is part of the recently adopted San Gabriel Valley Regional Bike Master Plan which focuses specifically on five cities within the San Gabriel Valley region and identifies gaps in the regional network, connecting to local and regional facilities and improving linkages to key employment, recreation, commercial and civic destinations. Funds are requested for design, engineering and construction.

Total Original Application Cost	\$3,731,144
Total Revised Project Cost	\$3,987,253
Recommended Funding	\$1,993,627
Local Match Commitment	\$1,993,626 (50% of revised project cost)

**F9504 E. Pasadena & E. San Gabriel Bikeway Access Improvement Project – County of Los Angeles**

This project is an enhanced bicycle boulevard with physical traffic calming improvements along low-volume (low-stress) streets for approximately 4.8 miles connecting East Pasadena to the East San Gabriel Bikeway Access Improvement Project. Project connects to a network that is within one mile of the Sierra Madre Gold Line Metro Station. Funds are requested for design, engineering and construction.

Total Original Application Cost	\$2,100,000
Total Revised Project Cost	\$2,252,900
Recommended Funding	\$1,802,320
Local Match Commitment	\$450,580 (20% of revised project cost)

**F9511 S. Whittier Bikeway Access Improvements – County of Los Angeles**

This project includes Class II (approximately 3.1 mile) and enhanced bicycle boulevard (approximately 1.84 mile) facilities, building out Los Angeles County's Master Bicycle Plan bicycle network with connections to Norwalk/Santa Fe Metrolink Station. Funds are requested for design, engineering and construction.

Total Original Application Cost	\$3,693,250
Total Revised Project Cost	\$3,987,955
Recommended Funding	\$3,190,364
Local Match Commitment	\$797,591 (20% of revised project cost)

### **F9513 Railroad Ave Class I – City of Santa Clarita**

This project is a Class I bicycle facility (approximately 1.45 miles in length) running parallel to Railroad Avenue from Lyons Avenue to Oak Ridge Drive. The project will connect the existing bicycle network to the Newhall Metrolink station. Funds are requested for design, engineering, right-of-way acquisition and construction.

Total Original Application Cost	\$3,039,671
Total Revised Project Cost	\$3,235,920
Recommended Funding	\$2,265,143
Local Match Commitment	\$970,777 (30% of revised project cost)

### **F9515 Bikeshare Startup Capital – City of Pasadena**

This project includes the purchase and installation of Bikeshare equipment (bicycles, kiosks, docks and other hardware/software elements) and start-up costs for an approximately 500-bike Bikeshare system. The funds approved through the 2015 Call for Projects shall not be eligible for O&M support. If the city chooses to contract with a vendor other than Metro's Bikeshare vendor they will not be eligible for O&M support unless they agree to the interoperability objectives (including fully participating in a title sponsorship program) outlined in the July 2015 Board Meeting. Funds are requested for construction, including the purchase of equipment.

Total Original Application Cost	\$1,870,000
Total Revised Project Cost	\$1,909,270
Recommended Funding	\$954,635
Local Match Commitment	\$954,635 (50% of revised project cost)

### **F9516 Union St Cycle Track – City of Pasadena**

This project is a two-way cycle track (Class IV) bicycle facility along Union Street from Wilson Avenue to Arroyo Parkway (approximately 1.2 miles). The project connects the

Memorial Gold Line Station to residential and commercial centers in Old Pasadena and Pasadena City College. Funds are requested for design, engineering and construction.

Total Original Application Cost	\$3,227,192	
Total Revised Project Cost	\$3,399,043	
Recommended Funding	\$2,714,430	
Local Match Commitment	\$684,613	(20% of revised project cost)

### **F9517 Weho Bikeshare – City of West Hollywood**

This project includes the purchase and installation of Bikeshare equipment (bicycles, kiosks, docks and other hardware/software elements) and start-up costs for an approximately 150 bike Bikeshare system. The funds approved through the 2015 Call for Projects shall not be eligible for O&M support. If the city chooses to contract with a vendor other than Metro's Bikeshare vendor they will not be eligible for O&M support unless they agree to the interoperability objectives (including fully participating in a title sponsorship program) outlined in the July 2015 Board Meeting. Funds are requested for construction, including the purchase of equipment.

Total Original Application Cost	\$1,000,000	
Total Revised Project Cost	\$1,021,000	
Recommended Funding	\$510,500	
Local Match Commitment	\$510,500	(50% of revised project cost)

### **F9518 Coastal Bike Trail Connector – Port of Long Beach**

This project is a Class I bicycle facility/bridge along Ocean Blvd over the LA River (approximately 0.45 mile in length) that will connect the eastern edge of Long Beach to the Port of Long Beach, the Gerald Desmond Bridge, the San Pedro Bicycle Network and to the Los Angeles River Path. Funds are requested for design, engineering and construction.

Total Original Application Cost	\$13,749,819	
Total Revised Project Cost	10,378,846	
Recommended Funding	\$3,113,654	
Local Match Commitment	\$7,265,192	(70% of revised project cost)

### **F9520 Mid-City Low Stress Bicycle Enhancement Corridors – City of Los Angeles**

This project is an enhanced bicycle boulevard with physical traffic calming improvements along low-volume (low-stress) streets for approximately 4.5 miles connecting the Hollywood and Highland Metro Red Line Station to the future La Brea Metro Purple Line station. Funds are requested for design, engineering and construction.

Total Original Application Cost	\$2,119,200	
Total Revised Project Cost	\$2,290,394	
Recommended Funding	\$1,806,765	
Local Match Commitment	\$483,629	(21.1% of revised project cost)

### **F9525 Downey Bicycle Master Plan Phase 1 Downtown – City of Downey**

This project includes a network of Class II bicycle lanes and enhanced bicycle boulevards (for approximately 16.6 miles) building out Downey's approved Bike Master Plan with connections to the Lakewood Metro Green Line Station. Funds are requested for design, engineering and construction.

Total Original Application Cost	\$2,615,714	
Total Revised Project Cost	\$2,847,416	
Recommended Funding	\$2,277,933	
Local Match Commitment	\$569,483	(20% of revised project cost)

### **F9526 Pomona ATP Phase 2 Bicycle Network for Community Access – City of Pomona**

This project includes Class I/IV (cycle track) facilities and bicycle detection (for approximately 9 miles) building out Pomona's bicycle network with connections to the Pomona Transit Center and North Pomona Metrolink Station. Funds are requested for design, engineering and construction.

Total Original Application Cost	\$3,216,348	
Total Revised Project Cost	\$3,550,848	
Recommended Funding	\$2,840,678	
Local Match Commitment	\$710,170	(20% of revised project cost)



### **F9527 Chandler Cycletrack Gap Closure Project – City of Los Angeles**

This project is a cycle track (Class IV) bicycle facility along Chandler Boulevard (approximately 3.1 miles) from the east terminus of the Orange Line Bike Path to the beginning of the Chandler Bike Path at Vineland Avenue. The project connects to the North Hollywood Red and Orange Line stations and fills a gap between two existing Class I facilities. Funds are requested for design, engineering and construction.

Metro's grant funding for this project is subject to the recommendations for the North Hollywood to Pasadena BRT Corridor Technical Study currently underway. If plans are developed and approved that utilize the right-of-way proposed for the Cycletrack, Metro will work with the project sponsor to integrate an alternative protected bikeway into the design of the transit corridor project. The project sponsor must coordinate with Metro and funds are subject to Metro approval of final design and construction.

Total Original Application Cost	\$3,750,000
Total Revised Project Cost	\$3,972,187
Recommended Funding	\$3,177,750
Local Match Commitment	\$794,437 (20% of revised project cost)

### **F9530 Central Avenue Regional Commuter Bikeway Project – City of Compton**

This project is a buffered bike lane (Class II) along Central Avenue (approximately 3.2 miles) from El Segundo Boulevard to 100' south of the SR-91. The project will connect to the California University Dominguez Hills (CSUDH) and the Metro Green Line Aviation Station. Funds are requested for construction.

Metro's grant funding for this project is subject to the resolution of outstanding issues for Compton MLK Transit Improvements (2001 Call for Projects #8823). Metro reserves the right to withhold funding subject to the close-out of that project.

Total Original Application Cost	\$1,350,235
Total Revised Project Cost	\$1,439,017
Recommended Funding	\$1,077,727
Local Match Commitment	\$361,290 (25.1% of revised project cost)

**F9532 Atherton Bridge & Campus Connections – City of Long Beach**

This project includes a Class I bike path bridge (approximately 24 miles) from Atherton Street to the San Gabriel River Bike Trail. It also includes bicycle boulevards on Park Avenue (0.3 mile) and Los Altos Plaza (0.7 mile) and a Class II bike lane on Atherton (0.5 mile, 350' from bridge). These facilities will fill a gap in the regional bikeway network by connecting California State Long Beach to the San Gabriel and Coyote Creek bike paths. Funds are requested for design, engineering and construction.

Total Original Application Cost	\$3,091,100
Total Revised Project Cost	\$3,412,364
Recommended Funding	\$1,876,800
Local Match Commitment	\$1,535,564 (45% of revised project cost)

**F9533 Beach Bike Path Ramp Connection to Santa Monica Pier – City of Santa Monica**

This project is a Class I bicycle facility/bridge (approximately 0.1 mile in length) that will connect the Coastal Bicycle Path (at the Santa Monica Pier) to the planned Colorado Cycle Track/Esplanade and the future Expo Rail station at 4th/Colorado. The project will close an existing gap from downtown Santa Monica to the Coastal Bike Path and improve connectivity to transit. Funds are requested for design, engineering and construction.

Total Original Application Cost	\$1,200,705
Total Revised Project Cos	\$1,311,596
Recommended Funding	\$1,049,276
Local Match Commitment	\$262,320 (20% of revised project cost)

**F9534 Glendale L.A. River Bridge Active Transportation Facility – City of Glendale**

This project is a Class I bicycle facility/bridge (approximately 0.1 mile in length). The bridge will connect the existing L.A. River Class I Path to the Glendale Narrows Riverwalk Class I Path, near the bend in the river where the channel changes course from east/west to north/south, near Los Feliz Blvd and Riverside Drive. The project connects City of Los Angeles communities along the west side of the L.A. River and City of Glendale. Funds are requested for design, engineering and construction.

Total Original Application Cost	\$3,240,000
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Total Revised Project Cost	\$3,837,600	
Recommended Funding	\$3,070,080	
Local Match Commitment	\$767,520	(22% of revised project cost)

### **F9537 Beverly Hills Bikeshare Program – City of Beverly Hills**

This project includes the purchase and installation of Bikeshare equipment (bicycles, kiosks, docks and other hardware/software elements) and start-up costs for an approximately 50-bike Bikeshare system. The funds approved through the 2015 Call for Projects shall not be eligible for O&M support. If the city chooses to contract with a vendor other than Metro's Bikeshare vendor they will not be eligible for O&M support unless they agree to the interoperability objectives (including fully participating in a title sponsorship program) outlined in the July 2015 Board Meeting. Funds are requested for construction, including the purchase of equipment.

Total Original Application Cost	\$514,000	
Total Revised Project Cost	\$564,576	
Recommended Funding	\$282,288	
Local Match Commitment	\$282,288	(50% of revised project cost)

**Pedestrian Improvements****F9600 City of Avalon Five-Corner Comprehensive Pedestrian Project – City of Avalon**

This project is located in the City of Avalon at the five-corner intersection where Avalon Canyon Road, Tremont Street, Country Club Drive, and Summer Avenue intersect. It will fund pedestrian enhancements by constructing new sidewalks, median safety islands, crosswalks, roundabouts, an ADA access ramp, curb bulbouts, and pedestrian lighting. Funds are requested for design and construction costs.

