

Metro

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



Agenda - Final Revised

Wednesday, November 18, 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)

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

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- 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

6. APPROVE Consent Calendar Items: 7, 8 and 9.

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

7. RECEIVE AND FILE update on the status of the **advanced Bus Rapid Transit (BRT) technical studies for the Vermont and North Hollywood to Pasadena corridors** in response to the July 24, 2014 and October 23, 2014 Board directives. [2015-1530](#)
- Attachments: [Attachment A - July 24, 2014 Board Motion](#)
 [Attachment B - October 23, 2014 Board Motion](#)
 [Attachment C - Project 14 Month Schedule.pdf](#)
8. 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**. [2015-1254](#)
- Attachments: [Attachment A - July Board Motion.pdf](#)
 [Attachment B - Milestone Schedule.pdf](#)
9. APPROVE **2016 Regional Transportation Improvement Program for Los Angeles County** as shown in Attachment A. [2015-1449](#)
- Attachments: [Attachment A - 2016 RTIP for Los Angeles County](#)

Non-Consent Items

10. CONSIDER: [2015-1436](#)

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

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

11. CONSIDER: [2015-1603](#)

- A. PROGRAMMING \$2,585,858 for the **Burbank-Bob Hope Airport/Hollywood Way Metrolink Station Project (BHA Project) in Surface Transportation Uniform Relocation Assistant Act (STURAA) funds;**
- B. ESTABLISHING the Life of Project (LOP) Budget at \$8,439,858;
- C. PROGRAMMING \$2,500,000 in Measure R 3% funds for the BHA Project;
- D. AMENDING the FY 2015-16 Metro budget to include \$1,000,000 in Measure R 3% funds for the construction of the BHA Project;
- E. AUTHORIZING the Chief Executive Officer, or his designee, to negotiate and execute all agreements necessary for this action.

12. CONSIDER: [2015-1326](#)

- A. APPROVING the updated **project list and changes in the funding levels for the Measure R Highway Subregional Program (MRHSP) in Arroyo Verdugo, Las Virgenes-Malibu, South Bay, North County, and Gateway Cities subregions** as shown in Attachment A.
- B. APPROVING a **time extension for Lindero Canyon Road Interchange Improvements**; and
- C. AUTHORIZING the Chief Executive Officer (CEO) to negotiate and execute all necessary agreements for approved projects

Attachments: [Attachment A - Measure R Highway Subregional Program Project List](#)

13. ADOPT the **Development Guidelines** (Attachment A) **for the joint development of 15.6 acres of Metro-owned property at the North Hollywood Station.** [2015-1356](#)

Attachments: [Attachment A - North Hollywood Development Guidelines](#)

14. AUTHORIZE the Chief Executive Officer (CEO) to: [2015-1434](#)

- A. AMEND the existing Short Term Exclusive Negotiating Agreement with **Bridge Housing Corporation/East LA Community Corporation for the property at 1st and Soto**; and
- B. EXECUTE an Exclusive Negotiating Agreement with **Abode Communities for the property at Cesar Chavez and Soto**, for 18 -months with the option to extend up to 30 months.

Attachments: [Attachment A - Development Site Map](#)

[Attachment B - Cesar Chavez/Soto Development Site](#)

15. AUTHORIZE the Chief Executive Officer to execute an amendment to the Exclusive Negotiating Agreement with **A Community of Friends to extend its term for an additional 6 months, for the joint development of Metro-owned property at 1st and Lorena Street along the Metro Gold Line Eastside Extension.** [2015-1512](#)

Attachments: [Attachment A - Development Site Map](#)

16. CONSIDER: [2015-1507](#)

- A. RESCINDING prior authority to enter into an **Exclusive Negotiations and Planning Agreement with McCormack Baron Salazar for the Metro-owned property at Cesar Chavez and Fickett** and;
- B. AUTHORIZING staff to move forward with the **federally defined unsolicited proposals process for an unsolicited proposal received from a development team led by McGregor Brown for the Metro-owned property at the red line Vermont/Santa Monica station.**

Attachments: [Attachment A - Vermont Santa Monica Station Unsolicited Proposal - Metro-Ow](#)
[Attachment B - FTA Guidance on Unsolicited Proposals - Excerpt from Circular](#)

17. CONSIDER: [2015-1608](#)

- A. APPROVING the 2017 **Long Range Transportation Plan (LRTP) Update Proposed Performance Metrics Framework** (Attachment A) to be used in analyzing all proposed major transit and highway projects (including Measure R projects not yet under construction) in order to develop a Potential Ballot Measure Expenditure Plan; and,
- B. RECEIVING AND FILING the LRTP Potential Ballot Measure Framework Working Assumptions in Attachment B, the Stakeholder Process Input (through an On-Line Link) in Attachment C, the Subregional Stakeholder Project Priorities in Attachment D, the Regional Facility Provider Needs Lists in Attachment E, and the Roadmap for LRTP Potential Ballot Measure Process in Attachment F.