Total Original Application Cost	\$2,062,000
Total Revised Project Cost	\$2,221,628
Recommended Funding	\$1,736,424
Local Match Commitment	\$485,204 (21.8% of revised project cost)

**F9601 West Hollywood – Melrose Avenue Complete Street Project – City of West Hollywood**

This project is located in the City of West Hollywood along Melrose Avenue from La Cienega Boulevard to San Vicente Boulevard. It will fund pedestrian enhancements by widening sidewalks, removing obstructions from the walkways, adding ADA compliant curb ramps, pedestrian lighting, benches, trash receptacles, wayfinding signage, bus shelters, bicycle racks, public art and shade trees. The recommended project has been downscoped by \$3,836,591. Funds are requested for design and construction costs.

Total Original Application Cost	\$8,545,740
Total Revised Project Cost	\$3,926,851
Recommended Funding	\$3,141,480
Local Match Commitment	\$785,371 (20% of revised project cost)

**F9602 Pedestrian Improvement at Selected Crosswalks within Beverly Hills – City of Beverly Hills**

This project is located in the City of Beverly Hills at the intersections along Bedford Drive, Beverly Drive, Wilshire Boulevard, Camden Drive, Chalmers Drive and Robertson Boulevard. It will fund pedestrian enhancements by adding pedestrian lighting, high visibility crosswalks, shade trees, landscaping, bus shelter improvements, wayfinding signage, and bicycle racks. Funds are requested for design and construction costs.

Total Original Application Cost	\$600,000
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Total Revised Project Cost	\$653,400	
Recommended Funding	\$392,040	
Local Match Commitment	\$261,360	40% of revised project cost, escalated

**F9605 Cudahy City Wide Complete Streets Improvement Project – City of Cudahy**

This project is located in the City of Cudahy along the Atlantic Avenue Corridor between Florence Avenue and Patata Street, as well as various locations citywide. It will fund pedestrian enhancements by adding missing curb ramps, installing pedestrian scale lighting, trash receptacles, bus shelters, benches, bicycle racks, and shade trees. Planters will be placed in the buffer of the Class II bike lane, and wayfinding signage will be installed throughout the corridor. Funds are requested for design and construction costs.

Total Original Application Cost	\$3,030,818	
Total Revised Project Cost	\$3,283,767	
Recommended Funding	\$2,134,449	
Local Match Commitment	\$1,149,318	(35% of revised project cost)

**F9613 Lake Avenue Gold Line Station Pedestrian Access Improvements – City of Pasadena**

This project is located in the City of Pasadena along Lake Avenue between Corson Street and California Boulevard. It will fund pedestrian enhancements by adding pedestrian lighting, shade trees, landscaping, mid-block crossings, new pedestrian crossing signals, widening and ADA compliant sidewalks. It will remove a “pork chop” island and add a right-turn pocket. Funds are requested for design and construction costs.

Total Original Application Cost	\$2,620,395	
Total Revised Project Cost	\$2,886,987	
Recommended Funding	\$2,309,590	
Local Match Commitment	\$577,397	(20% of revised project cost)

**F9619 LANI – Santa Monica Boulevard Improvement Project – City of Los Angeles**

This project is located in the City of Los Angeles on Santa Monica Boulevard between the 101 Freeway and Hoover Street. It will fund pedestrian enhancements by making crosswalk improvements. The project will add wayfinding signage, pedestrian lighting, shade trees and bus shelters to the project area. Funds are requested for design and construction costs.

Total Original Application Cost	\$1,300,000
Total Revised Project Cost	\$1,433,575
Recommended Funding	\$1,146,860
Local Match Commitment	\$286,715 (20% of revised project cost)

**F9620 First/Last Mile Connections for the Baldwin Park Transit Center – City of Baldwin Park**

This project is located in the City of Baldwin Park around the city's downtown, Baldwin Park Transit Center and Metrolink Station. It will fund pedestrian enhancements by adding a walkway from the Transit Center to the city's downtown. The project includes adding pedestrian lighting, wayfinding signage, trash receptacles, landscaping, benches, bike racks, sidewalk extensions, and a pedestrian crossing gate. Funds are requested for design and construction costs.

Total Original Application Cost	\$770,948
Total Revised Project Cost	\$821,449
Recommended Funding	\$656,256
Local Match Commitment	\$165,193 (20.1% of revised project cost)

**F9621 Melrose Avenue – Fairfax Avenue to Highland Avenue Pedestrian Improvements – City of Los Angeles**

This project is located in the City of Los Angeles on Melrose Avenue from Fairfax Avenue to Highland Avenue. It will fund pedestrian enhancements by widening sidewalks, adding ADA compliant curb ramps, high visibility crosswalks, pedestrian level lighting, shade trees, landscaping, benches, wayfinding signage, advanced stop bars, public art, and bicycle racks. Funds are requested for design and construction costs.

Total Original Application Cost	\$3,556,334
Total Revised Project Cost	\$3,905,713

Recommended Funding	\$2,960,531
Local Match Commitment	\$945,182 (24.2% of revised project cost)

**F9623 Beverly Boulevard, Vermont Ave to Commonwealth Avenue Pedestrian Improvements – City of Los Angeles**

This project is located in the City of Los Angeles along Beverly Boulevard between Vermont Avenue and Commonwealth Avenue, on Temple Street between Westmoreland Avenue and Hoover Street, and on Silver Lake Boulevard between Virgil Avenue and the Temple Street overpass. It will fund various pedestrian enhancements. It will improve the current sidewalks to be ADA compliant. The project will add an ADA compliant access ramp, shade trees, curb extensions, benches, pedestrian scale lighting, trash receptacles, bicycle racks, and wayfinding signage. High visibility crosswalks and curb ramps will also be added and the current median island will be renovated. Funds are requested for design and construction costs.

Total Original Application Cost	\$3,143,000
Total Revised Project Cost	\$3,465,229
Recommended Funding	\$2,772,254
Local Match Commitment	\$692,975 (20% of revised project cost)

**F9624 Glendale Train Station 1st/Last Mile Regional Improvements – City of Glendale**

This project is located in the City of Glendale. The eastern limits of the project are San Fernando Road between Los Feliz Road and Brand Boulevard. The southern limits of the project are San Fernando Road at Brand Boulevard and the western limits are the Glendale Transportation Center. Improvements will also be made on Cerritos Avenue and on Gardena Avenue. It will fund pedestrian enhancements by widening sidewalks. It will install bus shelters, bicycle racks, trash receptacles, wayfinding signage, zebra striped pedestrian crosswalks, a Class III bicycle route with sharrows, advanced stops bars, and a pedestrian refuge median. The recommended project has been downscoped by \$1,546,000. Funds are requested for design and construction costs.

Total Original Application Cost	\$4,370,400
Total Revised Project Cost	\$2,267,538
Recommended Funding	\$1,556,438
Local Match Commitment	\$711,100 (31.4% of revised project cost)

### **F9625 17th Street/SMC Expo Pedestrian Connectivity Improvements – City of Santa Monica**

This project is located in the City of Santa Monica on 17th Street from the northwest corner of Wilshire Boulevard and 17th Street past the Expo Station at Colorado Avenue to the southwest corner of Pico Boulevard and 17th Street. It will fund pedestrian enhancements by improving the sidewalks and crosswalks. Pedestrian scale lighting, curb bulbouts, and landscaping will also be added. Funds are requested for design and construction costs.

Total Original Application Cost	\$1,795,500
Total Revised Project Cost	\$1,868,318
Recommended Funding	\$1,494,654
Local Match Commitment	\$373,664 (20% of revised project cost)

### **F9626 Midtown Commercial Corridors Improvement Project – City of Burbank**

This project is located in the City of Burbank on Victory Boulevard between Burbank Boulevard and western city limits, Magnolia Boulevard between Victory Boulevard and western city limits, Hollywood Way between Victory Boulevard and Clark Avenue, and Buena Vista Street between Victory Boulevard and Clark Avenue. It will fund pedestrian enhancements by installing 7.17 miles of improvements. The project will add high visibility crosswalks, LED crosswalk lighting, pedestrian push buttons, signal heads, and curb ramps. Funds are requested for design and construction costs.

Total Original Application Cost	\$954,817
Total Revised Project Cost	\$1,016,461
Recommended Funding	\$813,169
Local Match Commitment	\$203,292 (20% of revised project cost)

### **F9628 1st Street Pedestrian Gallery – City of Long Beach**

This project is located in the City of Long Beach on 1st Street between Long Beach Boulevard and Elm Avenue, Broadway between Long Beach Boulevard and Elm Avenue and the section of Long Beach Boulevard between Broadway and Ocean Boulevard. It will fund pedestrian enhancements by installing approximately 1700 feet of improvements to the sidewalks and crosswalks. Pedestrian lighting, benches, wayfinding signage, and landscaping will be added. Funds are requested for design and construction costs.



Total Original Application Cost	\$3,361,516	
Total Revised Project Cost	\$3,622,031	
Recommended Funding	\$2,716,524	
Local Match Commitment	\$905,507	(25% of revised project cost)

**Transit Capital****F9400 Torrance Transit System – Fleet Modernization Final Phase – City of Torrance**

Torrance Transit System (TTS), as part of the final phase of its fleet modernization plan, will replace four (4) 40-foot diesel buses with four (4) 40-foot clean fuel buses. The new buses will be placed on TTS' network of eleven fixed bus routes serving the City of Torrance, with portions of the routes serving the cities of Carson, Compton, El Segundo, Gardena, Hawthorne, Lawndale, Lomita, Long Beach, Los Angeles, Manhattan Beach, Redondo Beach, and the unincorporated areas of Los Angeles County. The funding amount is based on the 2015 average cost of \$547,163 per each 40-foot clean fuel vehicle.

Total Original Application Cost	\$2,600,000
Total Revised Project Cost	\$2,408,065
Recommended Funding	\$1,902,371
Local Match Commitment	\$505,694 (21% of revised project cost))

**F9402 Long Beach Transit Purchase of Zero Emission Buses – Long Beach Transit**

Long Beach Transit will replace three (3) of its existing 40-foot Gas/Electric buses with three (3) 40-foot zero emission electric buses. The existing buses will have reached their useful life at the time of replacement. The new buses will be low-floor, ADA compliant and have voice enunciators. These buses will be deployed throughout the entire service area providing connections to several key activity hubs and regional transit services, including Metro bus and rail lines. The original funding request was downscoped from four to three buses. The recommended funding amount is based on the 2015 average cost of \$818,000 per each 40-foot electric bus.

Total Original Application Cost	\$3,272,000
Total Revised Project Cost	\$2,672,406
Recommended Funding	\$2,111,201
Local Match Commitment	\$561,205 (21% of revised project cost)

#### **F9404 Electric Bus Charging Infrastructure Improvements – Antelope Valley Transit Authority**

The Antelope Valley Transit Authority (AVTA) will purchase and install three (3) overnight charging stations required for its electric buses. AVTA is transitioning to an all-electric bus fleet. The charging stations are an essential infrastructure improvement needed for the operations of the electric buses. Funds are for the acquisition and installation of the charging stations. The original funding request was downscoped from 16 to three charging stations. The recommended funding amount is based on the current cost of \$116,137 per electric charging station.

Total Original Application Cost	\$1,893,392
Total Revised Project Cost	\$384,662
Recommended Funding	\$307,730
Local Match Commitment	\$76,932 (20% of revised project cost)

#### **F9405 Electric Bus Replacement – Antelope Valley Transit Authority**

The Antelope Valley Transit Authority (AVTA) will replace three (3) existing 40-foot diesel buses with three (3) 40-foot zero emission electric buses. The electric buses will be placed on AVTA's routes serving the Antelope Valley Basin with connections to the Lancaster and Palmdale Metrolink stations and local park-and-ride lots at Lancaster City Park and the Palmdale Transportation Center. The original funding request was downscoped from 21 to three buses. The recommended funding amount is based on the 2015 average cost of \$818,000 per each 40-foot electric bus.

Total Original Application Cost	\$18,333,000
Total Revised Project Cost	\$2,709,216
Recommended Funding	\$2,167,373
Local Match Commitment	\$541,843 (20% of revised project cost)

#### **F9412 Athens Shuttle and Lennox Shuttle Transit Vehicles – County of Los Angeles**

The County of Los Angeles will purchase two (2) 30-foot clean fuel vehicles to replace two (2) 25-foot Liquefied Petroleum Gas (Propane) vehicles. The larger vehicles are needed to relieve overcrowding by providing additional passenger capacity on two fixed routes serving the unincorporated communities of Athens and Lennox. The existing vehicles can no longer accommodate the current demands during peak hour periods. The service provides convenient access for patrons connecting to local and regional

bus lines and direct access to multiple educational institutions. The funding amount is based on the 2015 average cost of \$451,124 per each 30-foot clean fuel vehicle.

Total Original Application Cost	\$813,500
Total Revised Project Cost	\$961,796
Recommended Funding	\$750,201
Local Match Commitment	\$211,595 (22% of revised project cost)

#### **F9414 Vista Canyon Metrolink Station – City of Santa Clarita**

The City of Santa Clarita will be constructing a new Metrolink Station in the community of Vista Canyon. The funds requested are for the construction of this new rail station including a platform, canopies, light poles, restroom facilities, new turnout, and traffic signals. The new station will replace the Via Princessa Metrolink Station and enable the expansion of the City's local and commuter bus service between Vista Canyon and the eastern Santa Clarita Valley. The original funding request was downscoped by \$8,050,714. Funds are for design and construction costs of the new station. Rail track work or sidings are not eligible under the Call for Projects.

Total Original Application Cost	\$16,208,000
Total Revised Project Cost	\$4,748,960
Recommended Funding	\$3,276,783
Local Match Commitment	\$1,472,177 (31% of revised project cost)

#### **F9416 Pasadena Bus Purchase to Relieve Significant Overcrowding – City of Pasadena**

The City of Pasadena will procure four (4) 35-foot Clean Fuel vehicles to relieve overcrowding on the Pasadena ARTS service. The larger buses will provide additional capacity to relieve overcrowding on the City's heaviest routes as well as increased ridership from the Metro Gold Line Foothill Extension. The original funding request was downscoped from six to four buses. The recommended funding amount is based on the 2015 average cost of \$463,801 per each 35-foot clean fuel bus.

Total Original Application Cost	\$2,963,946
Total Revised Project Cost	\$1,977,647
Recommended Funding	\$1,364,577
Local Match Commitment	\$613,070 (31% of revised project cost)

**F9422 DASH Clean Fuel Vehicles - Headways – City of Los Angeles**

The City of Los Angeles will purchase seven (7) 30-foot clean fuel vehicles to reduce headways on various DASH routes throughout the City of Los Angeles. Currently, the DASH routes operate on 25 to 30 minute headways. The addition of these new vehicles will reduce the headway to between 15 and 20 minutes. The vehicles will be placed on the Leimert-Slauson, Midtown, Lincoln Heights/Chinatown, Hollywood/Wilshire, Hollywood, and Van Nuys/Studio City DASH routes. The original funding request was downscoped from 12 to seven vehicles. The recommended funding amount is based on the 2015 average cost of \$451,124 per each 30-foot clean fuel bus.

Total Original Application Cost	\$6,300,000
Total Revised Project Cost	\$3,411,945
Recommended Funding	\$2,729,556
Local Match Commitment	\$682,389 (20% of revised project cost)

**F9424 West Hollywood CityLine Vehicle Replacement – City of West Hollywood**

The City of West Hollywood will replace five (5) existing 25-foot gasoline-powered vehicles with five (5) 25-foot propane fuel vehicles. The existing vehicles will have reached their useful life at the time of replacement. The new vehicles will be placed on the City's CityLine routes serving areas within West Hollywood as well as some areas outside the City, including Cedar Sinai Medical Center. The funding amount is based on the 2015 average cost of \$153,350 per each 25-foot propane fuel vehicle.

Total Original Application Cost	\$851,750
Total Revised Project Cost	\$799,720
Recommended Funding	\$639,776
Local Match Commitment	\$159,944 (20% of revised project cost)

**F9430 Purchase of Three (3) Electric Zero Emission DASH Buses – City of Los Angeles**

The City of Los Angeles will procure three (3) 30 to 35-foot zero emission electric buses to replace three (3) existing propane-powered buses that will have reached their useful life. The new buses will be placed in service on the DASH A route serving downtown Los Angeles and adjacent communities. The electric buses will contribute to further air

quality improvements in the downtown area. The original funding request was downscoped from five to three buses. The recommended funding amount is based on the 2015 average cost of \$650,000 per each 35-foot electric bus. Should the City decide to purchase smaller 30-foot buses as an alternative, Metro will apply a lower average cost per bus at the time the funding agreement is executed. Any project savings at that time will be retained by Metro.

Total Original Application Cost	\$3,250,000
Total Revised Project Cost	\$2,013,224
Recommended Funding	\$1,610,580
Local Match Commitment	\$402,644 (20% of revised project cost)

#### **F9434 Bus Replacement Santa Monica Big Blue Bus**

Santa Monica Big Blue Bus (BBB) will replace four (4) existing 40-foot buses with four (4) 40-foot clean fuel buses. The existing buses will have reached their useful life at the time of replacement. The replacement buses will be placed on BBB's regionally significant routes serving Pico Boulevard, Lincoln Boulevard, and the Freeway Express to Downtown Los Angeles. These routes will also provide connections to Metro Expo Phase 2 light rail stations in Santa Monica located at 26th St./Bergamot, 17th St./Santa Monica College, and Downtown Santa Monica. These stations will begin revenue service in 2016. The original funding request was downscoped from 13 to four buses. The recommended funding amount is based on the 2015 cost of \$547,163 per each 40-foot clean fuel bus.

Total Original Application Cost	\$7,113,119
Total Revised Project Cost	\$2,234,614
Recommended Funding	\$1,765,345
Local Match Commitment	\$469,269 (21% of revised project cost)

#### **F9435 Purchase of Alternative Fuel Buses for Glendale Beeline – City of Glendale**

The City of Glendale will procure three (3) 35-foot and two (2) 40-foot clean fuel buses to replace three (3) existing 35-foot and two (2) 40-foot CNG buses for its Beeline Transit System. The existing buses will have reached their useful life at the time of replacement. The Beeline operates 13 fixed routes serving the cities of Glendale, La Canada Flintridge and the unincorporated areas of La Crescenta and Montrose with connections to Metrolink commuter services in Glendale and Burbank, as well as Metro Rapid bus lines. The new buses will feature bicycle racks and visual displays for the

hearing impaired. The original funding request was downscoped from nine to five buses. The recommended funding amount is based on the 2015 average cost of \$463,801 per each 35-foot clean fuel bus and \$547,163 per each 40-foot clean fuel bus.

Total Original Application Cost	\$4,860,000
Total Revised Project Cost	\$2,732,995
Recommended Funding	\$2,186,396
Local Match Commitment	\$546,599 (20% of revised project cost)

### **F9436 BurbankBus Transit Vehicle Replacement – City of Burbank**

The City of Burbank will replace three (3) existing 35-foot buses with three (3) 35-foot clean fuel buses. The new buses will replace existing buses that will have reached their useful life at the time of replacement. The buses will be placed on BurbankBus fixed routes, which include regionally significant connections to the North Hollywood Metro Red/Orange Line Station, the Downtown Burbank Metrolink Station, and the Empire Center area. The original funding request was downscoped from six to three buses. The recommended funding amount is based on the 2015 average cost of \$463,801 per each 35-foot clean fuel bus.

Total Original Application Cost	\$3,120,163
Total Revised Project Cost	\$1,526,488
Recommended Funding	\$1,221,190
Local Match Commitment	\$305,298 (20% of revised project cost)

### **F9439 Western Avenue Bus Stop Improvements – Fwy 10 to Wilshire Boulevard – City of Los Angeles**

The City of Los Angeles will make improvements to up to 10 bus stop locations with the highest weekday boardings along Western Avenue, between the I-10 Freeway and Wilshire Boulevard. The improvements include benches, transit shelters, trash receptacles, bicycle racks, wayfinding signage, pedestrian lighting, and stamped color concrete. Western Avenue is a regionally significant transit corridor with several major regional connections including the Metro Expo Line and Metro Purple Line. Transit patrons traveling on Western Avenue can access Metro Local and Rapid buses, LADOT DASH, Metro Expo Line, and Metro Purple Line to transfer to other regional destinations including Santa Monica, North Hollywood, Downtown Los Angeles, and Union Station. The original funding request was downscoped by \$864,280. Funds are for design and construction.

Total Original Application Cost	\$1,700,000
Total Revised Project Cost	\$684,094
Recommended Funding	\$547,275
Local Match Commitment	\$136,819 (20% of revised project cost)

**F9440 Vermont Avenue Bus Stop Improvements – MLK to Wilshire Boulevard – City of Los Angeles**

The City of Los Angeles will make improvements to up to 10 stop locations with the highest weekday boardings along Vermont Avenue, between the Martin Luther King Jr. Boulevard and Wilshire Boulevard. The improvements include benches, transit shelters, trash receptacles, bicycle racks, wayfinding signage, pedestrian lighting, and stamped color concrete. Vermont Avenue is a regionally significant transit corridor with several major regional connections including the Metro Expo Line and Metro Purple Line. Transit patrons traveling on Vermont Avenue can directly access Metro Local and Rapid buses, LADOT DASH, Metro Expo Line, and Metro Purple Line to transfer to other regional destinations including Santa Monica, North Hollywood, Downtown Los Angeles, and Union Station. The original funding request was downscoped by \$1,264,280. Funds are for design and construction.

Total Original Application Cost	\$2,200,000
Total Revised Project Cost	\$684,094
Recommended Funding	\$547,275
Local Match Commitment	\$136,819 (20% of revised project cost)



**Board Report**

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**File #:** 2015-1156, **File Type:** Contract

**Agenda Number:** 24.

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**PLANNING AND PROGRAMMING COMMITTEE  
SEPTEMBER 16, 2015**

**SUBJECT: SUPPORTIVE TRANSIT PARKING PROGRAM MASTER PLAN**

**ACTION: AWARD CONTRACT**

**RECOMMENDATION**

AUTHORIZING the Chief Executive Officer to award a twelve-month firm fixed price Contract No. PS3362300 (RFP No. PS114943046R) to Walker Parking Consultants in the amount of \$619,589, for the **Supportive Transit Parking Program Master Plan Study**.

**ISSUE**

In January 2015, staff informed the Board that the Parking Management Unit would be issuing a Request for Proposals (RFP) for the development of a comprehensive Supportive Transit Parking Program (STPP) Master Plan Study. Upon approval by the Board, staff will execute the contract and begin the master plan study.

**DISCUSSION**

The comprehensive STPP Master Plan Study will address issues related to Metro's parking program at various levels, including: (1) recommend an approach to a pricing system; (2) create a model for determining parking demand at various stations; (3) identify capital and technology projects, facility upgrades, and potential shared uses to increase customer satisfaction with and ease of using Metro's parking system; (4) identify operational needs for each facility; and (5) develop a short and long term strategic plan for current and new parking facilities.