Attachments: [Attachment A - Draft Nov LRTP Report Performance Matrix](#)
[Attachment B - LRTP Potential Ballot Measure Assumptions](#)
[Attachment C - Stakeholder Process Input \(Online Link\)](#)
[Attachments D - Sub-Regional Stakeholder Project Priorities Draft](#)
[Attachment E - Regional Facility Provider Draft Needs Lists](#)
[Attachment F - Roadmap for LRTP Potential Ballot Measure Process](#)

(ALSO ON EXECUTIVE MANAGEMENT COMMITTEE)

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

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

52. **MOTION by Antonovich** that the Metro Board directs the CEO to provide Metrolink-eligible funding to continue the 100% fare enforcement pilot program for the Antelope Valley Line through the remainder of Fiscal Year 2016 (June 30, 2016). [2015-1694](#)

Attachments: [Attachment A - Antonovich Motion, Dec 2014](#)

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

File #: 2015-1530, **File Type:** Informational Report

Agenda Number: 7.

PLANNING AND PROGRAMMING COMMITTEE NOVEMBER 18, 2015

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

ACTION: RECEIVE AND FILE

RECOMMENDATION

RECEIVE AND FILE update on the status of the **advanced Bus Rapid Transit (BRT) 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 approved a motion (Attachment A) directing staff to begin advanced technical work on the Vermont and North Hollywood to Pasadena corridors as a result of recommendations from the Los Angeles County BRT and Street Design Improvement Study. 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 and addresses Board member Jacquelyn Dupont-Walker's request at the September 16, 2015 Planning and Programming Committee to expedite the studies' schedules to complete them in 12 months.

DISCUSSION

Background

In December 2013, staff completed the Los Angeles County BRT and Street Design Improvement Study. Staff presented the study findings to the February 2014 Planning and Programming Committee which identified nine potential BRT candidate corridors.

Vermont

Since the last quarterly update, the project team has made significant progress. Several field reviews along the Vermont corridor were conducted to validate physical corridor characteristics and the operational performance of existing bus service. Based on these observations, the project team began identifying and analyzing where speed and capacity improvements are needed. The results of these field reviews were presented and discussed at the October 2015 Technical Advisory Committee (TAC) meeting. A preliminary list of BRT concepts was identified for further analysis and

consideration at a November 2015 TAC meeting.

North Hollywood to Pasadena

The project team conducted several field reviews of the North Hollywood to Pasadena corridor to validate physical corridor characteristics. Data collection was initiated in order to identify and analyze major employment and activity centers; populations underserved by transit; overall transit and vehicle trips; and travel behavior. The results of this analysis have informed potential BRT routes which were discussed at the October and November 2015 TAC meetings.

In October 2015, the Board approved a six-month new pilot express bus service that will operate from the North Hollywood Red/Orange Line Station to the Metro Gold Line Del Mar Station in Pasadena. The new pilot express service would mitigate some of the impact to travel delays caused by the Interstate 5 Construction project, as well as connect residents with the San Gabriel Valley and San Fernando Valley rail and BRT systems. The opening of the new pilot express service will coincide with the opening of the Gold Line Foothill Extension. As the technical study progresses, staff will continue to coordinate with Metro Operations to identify lessons learned and to incorporate relevant data into this study effort.

Schedule

Board member Jacquelyn Dupont-Walker asked staff to assess the feasibility of expediting each study's schedule from 18 to 12 months. Based on discussions with the project team, the study schedule will be shortened to 14 months, four months earlier than originally anticipated, without impacting the original scope of work and integrity of the analysis. Attachment C contains the 14 month schedule. As shown on the schedule, most of the technical analysis should be completed within 12 months, including alternatives screening, conceptual engineering, and cost/benefit estimates.

Outreach

During the study, the project team will coordinate closely with the Cities of Burbank, Glendale, Los Angeles, Pasadena, and unincorporated Los Angeles County on outreach activities to provide project updates and gather feedback. The Outreach Plan consists of engagement with multiple key corridor stakeholders, including City and County elected public officials, neighborhood councils, community groups, local businesses, major institutions, and Burbank Bob Hope Airport. Regular monthly meetings are also planned with each corridor's TAC members.