The objectives of the STPP include: (1) perform a comprehensive assessment of the existing program and parking facilities and provide recommendations; (2) develop alternatives that set the framework for the management of Metro's parking resources; (3) identify technology implementation opportunities; (4) recommend Metro's Parking Strategic Implementation Plan (a 5 to 10-year program); (5) evaluate current parking policies, enforcement performance; and (6) develop an STPP Master Plan for Board adoption. Staff anticipates the study will take approximately 12 months.

**DETERMINATION OF SAFETY IMPACT**

Approval of this item will have no safety impact. However, once implemented, the recommendations

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in the STPP Master Plan Study can improve the safety for transit patrons parking at Metro parking facilities.

### **FINANCIAL IMPACT**

The FY16 budget includes \$650,000 in Cost Center 3046, Countywide Planning & Development under Project 308001, Account number 50316 Supportive Transit Parking Program Master Plan Study, Professional and Technology Services. The source of funds for this project is Park & Ride revenues and Prop A and C Admin., which are not eligible for bus/rail operating and capital expenses. The study is expected to be completed by Fall 2016.

### **ALTERNATIVES CONSIDERED**

The Board may decide not to pursue the STPP Master Plan Study at all. This is not recommended as a number of activities included in the master planning process would nonetheless need to move forward as Metro's parking facilities are reaching capacity to properly serve the volume of transit riders utilizing Metro's parking facilities. Absent a master plan, near and longer term parking decisions would continue to be made without knowledge of the impact these decisions will have on the long term health of the parking program and its contribution toward enhanced mobility. Furthermore, many of the issues to be addressed in the STPP are issues that are regularly raised by transit riders and the Board of Directors, and the STPP offers a comprehensive approach to identifying short and long term solutions.

### **NEXT STEPS**

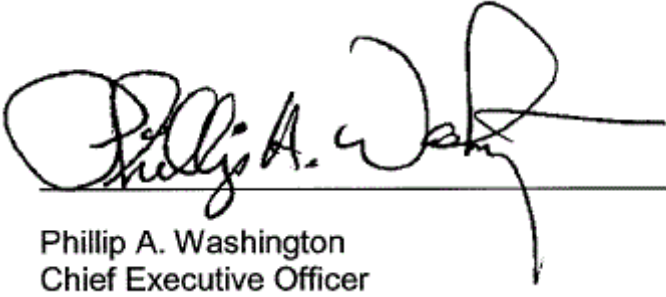
Upon approval by the Board, staff will execute the contract and begin the master plan study. Staff will report back to the Board for the adoption of a recommended management alternative in May 2016, Strategic Implementation Plan in July 2016 and the completed STPP Master Plan Study in September 2016.

### **ATTACHMENTS**

Attachment A - Procurement Summary

Prepared by: Adela Felix, Transportation Planning Manager, (213) 922-4333  
Frank Ching, Director of Parking Management, (213) 922-3033  
Jenna Hornstock, Deputy Executive Officer, (213) 922-7437

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



Phillip A. Washington  
Chief Executive Officer

## PROCUREMENT SUMMARY

## SUPPORTIVE TRANSIT PARKING PROGRAM (STPP) MASTER PLAN

1.	<b>Contract Number:</b> PS3362300 (RFP No. PS1149413046R)	
2.	<b>Recommended Vendor:</b> Walker Parking Consultants	
3.	<b>Type of Procurement (check one):</b> <input type="checkbox"/> IFB <input checked="" type="checkbox"/> RFP <input type="checkbox"/> RFP-A&E <input type="checkbox"/> Non-Competitive <input type="checkbox"/> Modification <input type="checkbox"/> Task Order	
4.	<b>Procurement Dates:</b>	
	A. <b>Issued:</b> May 19, 2015	
	B. <b>Advertised/Publicized:</b> May 16, 2015	
	C. <b>Pre-proposal/Pre-Bid Conference:</b> June 2, 2015	
	D. <b>Proposals/Bids Due:</b> June 22, 2015	
	E. <b>Pre-Qualification Completed:</b> July 2, 2015	
	F. <b>Conflict of Interest Form Submitted to Ethics:</b> August 5, 2015	
	G. <b>Protest Period End Date:</b> September 23, 2015	
5.	<b>Solicitations Picked up/Downloaded:</b> 50	<b>Bids/Proposals Received:</b> 4
6.	<b>Contract Administrator:</b> W. T. (Ted) Sparkuhl	<b>Telephone Number:</b> 213-922-7399
7.	<b>Project Manager:</b> Adelaida Felix	<b>Telephone Number:</b> 213-922-4333

**A. Procurement Background**

This Board Action is to approve Contract No. PS3362300 (RFP No. PS1149443046R) to develop a comprehensive Supportive Transit Parking Program (STPP) Master Plan Study to include transit parking at current and future Metro Rail lines and the Orange and Silver Line Bus Rapid Transit Stations.

The 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 with a Small Business Enterprises/Disadvantaged Veteran Business Enterprise (SBE/DVBE) goal of 10% of the total contract price; 7% Small Business Enterprise (SBE) and 3% Disabled Veteran Business Enterprise (DVBE).

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

- Amendment No. 1, issued June 4, 2015, provided copies of the pre-proposal sign-in sheets, and the planholders list.

A pre-proposal conference was held on June 2, 2015, attended by ten participants representing nine companies. No questions were received from the pre-proposal attendees or planholders.

A total of four proposals were received on June 22, 2015.

## **B. Evaluation of Proposals/Bids**

A Proposal Evaluation Team (PET) consisting of staff from Metro's Parking Management Unit and the City of Beverly Hills was convened and conducted a comprehensive technical evaluation of the proposals received.

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

1. Firm's Qualifications	15%
2. Project Manager and Key Staff Qualifications	30%
3. Effective Scheduling/Cost Management Plan	20%
4. Cost Proposal	20%
5. Partnering with Small Business	15%

The evaluation criteria are appropriate and consistent with criteria developed for similar professional services procurements. Several factors were considered when developing these weights, giving the greatest importance to the project manager and key staff qualifications.

All proposals were determined to be within the competitive range and are listed below in alphabetical order:

1. Kimley-Horn Associates, Inc.
2. KOA Corporation
3. LVR International
4. Walker Parking Consultants

On June 25, 2015, proposals were distributed to the PET. From June 25 to August 3, 2015, the PET evaluated all proposals. On July 20, 2015, the PET conducted interviews with three of the four firms. LVR International was invited but declined to participate in the interview process. 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 addressed the requirements of the RFP, perceived project issues, commitment to schedule and the project manager's experience in managing similar programs to that being required by Metro.

On August 5, 2015, the PET met for final deliberation to complete the final scoring of the four proposers. The final scoring, after interviews, determined Walker Parking Consultants to be the highest ranked most qualified firm.

### **Qualifications Summary of Recommended Firm:**

Walker Parking Consultants (WPC), headquartered in Elgin, Illinois, is a global consulting and design firm providing solutions for a wide range of parking and transportation issues. WPC maintains an office located in downtown Los Angeles. WPC has significant experience in the Los Angeles County area and throughout the state of California. WPC's proposal demonstrated a comprehensive understanding of the extensive parking expertise and experience required for this project.

Following is a summary of the PET scores:

	<b>FIRM</b>	<b>Average Score</b>	<b>Factor Weight</b>	<b>Weighted Average Score</b>	<b>Rank</b>
<b>1</b>	<b>Walker Parking Consultants</b>				
<b>2</b>	Firm's Qualifications	95.33	15.00%	14.29	
<b>3</b>	Project Manager & Key Staff Qualifications	96.00	30.00%	28.80	
<b>4</b>	Effective Scheduling/Cost Management	83.34	20.00%	18.00	
<b>5</b>	Cost Proposal	83.00	20.00%	18.00	
<b>6</b>	Partnering with Small Business	66.68	15.00%	10.00	
<b>7</b>	<b>Total</b>		<b>100.00%</b>	<b>89.09</b>	<b>1</b>
<b>8</b>	<b>Kimley-Horn Associates, Inc.</b>				
<b>9</b>	Firm's Qualifications	86.33	15.00%	12.95	
<b>10</b>	Project Manager & Key Staff Qualifications	83.33	30.00%	25.00	
<b>11</b>	Effective Scheduling/Cost Management	83.67	20.00%	16.74	
<b>12</b>	Cost Proposal	100.00	20.00%	20.00	
<b>13</b>	Partnering with Small Business	66.68	15.00%	10.00	
<b>14</b>	<b>Total</b>		<b>100.00%</b>	<b>84.69</b>	<b>2</b>
<b>15</b>	<b>LVR International</b>				
<b>16</b>	Firm's Qualifications	71.67	15.00%	10.75	
<b>17</b>	Project Manager & Key Staff Qualifications	76.67	30.00%	23.00	
<b>18</b>	Effective Scheduling/Cost Management	83.33	20.00%	16.67	
<b>19</b>	Cost Proposal	89.60	20.00%	17.92	
<b>20</b>	Partnering with Small Business	100.00	15.00%	15.00	
<b>21</b>	<b>Total</b>		<b>100.00%</b>	<b>83.34</b>	<b>3</b>
<b>22</b>	<b>KOA Corporation</b>				
<b>23</b>	Firm's Qualifications	73.00	15.00%	10.95	
<b>24</b>	Project Manager & Key Staff	69.33	30.00%	20.80	

	Qualifications				
25	Effective Scheduling/Cost Management	75.33	20.00%	15.07	
26	Cost Proposal	90.00	20.00%	18.00	
27	Partnering with Small Business	66.68	15.00%	10.00	
28	<b>Total</b>		<b>100.00%</b>	<b>74.82</b>	<b>4</b>

**C. Cost/Price Analysis**

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

Proposer Name	Proposal Amount	Metro ICE	Negotiated Amount
Walker Parking Consultants	\$619,589	\$649,751	\$619,589

**D. Background on Recommended Contractor**

Founded in 1965, WPC has over 250 employees and provides innovative solutions for a wide range of parking and transportation issues. WPC's consulting group consists of planners and consultants. WPC maintains a Los Angeles office where it has provided parking consulting services for North County Transit District, City of Santa Monica, City of Arcadia, City of Sunnyvale, City of Napa and others. The proposed Project Manager has numerous years of experience in the area of parking.

Overall, key staff has more than 75 years of experience providing professional parking engineering and planning services. The WPC team has significant working experience with relevant stakeholders and has performed satisfactorily on past Metro projects.

**E. Small Business Participation**

The Diversity and Economic Opportunity Department (DEOD) established a Small Business participation goal of 10% of the total price for this procurement, 7% Small Business Enterprise (SBE) and 3% Disabled Veteran Business Enterprise (DVBE) were components of the goal. Walker Parking Consultants exceeded the goal by making a 14.10% SBE commitment and a 3.23% DVBE commitment.

<b>SMALL BUSINESS Goal</b>	<b>7% SBE and 3% DVBE</b>	<b>SMALL BUSINESS Commitment</b>	<b>14.10% SBE and 3.23% DVBE</b>
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<b>SBE Subcontractors</b>	<b>% Committed</b>
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1.	Arellano Associates	10.77%
2.	AVS Consulting	3.33%
	<b>Total SBE Commitment</b>	<b>14.10%</b>

	<b>DVBE Subcontractors</b>	<b>% Committed</b>
1.	Steven T. Kuykendall Associates	3.23%
	<b>Total DVBE Commitment</b>	<b>3.23%</b>

**F. All Subcontractors Included with Recommended Contractor’s Proposal**

	<b>Subcontractor</b>	<b>SBE/DVBE</b>	<b>Services Provided</b>
1.	Arellano Associates	SBE	Public Outreach
2.	AVS Consulting	SBE	Community Outreach
3.	Steven T. Kuykendall & Associates.	DVBE	Outreach

**G. Living Wage and Service Contract Worker Retention Policy Applicability**

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

**H. Prevailing Wage Applicability**

Prevailing wage is not applicable to this contract.





## Board Report

File #: 2015-0439, File Type: Contract

Agenda Number: 25.

**REVISED**  
**PLANNING & PROGRAMMING COMMITTEE**  
**SEPTEMBER 16, 2015**

**SUBJECT: I-710 SOUTH CORRIDOR PROJECT EIR/EIS SCOPE, BUDGET, AND SCHEDULE**

**ACTION: APPROVE RECOMMENDATIONS**

**RECOMMENDATIONS**

AUTHORIZING the Chief Executive Officer to:

- A. execute Contract Modification No. 5 to Contract No. PS4710-2768 with **HDR Engineering, Inc. (I-710 South Utility North Study - North Segment)**, for the utilities and structural engineering efforts associated with the revised project alternatives, in an amount not-to-exceed \$1,443,082, increasing the total contract not-to-exceed amount from \$6,715,468 to \$8,158,550 and a contract extension of 18 months;
- B. execute Contract Modification No. 8 to Contract No. PS4710-2769 with **Mark Thomas & Company, Inc. (I-710 South Utility Central Study - Central Segment)**, for the utilities and structural engineering efforts associated with the revised project alternatives, in an amount not-to-exceed \$350,521, increasing the total contract not-to-exceed amount from \$5,695,143 to \$6,045,664 and a contract extension of 18 months;
- C. increase Contract Modification Authority (CMA) specific to the two contracts to cover the cost of any unforeseen issues that may arise during the performance of the contracts as follows:
  1. Contract No. PS4710-2768 in the amount of \$216,462; increasing the total CMA from \$878,700 to \$1,095,162;
  2. Contract No. PS4710-2769 in the amount of \$52,579, increasing the total CMA from \$742,845 to \$795,424; and
- D. **execute any necessary agreement(s) with third parties** (e.g. Caltrans, Gateway Cities Council of Governments, Gateway Cities, Southern California Edison (SCE), Los Angeles County, U.S. Army Corps of Engineers) to provide coordination and technical support for the completion of the EIR/EIS and the development and implementation of individual I-710 Early Action Projects, increasing the total amount from \$3,400,000 to \$7,132,000 for FY12 through

FY17, as approved by the Board in the May 2015 meeting.

## **ISSUE**

At the January 2013 Board meeting, staff provided a status update and recommended the re-circulation of the Draft EIR/EIS to update the traffic assumptions/forecasts and address proposed changes in the design of the alternatives required to minimize impacts. At that time, the Board approved modifications to increase funding for the I-710 Corridor Project EIR/EIS (Project) engineering and outreach contracts. The additional funds were required to continue the Project's environmental document through the final EIR/EIS and Record of Decision (ROD). However, once the traffic forecast update work got underway, it became apparent that the project alternatives needed to be re-evaluated to address public input and important changes in the base growth, goods movement and project assumptions. Most of the approved budget under the last contract modifications was therefore used to complete the revision to the alternatives.

The additional funds being requested are required to re-circulate the Draft EIR/EIS with a set of revised alternatives and to evaluate a Preferred Alternative. Metro staff developed five separate scopes of work (one for engineering/environmental, three for supporting the engineering efforts and another for outreach) and independent cost estimates to address all of the needs listed above. Proposals were received from the contractors and these were thoroughly evaluated by staff from Metro's Highway Program and Regional Communications. This request is only for two out of the five contracts; for the remaining contract modifications, staff is working with the consultants to improve as much as possible small business participation. Staff expects to return to the Board at the October Board meeting. The contract modification scopes do not cover the entire cost to complete the Final EIR/EIS and Project Report, nor does it cover the extensive community participation effort associated with completing the Final EIR/EIS. The requested amount covers efforts to carry studies through the selections of a Preferred Alternative. Once a Preferred Alternative is recommended by the I-710 advisory committees, staff will return to the Board with a recommendation on the Preferred Alternative and a funding request for the completion of the Final EIR/EIS and ROD.

## **DISCUSSION**

### **Background**

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

The Project was initiated in January 2008 by Metro and six funding partners: Caltrans, Gateway

Cities Council of Governments (GCCOG), Port of Los Angeles, Port of Long Beach, Southern California Association of Governments (SCAG), and the I-5 Joint Powers Authority. Caltrans is the CEQA/NEPA lead agency for the project and Metro is the agency responsible for managing the consultant contracts.

The Project has advanced through a very robust community participation process. Decisions regarding analytical assumptions, project alternatives, and the scope of the environmental analysis have been made in consultation with community stakeholders through the I-710 Community Participation Framework; this framework comprises a number of advisory committees formed at the Project's inception, including: Local Advisory Committees (LAC), a Corridor Advisory Committee (CAC), a Technical Advisory Committee (TAC) and a Project Committee, which includes elected officials for each of the corridor cities as well as representatives from each of the Funding Partner agencies.

A Draft EIR/EIS was circulated on June 28, 2012. The Draft EIR/EIS evaluated four build alternatives, three of which included a grade-separated freight corridor. Close to 3,000 comments were received as part of the circulation.

### **Status of Draft EIR/EIS Recirculation**

During the first half of 2013, the Project Team updated the traffic forecast for the project based on the most recent regional model. Important changes in the base growth, goods movement, and project assumptions were factored in. These changes resulted in a revised No Build traffic forecast that, as compared to the previous forecast, indicated less growth in vehicular traffic and more dispersed origins and destinations for truck trips in the region. This led the Project Team to re-assess the effectiveness of the Alternatives previously evaluated in the Draft EIR/EIS. It was determined these Build Alternatives needed to be revised to better address the forecasted traffic conditions. The Project Team proceeded to evaluate various revisions to the Build alternatives.

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

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

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

Both alternatives include: maximum goods movement by rail, TSM/TDM/ITS improvements, transit improvements, arterial improvements, active transportation improvements, consideration of public-private partnership (P3) for financing, delivery, and operation, and lastly, support for Zero or Near Zero Emission Truck commercialization and incentive programs.

The preliminary cost estimates are \$8 billion for Alternative 7 and \$4 billion for Alternative 5C.

Since the middle of 2014, the Project Team has been completing the preliminary engineering work on these two Build Alternatives. The environmental technical studies will be completed in March 2016, in an effort to release the recirculated Draft EIR/EIS in late 2016.

### **Project Expenditures**

Initial funding for the environmental phase of the Project was provided by Metro and the I-710 Funding Partners (Metro, GCCOG, SCAG, Caltrans, I-5 Joint Powers Authority, Port of Long Beach, and Port of Los Angeles), with Metro taking the lead and becoming the contracting agency for the EIR/EIS. Due to extensive changes in the design of the Project throughout the environmental process, the original budget was depleted in 2012, and since then, the Board has approved additional Measure R I-710 South/Early Action Project funding to continue the EIR/EIS document. The engineering contract started off with a budget of \$23 million and has increased to \$38.8 million, while the outreach contract increased from \$2.5 million to \$3.5 million. Additionally, three separate engineering contracts (utility studies) were initiated in 2011 to supplement the utilities and structural engineering components of the Project. These contracts amount to another \$19.4 million. The Board has also authorized \$1.5 million in third party support costs. Altogether, \$66.8 million has been authorized so far in expenditures on the Project, out of which, approximately \$55.9 million has been spent to date on the environmental phase of the Project.

Participation and support from third parties such as Caltrans, US Army Corp of Engineers, GCCOG, Gateway Cities, and SCE have been necessary for the development of the Project. Staff anticipates the continued need for this support and is recommending increasing funding to cover the remainder of the environmental phase. Caltrans funding is estimated to total \$2,500,000; GCCOG funding is estimated to increase by approximately \$300,000; SCE funding is estimated to increase by \$400,000; funding for US Army Corp of Engineers is to be determined, and Gateway Cities funding for the review of the environmental document is estimated to increase by approximately \$522,000. Final funding amounts will be negotiated with each party.

### **Project Schedule**

The Recirculation of the Draft EIR/EIS is anticipated late 2016. A decision on a Preferred Alternative will be made post the recirculation of the Draft EIR/EIS.

### **DETERMINATION OF SAFETY IMPACT**

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

### **FINANCIAL IMPACT**

Funding for these contract modifications is currently included in the \$13,926,695 FY16 budget in Cost Center 4730 (Highway Program B), Project 460316, (I-710 South Early Action Projects), Account

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50316 (Services Professional/Technical), as well as \$19,048,000 in Cost Center 0442 (Highway Subsidies), Account 54001 (Subsidies to others), Project 460316 (I-710 South and/or Early Action Projects). Since this is a multi-year project, the cost center manager and the Managing Executive Officer of the Highway Program will continue to be responsible for budgeting in future years.

#### Impact to Budget

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

#### **ALTERNATIVES CONSIDERED**

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

#### **NEXT STEPS**

Upon approval by the Board, staff will execute contract modifications. Staff will return at the October Board meeting with the request for approval for the remaining contract modifications.

#### **ATTACHMENTS**

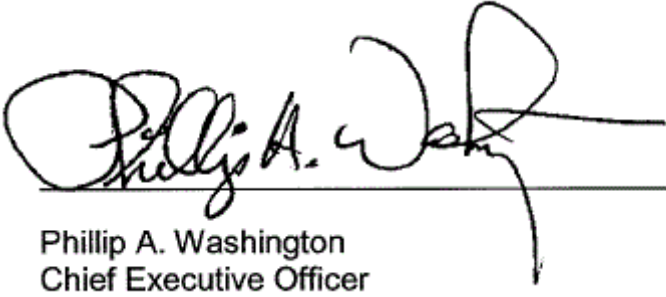
Attachment A1 - Procurement Summary for PS4710-2768

Attachment A2 - Procurement Summary for PS4710-2769

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

Reviewed by:

Ivan Page, Interim Executive Director, Vendor / Contract Management (213) 922-6383  
Bryan Pennington, Program Management (213) 922-7449



Phillip A. Washington  
Chief Executive Officer

## PROCUREMENT SUMMARY

**I-710 SOUTH UTILITY STUDY CORRIDOR PROJECT NORTH SEGMENT END UTILITY STUDY/PS4710-2768**

1.	<b>Contract Number:</b> PS4710-2768		
2.	<b>Contractor:</b> HDR Engineering, Inc.		
3.	<b>Mod. Work Description:</b> Additional Funding and Period of Performance Extension		
4.	<b>Contract Work Description:</b> I-710 <b>South Utility Study</b> – North <b>Segment</b> End-Utility-Study		
5.	<b>The following data is current as of:</b> August 10, 2015		
6.	<b>Contract Completion Status</b>		<b>Financial Status</b>
	<b>Contract Awarded:</b>	2/14/12	<b>Contract Award Amount:</b> \$5,858,000
	<b>Notice to Proceed (NTP):</b>	2/14/12	<b>Total of Modifications Approved:</b> \$857,468
	<b>Original Complete Date:</b>	8/31/13	<b>Pending Modifications (including this action):</b> \$1,443,082
	<b>Current Est. Complete Date:</b>	3/31/17	<b>Current Contract Value (with this action):</b> \$8,158,550
7.	<b>Contract Administrator:</b> Walter Sparkuhl		<b>Telephone Number:</b> 213-922-7399
8.	<b>Project Manager:</b> Ernesto Chaves		<b>Telephone Number:</b> 213-922-7343

**A. Procurement Background**

This Board Action is to approve Modification No. 5 issued in support of the I-710 **South Utility Study – North Segment** Corridor Project North End Utility Study. The I-710 **South Central Utility Study – North Segment** Relocation contractor is providing the planning, studies, and conceptual design for relocating various utilities along this segment of the project. This modification reflects changes in the Project's build alternatives and will extend the period of performance by an additional 18 months for a revised end date of March 31, 2017.