NEXT STEPS

Staff will continue advancing work on the technical studies for both the Vermont and North Hollywood to Pasadena corridor studies and will provide quarterly updates to the Board.

ATTACHMENTS


Attachment A - July 24, 2014 Board Motion

Attachment B - October 23, 2014 Board Motion

Attachment C - 14 Month Project Schedule

Prepared by: Michael Richmai, Transportation Planning Manager, (213) 922-2558
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Reviewed by: Martha Welborne, FAIA, Chief Planning Officer, (213) 922-7267



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.

North Hollywood to Pasadena BRT Corridor Technical Study 14-Month Project Schedule

[illegible]

Vermont BRT Corridor Technical Study 14-Month Project Schedule

[illegible]



Board Report

File #: 2015-1254, **File Type:** Informational Report

Agenda Number: 8.

PLANNING AND PROGRAMMING COMMITTEE NOVEMBER 18, 2015

SUBJECT: EASTSIDE PHASE 2 UPDATE

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 (EIS/EIR) 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 Metro Eastside Transit Corridor Phase 2 Project, Alternatives Analysis (AA), Environmental Clearance, and Conceptual Engineering Consultant Services to undertake this work effort 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 bi-monthly update 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 Draft EIS/EIR, identification of an alternative

connection to Washington Blvd, and a feasibility assessment of operating both alternatives. The technical study also includes a cost containment strategy that identifies potential phasing options. The outreach scope consists of regular engagement with project stakeholders, including the SR 60 and Washington Boulevard 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.

Key Milestones	Target Completion
New Alternative Connection to Washington Blvd	Q2 FY16
Advanced Conceptual Engineering	Q4 FY16
Address Cooperating and Participating Agency Comments	Q4 FY16
Updated Cost Estimates	Q1 FY17
Completion of Technical Study	Q2 FY17
Metro Board Approval of the Technical Study	Q3 FY17
Re-initiation of Environmental Clearance	Q4 FY17
Community Outreach	Ongoing

The Technical Study will respond to comments received from the Cooperating agencies and the November 2014 Board direction. It will also identify any necessary updates to the Draft EIS/EIR. Therefore, environmental clearance can be re-initiated upon Board approval of the Technical Study. Depending upon the results of the Technical Study and the degree of project scope change, the Draft EIS/EIR may require re-circulation. At that time, staff will be able to determine the impact, if any, to the Final EIS/EIR schedule. During the re-initiation, staff will consult with FTA on the environmental path forward.

Progress Report

Since the last Board update, the project team has moved forward with investigations to address comments provided by several Cooperating Agencies, including the United States Environmental Protection Agency (USEPA), the United States Army Corp of Engineers (USACE), Southern California Edison (SCE), and State of California Department of Transportation (Caltrans). Throughout September 2015, staff held consultation kick-off meetings with USACE, USEPA, and Caltrans, and received constructive feedback on the technical approaches proposed. Follow up meetings are currently being scheduled with these agencies.

The Project Team also initiated the identification of potential north-south connections to Washington Blvd. This culminated in a half-day workshop on September 15th with representatives of each member city of the Washington Blvd. Coalition - the Cities of Commerce, Montebello, Pico Rivera, Whittier and Santa Fe Springs. The Workshop provided an opportunity to share information on community plans, better understand community priorities and explore potential connections to Washington Blvd. that best serve community goals. Further technical work is being done on the alternative alignments identified.

Staff continues to meet monthly with both Coalitions to provide updates on the technical work underway, discuss project issues and provide a look-ahead. Both Coalitions met separately with Phil Washington, Metro's CEO, on September 30th to share their perspectives and discuss the path forward for the Eastside Transit Corridor Phase 2 project. Attachment B summarizes progress completed to date and shows that the project is on schedule.

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 completed procurement of consultant services through the Planning Bench and a Notice to Proceed was issued in October 2015. Both study efforts will be closely coordinated going forward.

NEXT STEPS

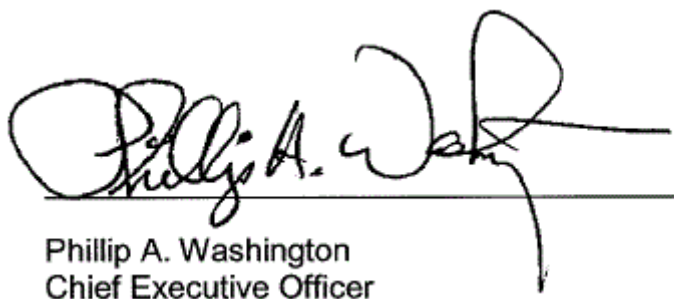
Staff will continue technical work and outreach on the Technical Study and will return to the Board with regular updates. Staff will also be initiating the WSAB Connection Study.