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

A total of four modifications have been executed to date. For details, please refer to Attachment B1 – Contract Modification/Change Order Log.

**B. Cost/Price Analysis**

The recommended price has been determined to be fair and reasonable based upon an independent cost estimate, MASD audit, cost analysis, technical evaluation, and fact finding. The firm's proposal included an increased level of effort for conceptual structure estimates which was accepted by Metro Project Management.

<b>Proposal Amount</b>	<b>Metro ICE</b>	<b>Negotiated Amount</b>
\$1,443,082	\$1,322,462	\$1,443,082

**C. Small Business Participation**

HDR Engineering made a 29.01% Small Business Enterprise (SBE) commitment. Current SBE participation is 18.24%, representing a shortfall of 10.77%. According to HDR the SBE shortfall resulted during the initial stages of the project when contract modifications requested by Metro augmented the scope of work and affected the amount of work committed to SBE subcontractors. Metro's project management verified that the scope of work added by Metro required studies that could not be performed by SBE subcontractors on the team, due to the time-sensitive and specialized nature. As a result of Metro's decision to re-circulate the project's environmental document, the engineering studies (including the SBE work under this contract) were put on hold while the Project Alternatives were being re-defined.

Now that the Project Alternatives have been redefined and engineering studies can continue, HDR indicated that they are developing an implementation plan to ramp-up SBE utilization on the current scope of services and they anticipate meeting their 29% SBE commitment. Current information provided by HDR indicated that they will utilize SBE subcontractors during FY17 to perform key tasks regarding structures advanced planning studies and LA river hydraulic modeling. These tasks involve Army Corps of Engineers coordination, utility conflict of identification, relocation concepts, utility coordination, and structures conceptual estimate reports. HDR further confirmed that significant opportunities for SBE utilization are deferred until late 2016/early 2017 when the preferred alternative is selected. HDR is expected to continue to demonstrate ongoing efforts to meet their SBE commitment. The project is 66% complete.

<b>SMALL BUSINESS COMMITMENT</b>	<b>29.01% SBE</b>	<b>SMALL BUSINESS PARTICIPATION</b>	<b>18.24% SBE</b>
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	<b>SBE Subcontractors</b>	<b>% Committed</b>	<b>Current Participation<sup>1</sup></b>
1.	Arcon Structural	2.82%	0.20%
2.	Cal Pacific Land	1.47%	2.01%



3.	Coast Surveying, Inc	2.73%	0.92%
4.	Diaz- Yurman & Associates	4.09%	9.09%
5.	GCM Consulting, Inc	2.17%	1.65%
6.	Galvin Preservation Associates	1.22%	0.00%
7.	Intuteor Consulting	2.44%	0.18%
8.	Malkoff and Associates	1.74%	0.16%
9.	PacRim Engineering, Inc	4.00%	0.64%
10.	Sandidge Consulting	2.64%	0.11%
11.	Utility Specialist	3.43%	0.36%
12.	WKE	0.00%	2.81%
13.	Safe Utility Exposure	0.26%	0.11%
	<b>Total</b>	<b>29.01%</b>	<b>18.24%</b>

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

**D. Living Wage and Service Contract Worker Retention Policy Applicability**

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

**E. Prevailing Wage Applicability**

Prevailing wage is not applicable to this modification.

**CONTRACT MODIFICATION/CHANGE ORDER LOG**

**1-710 SOUTH CORRIDOR PROJECT NORTH-END UTILITY STUDY – NORTH  
SEGMENT/PS4710-2768**

<b>Mod. No.</b>	Original Contract	2/14/12	\$5,858,000
1	Supplemental Statement of Work	1/13/13	\$479,306
2	Period of Performance Extension	3/19/14	\$378,162
3	Supplemental Statement of Work and Period of Performance Extension	6/30/14	\$0
4	Period of Performance Extension through 10/1/15	6/25/15	\$0
5	Supplemental Statement of Work and Period of Performance Extension to March 31, 2017	<b>PENDING</b>	\$1,443,082
	<b>Total:</b>		<b>\$8,158,550</b>

## PROCUREMENT SUMMARY

**1-710 SOUTH CORRIDOR PROJECT UTILITY STUDY - CENTRAL  
SEGMENT/PS4710-2769**

1.	<b>Contract Number:</b> PS4710-2769		
2.	<b>Contractor:</b> Mark Thomas & Company, Inc.		
3.	<b>Mod. Work Description:</b> Additional Funding and Period of Performance Extension		
4.	<b>Contract Work Description:</b> I-710 <del>South</del> Utility Relocation <del>Central</del> Study - <b>Central</b> Segment		
5.	<b>The following data is current as of:</b> August 5, 2015		
6.	<b>Contract Completion Status</b>		<b>Financial Status</b>
	<b>Contract Awarded:</b>	3/15/12	<b>Contract Award Amount:</b> \$4,952,298
	<b>Notice to Proceed (NTP):</b>	3/15/12	<b>Total of Modifications Approved:</b> \$742,845
	<b>Original Complete Date:</b>	6/30/15	<b>Pending Modifications (including this action):</b> \$350,521
	<b>Current Est. Complete Date:</b>	3/31/17	<b>Current Contract Value (with this action):</b> \$6,045,664
7.	<b>Contract Administrator:</b> Walter Sparkuhl		<b>Telephone Number:</b> 213-922-7399
8.	<b>Project Manager:</b> Ernesto Chaves		<b>Telephone Number:</b> 213-922-7343

**A. Procurement Background**

This Board Action is to approve Modification No. 8 issued in support of the I-710 Corridor Project ~~South~~ **Central** Utility Study – **Central Segment**. The I-710 ~~South~~ **Utility Study** – ~~Central~~ **Segment** Utility Relocation contractor is providing the planning, studies, and conceptual design for relocating various utilities along this segment of the project. This modification reflects changes in the Project's build alternatives and will extend the period of performance by 18 months for a revised end date of March 31, 2017.

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

A total of seven modifications have been executed to date. For details, please refer to Attachment B2 – Contract Modification/Change Order Log.

**B. Cost/Price Analysis**

The recommended price was determined to be fair and reasonable based upon an independent cost estimate, cost analysis, Program Manager’s technical evaluation, and fact finding..

<b>Proposal Amount</b>	<b>Metro ICE</b>	<b>Modification Amount</b>
\$350,521	\$345,890	\$350,521

**C. Small Business Participation**

Mark Thomas & Company, Inc. made a 29.32% Small Business Enterprise (SBE) commitment. The current SBE participation is 29.12%, a .20% shortfall. To address the shortfall Mark Thomas augmented their team by adding SBE subcontractor, PacRim Engineering. Mark Thomas & Company reiterated their commitment to continue to involve their SBE subcontractors. The project is 51% complete.

<b>SMALL BUSINESS COMMITMENT</b>	<b>29.32% SBE</b>	<b>SMALL BUSINESS PARTICIPATION</b>	<b>29.12% SBE</b>

	<b>SBE Subcontractors</b>	<b>% Committed</b>	<b>Current Participation<sup>1</sup></b>
1.	BA, Inc	8.64%	9.19%
2.	Coast Surveying, Inc	3.70%	3.44%
3.	Del Richardson & Associates	1.93%	3.79%
4.	Diaz-Yourman & Associates	3.84%	3.00%
5.	Malkoff and Associates	2.17%	0.13%
6.	ProRepro	0.48%	0.10%
7.	Safe Utility Exposure, Inc	0.39%	0.06%
8.	Sanbridge Consulting	1.73%	0.02%
9.	V&A, Incorporated	6.44%	9.39%
10	PacRim Engineering	Added	0.00%
	<b>Total</b>	<b>29.32%</b>	<b>29.12%</b>

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

**D. Living Wage and Service Contract Worker Retention Policy Applicability**

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

**E. Prevailing Wage Applicability**

Prevailing wage is not applicable to this modification.

**CONTRACT MODIFICATION/CHANGE ORDER LOG**

**1-710 SOUTH CORRIDOR PROJECT UTILITY STUDY - CENTRAL SEGMENT  
PS4710-2769**

<b>Mod. No.</b>	<b>Original Contract</b>	<b>3/15/12</b>	<b>\$4,952,298</b>
1	Supplemental Statement of Work	2/5/13	\$394,624
2	Supplemental Statement of Work	4/2/13	\$31,761
3	Supplemental Statement of Work and Period of Performance Extension	3/3/14	\$316,460
4	Period of Performance Extension	6/26/14	\$0
5	Period of Performance Extension	12/12/14	\$0
6	Period of Performance Extension through 10/1/15	6/25/15	\$0
7	Reallocation of Statement of Work Task 10 to incorporate additional SBE subcontractor	8/14/15	\$0
8	Supplemental Statement of Work and Period of Performance Extension to March 31, 2017	<b>PENDING</b>	\$350,521
	<b>Total:</b>		<b>\$6,045,664</b>



## Board Report

File #: 2015-1277, File Type: Contract

Agenda Number: 66.

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**PLANNING AND PROGRAMMING COMMITTEE  
SEPTEMBER 16, 2015**
**SUBJECT: METRO FREEWAY SERVICE PATROL****ACTION: APPROVE RECOMMENDATIONS****RECOMMENDATIONS**

- A. EXECUTING contract modifications to **16 existing Freeway Service Patrol contracts** as delineated in Attachment B, in an amount not to exceed \$7,696,000, and authorize reallocation of funds to meet unanticipated operational issues.
- Beat No. 3, Navarro's Towing, Inc., Contract No. FSP12-3, for \$475,000 for 8 months
  - Beat No. 5, Neighborhood Towing 4 U, Inc., Contract No. FSP12-5, for \$450,000 for 8 months
  - Beat No. 6, Mighty Transport, Inc. dba Frank Scotto Towing, Contract No., FSP-12-6, for \$420,000 for 8 months
  - Beat No. 7, South Coast Towing, Contract No. FSP12-7, for \$335,000, for 5 months,
  - Beat No. 9, Classic Two, Inc. dba Tip Top Tow, Contract No. FSP12-9, for \$486,000, for 8 months
  - Beat No. 11, J&M Towing, Contract No. FSP12-11, for \$270,000, for 5 months
  - Beat No. 17, Sonic Towing, Inc., Contract No. FSP12-17 for \$495,000 for 9 months
  - Beat No. 23, Navarro's Towing, Contract No. FSP12-23, for \$305,000 for 5 months
  - Beat No. 27, Disco Auto Sales, Inc. dba Hollywood Car Carrier, Contract No. FSP12-27, for \$455,000 for 5 months
  - Beat No. 29, Platinum Tow & Transport, Inc., Contract No. FSP12-29, for \$480,000, for 6 months
  - Beat No. 31, Sonic Towing, Inc., Contract No. FSP12-31, for \$460,000, for 6 months
  - Beat No. 39, J&M Towing, LLC, Contract No., FSP12-39, for \$385,000, for 9 months
  - Beat No. 43, Disco Auto Sales, Inc. dba Hollywood Car Carrier, Contract No. FSP12-43, for \$560,000 for 9 months
  - Beat No. 50, Girard & Peterson, Inc., Contract No. FSP12-50, for \$610,000, for 6 months
  - Beat No. 70, Sonic Towing, Inc., Contract No. FSP12ELTS-70, for \$755,000, for 4 months
  - Beat No. 71, Bob & Dave's Towing, Inc., Contract No. FSP12ELTS-71, for \$755,000 for 4 months

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B. EXERCISING option year 2 of two FSP Big Rig Contract for a total value of \$1,512,000.

- Beat No. 60, Hadley Towing, Inc., Contract No. FSP10BR-60, for \$765,000, for 12 months
- Beat no. 61, Hadley Towing, Inc., Contract No. FSP10BR-61, for \$765,000, for 12 months

## **ISSUE**

The proposed contract modifications will extend the term of the expiring FSP tow contracts to align expiration dates with the service start dates of the new contracts yet to be awarded. In addition, the contract modifications will support freeway construction projects and fill operational service vacancies, as they arise. Finally, recommendation B exercises one year options for two FSP Big Rig contracts.

## **DISCUSSION**

The Metro FSP program currently manages 38 tow service contracts covering over 475 center line miles on all major freeways in Los Angeles County. The service is provided by 25 independent tow service operators deploying over 150 vehicles throughout Los Angeles County that provide assistance to stranded or disabled motorists. On average, FSP performs 25,000 motorist assists per month and provides a benefit to cost ratio of 10.8 to 1 per the most recent statewide evaluation.

Sixteen existing contracts require modification to ensure continuity of service and operation until new contracts are awarded and contractors are mobilized to begin service, and to support operational issues and special events as required. These events include but are not limited to:

- Freeway construction support - FSP is used to support/mitigate construction impacts on freeway traffic. FSP construction support on the Metro 405 Widening Project and various Caltrans construction projects is in addition to the normal FSP services provided during operating hours and generally includes the deployment of vehicles during non-service hours. Although the FSP support on Caltrans construction projects is reimbursed by Caltrans, these funds are reimbursed to Metro and not applied to the individual contracts that provided the service.
- Special events support - FSP has been used to support special conditions/events that may cause a negative traffic impact. Examples include Rose Bowl Game/Parade and other events.
- General redeployment support - On occasion, FSP contractors are directed to provide services on other FSP Beats due to a variety of operational and/or administrative issues. Redeployment support is used to ensure that FSP continues to serve the public while the operational or administrative issues are handled. Issues can include vehicle breakdown, service suspension, operator/driver unavailability, contractor termination or other related items.
- Other service issues - On occasion, FSP contractors are required to continue providing support for an incident beyond the normal work hours, for example SigAlerts.
- Service gap coverage - Depending upon the ability of the new contractors to secure their

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vehicles, equipment and staff, there may be a need to extend expiring contracts for some limited time to provide sufficient transition time. This gap coverage is primarily driven by circumstances beyond the new contractors' direct control.

If any of the contractors decline the offer to modify their contract or if it is determined that it is in the best interest of Metro not to modify a contract, then the contract modification will be used to modify other existing FSP contracts to ensure that service continues to be provided until new contracts are in place.

Lastly, two FSP Big Rig contracts require the exercise of one year options, as part of this action.

### **DETERMINATION OF SAFETY IMPACT**

The FSP Program provides a vital service to assist motorists with disabled vehicles on the freeways of Los Angeles County. During FSP operating hours, drivers provide specific services to motorists with disabled vehicles to get them safely back on the road or tow them to a designated safe location off of the freeway. FSP drivers patrolling their Beat locate and assist motorists in freeway lanes or along the shoulder significantly faster than it would take to call a private tow service. The FSP Program completes approximately 300,000 assists annually.

### **FINANCIAL IMPACT**

A portion of the funding of \$9,208,000 for this program is included in the FY16 budget in cost center 3352, Metro Freeway Service Patrol, under project number 300070.

Since this is a multi-year contract/project, the cost center manager and Executive Officer, Congestion Reduction, will be accountable for budgeting the funds in future years.

#### **Impact to Budget**

The FSP program is funded through a combination of Proposition C 25% sales tax, State and SAFE funds. There is no impact to bus and rail operating or capital; Proposition A, C and TDA administration; or Measure R administration budgets.

### **ALTERNATIVES CONSIDERED**

The Board may decide not to authorize the modifications to existing contracts. This alternative is not recommended as it would result in interruption to FSP services and will prevent staff from managing the FSP program in the most cost-effective and efficient manner possible.

### **NEXT STEPS**



Upon Board approval, staff will execute the modifications.

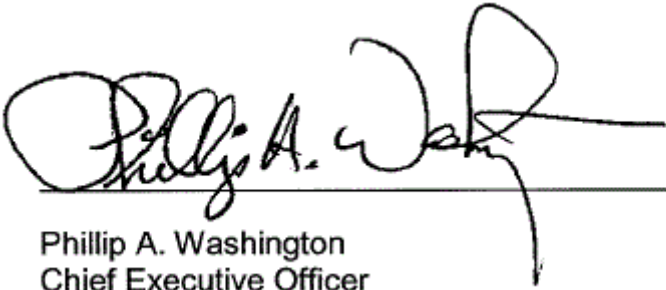
**ATTACHMENTS**

Attachment A - Procurement Summary  
Attachment B - Contract Modification Summary  
Attachment C - FSP Beat Map

Prepared by: John Takahashi, Sr. Highway Operations Program Manager, (213) 922-6346

Reviewed by: Shahrzad Amiri, Executive Officer, Congestion Reduction Initiative, (213) 922-3061

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



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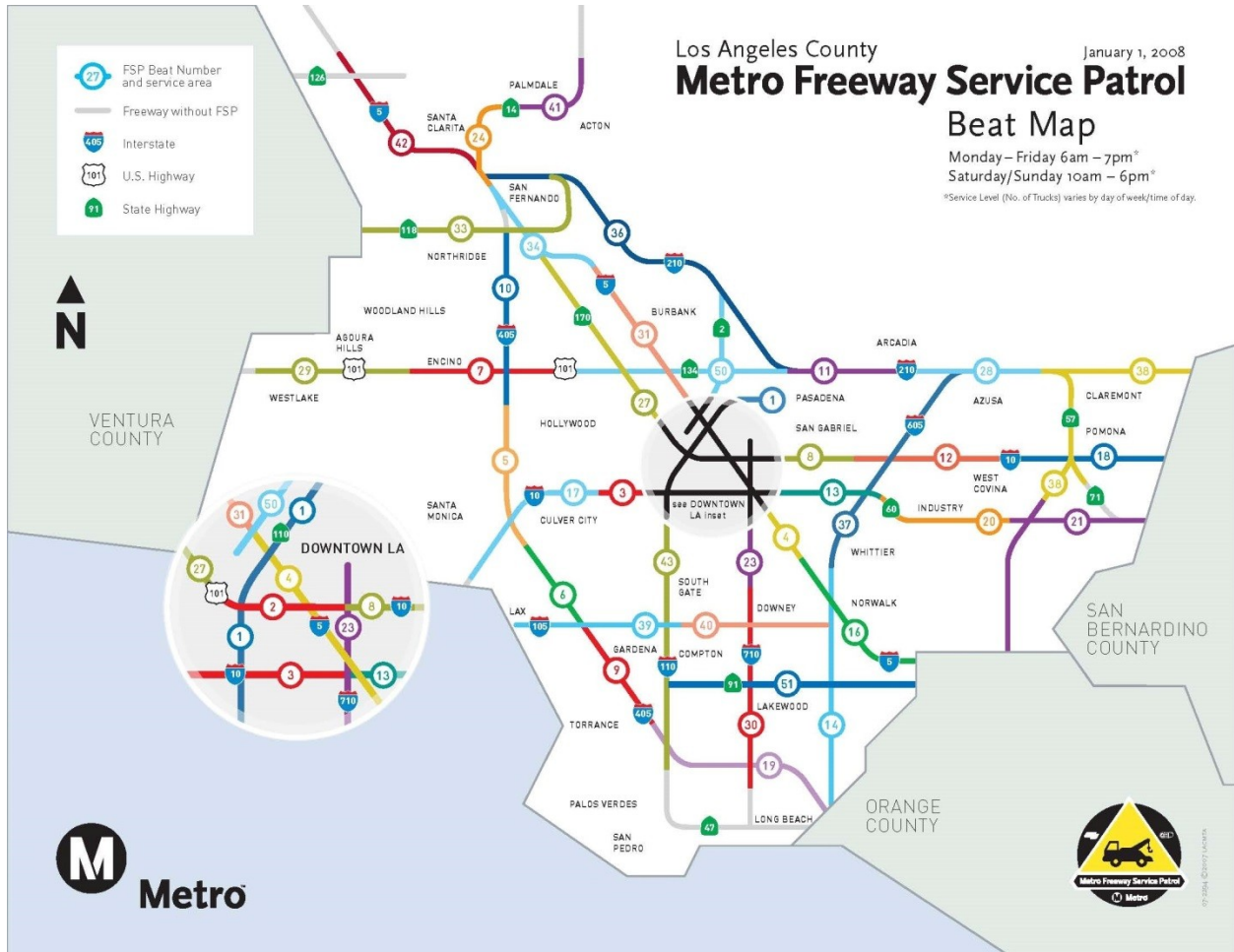
Phillip A. Washington  
Chief Executive Officer

**ATTACHMENT B**

**CONTRACT MODIFICATION SUMMARY**

<b>Beat #</b>	<b>Contractor</b>	<b>Contract No.</b>	<b>Current Contract Expiration Date</b>	<b>Current Contract Amount</b>	<b>Proposed Modification Amount</b>	<b>No. of Months to Extend</b>	<b>Amendment Justification</b>
3	Navarro's Towing, Inc.	FSP12-3	9/30/2015	\$1,913,558	\$475,000	8	Schedule Alignment, General Redeployment Support, Caltrans Construction Support, Special Event Support, Service Coverage
5	Neighborhood Towing 4 U, Inc.	FSP12-5	9/30/2015	\$2,396,661	\$450,000	8	Schedule Alignment, General Redeployment Support, Caltrans Construction Support, Special Event Support, Service Coverage
6	Mighty Transport, Inc. dba Frank Scotto Towing	FSP12-6	9/30/2015	\$1,651,718	\$420,000	8	Schedule Alignment, General Redeployment Support, Caltrans Construction Support, Special Event Support, Service Coverage
7	South Coast Towing	FSP12-7	9/30/2015	\$1,829,820	\$335,000	5	Schedule Alignment, General Redeployment Support, Caltrans Construction Support, Special Event Support, Service Coverage
9	Classic Tow, Inc. dba Tip Top Tow	FSP12-9	9/30/2015	\$1,926,504	\$486,000	8	Schedule Alignment, General Redeployment Support, Caltrans Construction Support, Special Event Support, Service Coverage
11	J&M Towing	FSP12-11	9/30/2015	\$1,611,527	\$270,000	5	Schedule Alignment, General Redeployment Support, Caltrans Construction Support, Special Event Support, Service Coverage
17	Sonic Towing, Inc.	FSP12-17	9/30/2015	\$2,162,122	\$495,000	9	Schedule Alignment, General Redeployment Support, Caltrans Construction Support, Special Event Support, Service Coverage
23	Navarro's Towing	FSP12-23	9/30/2015	\$1,743,647	\$305,000	5	Schedule Alignment, General Redeployment Support, Caltrans Construction Support, Special Event Support, Service Coverage

Beat #	Contractor	Contract No.	Current Contract Expiration Date	Current Contract Amount	Modification Amount	No. of Months to Extend	Amendment Justification
27	Disco Auto Sales, Inc. dba Hollywood Car Carrier	FSP12-27	9/30/2015	\$2,430,119	\$455,000	5	Schedule Alignment, General Redeployment Support, Caltrans Construction Support, Special Event Support, Service Coverage
29	Platinum Tow & Transport, Inc.	FSP12-29	9/30/2015	\$2,083,304	\$480,000	6	Schedule Alignment, General Redeployment Support, Caltrans Construction Support, Special Event Support, Service Coverage
31	Sonic Towing, Inc.	FSP12-31	9/30/2015	\$2,222,697	\$460,000	6	Schedule Alignment, General Redeployment Support, Caltrans Construction Support, Special Event Support, Service Coverage
39	J&M Towing, LLC	FSP12-39	9/30/2015	\$1,640,078	\$385,000	9	Schedule Alignment, General Redeployment Support, Caltrans Construction Support, Special Event Support, Service Coverage
43	Disco Auto Sales, Inc. dba Hollywood Car Carrier	FSP12-43	9/30/2015	\$2,011,563	\$560,000	9	Schedule Alignment, General Redeployment Support, Caltrans Construction Support, Special Event Support, Service Coverage
50	Girard & Peterson, Inc.	FSP12-50	9/30/2015	\$2,784,083	\$610,000	6	Schedule Alignment, General Redeployment Support, Caltrans Construction Support, Special Event Support, Service Coverage
70	Sonic Towing, Inc.	FSP12ELTS-70	9/30/2015	\$3,785,202	\$755,000	4	Schedule Alignment, Service Coverage
71	Bob & Dave's Towing, Inc.	FSP12ELTS-71	9/30/2015	\$3,951,621	\$755,000	4	Schedule Alignment, Service Coverage
			<b>Total</b>		\$7,696,000		
<b>OPTION EXERCISE</b>							
60	Hadley Towing, Inc.	FSP10BR-60	9/30/2015	\$4,590,125	\$765,000	12	Exercise Option Year 2, approved per Metro Board on March 25, 2010, Item No. 48
61	Hadley Towing, Inc.	FSP10BR-61	9/30/2015	\$4,590,125	\$765,000	12	Exercise Option Year 2, approved per Metro Board on March 25, 2010, Item No. 48



## PROCUREMENT SUMMARY

## METRO FREEWAY SERVICE PATROL

1.	<b>Contract Number:</b> Various, see Attachment B		
2.	<b>Contractor:</b> Various, see Attachment B		
3.	<b>Mod. Work Description:</b> General Redeployment, Caltrans Construction & Special Event Support		
4.	<b>Contract Work Description:</b> Freeway Service Patrol		
5.	<b>The following data is current as of:</b> September 1, 2015		
6.	<b>Contract Completion Status</b>		<b>Financial Status</b>
	<b>Contract Awarded:</b>	Various	<b>Contract Award Amount:</b> Various, See Attachment B
	<b>Notice to Proceed (NTP):</b>	N/A	<b>Total of Modifications Approved:</b> Various, See Attachment B
	<b>Original Complete Date:</b>	N/A	<b>Pending Modifications (including this action):</b> Various, See Attachment B
	<b>Current Est. Complete Date:</b>	Various	<b>Current Contract Value (with this action):</b> Various, See Attachment B
7.	<b>Contract Administrator:</b> Aielyn Q. Dumaua		<b>Telephone Number:</b> (213) 922-7320
8.	<b>Project Manager:</b> John Takahashi		<b>Telephone Number:</b> (213) 922-6346

**A. Procurement Background**

The proposed modifications for 16 (14 FSP12 General Purpose Lanes and 2 FSP12 ExpressLanes) contracts for an amount of \$7,696,000 will continue required services for the FSP program and extend the period of performance to support unanticipated events, redeployment, support during freeway construction work, and service delivery until new contracts are in place.

On February 23, 2012, the Board approved, Item No. 44 to award 15 multi-year firm fixed unit rate requirements General Purpose Lane contracts under Bid No. FSP12. On December 13, 2012, the Board approved, Item No. 81 to execute two pilot Metro FSP12 ExpressLanes contracts. On October 2, 2014, the Board approved Item No. 18, authorizing contract modifications to 32 existing FSP contracts; of which 14 were FSP12 General Purpose Lane contracts and two were FSP12 ExpressLanes contracts.

In addition, on March 25, 2010, the Board approved Item No. 48 to award two six-year fixed unit rate Big Rig FSP contracts in the not-to exceed amount of \$9,180,250 to Hadley Tow, inclusive of two single year options for each contract. Option Year 1 of both Big Rig contracts has been previously exercised. This modification will exercise Option Year 2 of both contracts for a total value of \$1,512,000. As a result of, and in accordance with the directive on Item No. 14 of the

June 24, 2014 Board Meeting requiring Board approval of options exceeding \$500,000 in total value, Year 2 option pricing for the Big Rig contracts is being presented to the Board for approval.

Contract modifications are processed in accordance with Metro's Board approved policies and procedures. Attachment B shows the list of contracts that require contract modifications.

**B. Cost/Price Analysis**

The final modification amounts will comply with all requirements of Metro's Acquisition Policy and Procedures Manual. Fair and reasonable prices were determined based upon full and open competition resulting from the sealed bid process in the original procurement. These contract modifications utilize the same rate structure as previously authorized by the Board on March 25, 2010, February 23, 2012, December 13, 2012, and October 2, 2014. The contract period of performance will be extended up to twelve months based on the required support needed.

**C. Living Wage Service Contract Worker Policy**

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

**D. Small Business Participation**

The Diversity and Economic Opportunity Department (DEOD) established a 5% Small Business Enterprise (SBE) goal for FSP12. All the FSP providers are exceeding their SBE commitment, with the exception of Mighty Transport, Inc.

Mighty Transport made a 12.32% Small Business Enterprise (SBE) commitment. Current SBE participation is 9.78%, representing a shortfall of 2.54%. Their contract is 96% complete. Mighty Transport confirmed their intention to utilize their current fuel supplier, Patten Energy, to fulfill their SBE commitment. DEOD will perform a final compliance review to determine if appropriate administrative sanctions are warranted.

The SBE commitment and current participation of the FSP12 Contractors are as follows:

**Beat 3 – Navarro’s Towing**

	SBE Subcontractor(s)	% Commitment	% Participation
1.	Dyson Electrical	11.98%	Substituted
2.	Serrano’s Auto Supply & Service	1.02%	Out of Business
3.	AAA Oils	Added	19.68%
	<b>Total</b>	<b>13.00%</b>	<b>19.68%</b>

**Beat 5 – Neighborhood Towing 4U, Inc.**

	SBE Subcontractor(s)	% Commitment	% Participation
1.	Dyson Electrical	5.10%	7.45%
	<b>Total</b>	<b>5.10%</b>	<b>7.45%</b>

**Beat 6 – Mighty Transport, Inc.**

	SBE Subcontractor(s)	% Commitment	% Participation
1	Cumbre Insurance	10.00%	Substituted
.			
2	Serrano’s Auto Supply & Service	1.68%	Out of Business
.			
3	JCM	0.17%	0.18%
.			
4	Patten Energy	0.22%	0.23%
.			
5	Performance Autobody/Paint	0.25%	0.27%
.			
6	Dyson Electrical	Added	9.10%
.			
	<b>Total</b>	<b>12.32%</b>	<b>9.78%</b>

**Beat 7 – South Coast Towing, Inc.**

	SBE Subcontractor(s)	% Commitment	% Participation
1.	Dyson Electrical	4.80%	12.37%
2.	Patten Energy	1.00%	0.00%
	<b>Total</b>	<b>5.80%</b>	<b>12.37%</b>

**Beat 9 – Classic Tow, Inc.**

	SBE Subcontractor(s)	% Commitment	% Participation
1.	Patten Energy	2.40%	0.02%
2.	EJG Associates, Inc.	1.00%	Substituted
3.	ENLOO, Inc.	Added	0.38%
4.	Performance Auto Body/Paint	1.00%	0.00%
4.	Serrano’s Auto Supply &	1.00%	Out of

	Service		business
5.	AAA Oils	Added	7.58%
	<b>Total</b>	<b>5.40%</b>	<b>7.98%</b>

**Beat 10 – Classic Tow, Inc.**

	SBE Subcontractor(s)	% Commitment	% Participation
1.	Patten Energy	2.40%	0.02%
2.	EJG Associates, Inc.	1.00%	Substituted
3.	ENLOO, Inc.	Added	0.45%
4.	Performance Autobody & Paint	1.00%	0.00%
5.	Serrano's Auto Supply & Service	1.00%	Out of business
6.	AAA Oils	Added	9.09%
	<b>Total</b>	<b>5.40%</b>	<b>9.56%</b>

**Beat 11 – J & M Towing, Inc.**

	SBE Subcontractor(s)	% Commitment	% Participation
1.	Patten Energy	4.60%	0.00%
2.	JCM & Associates	0.50%	0.00%
3.	Dyson Oil	2.76%	11.54%
4.	Performance Autobody & Paint	0.75%	0.00%
5.	Serrano's Auto Supply & Service	0.70%	Out of business
6.	Wincal Tech	0.33%	0.00%
	<b>Total</b>	<b>0</b>	<b>11.54%</b>

**Beat 17 – Sonic Towing, Inc.**

	SBE Subcontractor(s)	% Commitment	% Participation
1.	Dyson Electrical	5.10%	4.48%
2.	AAA Oil, Inc.	Added	2.63%
	<b>Total</b>	<b>5.10%</b>	<b>7.11%</b>

**Beat 23 – Navarro's Towing**

	SBE Subcontractor(s)	% Commitment	% Participation
1.	Dyson Electrical	11.51%	Substituted
2.	Serrano's Auto Supply & Service	1.07%	Out of business
3.	AAA Oils	Added	15.98%
	<b>Total</b>	<b>12.58%</b>	<b>15.98%</b>



**Beat 27 – Disco Auto Sales, Inc.**

	SBE Subcontractor(s)	% Commitment	% Participation
1.	Dyson Electrical	6.00%	12.49%
	<b>Total</b>	<b>6.00%</b>	<b>12.49%</b>

**Beat 29 – Platinum Tow & Transport, Inc.**

	SBE Subcontractor(s)	% Commitment	% Participation
1	Platinum Tow & Transport - SBE	100%	100%

**Beat 31 – Sonic Towing, Inc.**

	SBE Subcontractor(s)	% Commitment	% Participation
1	Dyson Electrical	5.10%	4.97%
2	AAA Oil, Inc.	Added	4.27%
	<b>Total</b>	<b>5.10%</b>	<b>9.24%</b>

**Beat 39 – J & M Towing, Inc.**

	SBE Subcontractor(s)	% Commitment	% Participation
1.	Patten Energy	4.60%	0.0%
2.	JCM & Associates	0.50%	0.0%
3.	Dyson Oil	2.76%	10.94%
4.	Performance Autobody & Paint	0.75%	0.0%
5.	Serrano's Auto Supply & Service	0.70%	Out of business
6.	Wincal Tech	0.33%	0.0%
	<b>Total</b>	<b>0</b>	<b>10.94%</b>

**Beat 43 – Disco Auto Sales, Inc.**

	SBE Subcontractor(s)	% Commitment	% Participation
1.	Dyson Electrical	6.00%	14.89%
	<b>Total</b>	<b>6.00%</b>	<b>14.89%</b>

**E. Prevailing Wage Applicability**

Prevailing wage is not applicable to this modification.