ATTACHMENTS

Attachment A - July Board Motion
Attachment B - Milestone Schedule

Prepared by: Eugene Kim, Deputy Executive Officer, (213) 922-3080
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David Mieger, Executive Officer, (213) 922-3040
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Reviewed by: Martha Welborne, FAIA, Chief Planning Officer, (213) 922-7267



Phillip A. Washington
Chief Executive Officer



Metro

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

Board Report

**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.

Milestones	2015						2016												2017	
	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	J	F
New Alternative Connection to Washington Blvd <ul style="list-style-type: none">Review 2008 AA Alternatives Considered & EliminatedIdentify New AlternativesEvaluate/Screen Alternatives																				
Address Agency Comments <ul style="list-style-type: none">EPAACECaltransSCE																				
Advanced Engineering <ul style="list-style-type: none">Operations AnalysisAlignment Refinements																				
Updated Cost Estimates <ul style="list-style-type: none">Capital CostOperating CostCost-effectiveness																				
Cost Containment Plan <ul style="list-style-type: none">Value EngineeringImplementation Strategies																				
Community Outreach <ul style="list-style-type: none">Monthly SR 60 Coalition MeetingMonthly Washington Boulevard Coalition MeetingRegular Community Updates																				



Board Report

File #: 2015-1449, File Type: Program

Agenda Number: 9.

PLANNING AND PROGRAMMING COMMITTEE NOVEMBER 18, 2015

SUBJECT: 2016 STATE TRANSPORTATION IMPROVEMENT PROGRAM FUNDING FOR LOS ANGELES COUNTY PROJECTS

ACTION: APPROVE 2016 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM FOR LOS ANGELES COUNTY

RECOMMENDATION

APPROVING the **2016 Regional Transportation Improvement Program for Los Angeles County** as shown in Attachment A.

ISSUE

In August 2015, the California Transportation Commission (CTC) adopted the 2016 State Transportation Improvement Program (STIP) Fund Estimate, with significantly lower revenues than previous STIP cycles. The CTC has requested regional agencies to voluntarily reprogram existing STIP projects to later years to conform to the new revenue projections. Staff is proposing to reprogram existing RTIP-funded projects consistent with the 2009 Long Range Transportation Plan.

DISCUSSION

Background

The STIP is a five-year capital improvement program of transportation projects on and off the State Highway System, funded with revenues from the State Highway Account and other funding sources. Every two years, the CTC develops and adopts guidelines and a fund estimate for the new STIP cycle. The last STIP was adopted by the CTC in March 2014. The 2016 STIP covers the five-year period from Fiscal Year 2017 (FY2017) through FY2021. In August 2015 the CTC adopted a “zero fund estimate” for the 2016 STIP, which does not provide additional funding for new projects and necessitates the reprogramming of existing STIP projects due to less than previously expected revenues. The 2016 STIP Fund Estimate also decreased the amount of funding available for allocation in FY2016. Based on the 2016 STIP Fund Estimate CTC staff has indicated that approximately half of the remaining unallocated 2014 STIP program by dollar value will need to be reprogrammed to the last two years of the 2016 STIP Cycle (FY2020 and FY2021).

The STIP contains two portions. The Regional Transportation Improvement Program (RTIP) accounts for 75% of the total STIP and is directly programmed by Regional Transportation Planning Agencies and County Transportation Commissions. The CTC will be holding the Southern California RTIP Hearing in Los Angeles County on January 26, 2016. The RTIP portion is the subject of this report. The second portion is the Interregional Transportation Improvement Program (ITIP), which consists of the remaining 25% of the STIP and is directly programmed by Caltrans. The CTC adopts the ITIP, which is consistent with the Interregional Transportation Strategic Plan (ITSP). The ITSP is set for adoption in October 2015. Los Angeles County has two projects which are in the ITIP. The first is the Burbank Airport/Rail Station Pedestrian Grade Separation Project, which has \$7M programmed in FY2019. The second project is the Double Track near Northridge Station Project, which has \$63M programmed in FY2016. Given the zero fund estimate, the CTC will also be reconsidering delivery dates for these projects. The CTC will be holding the Southern California hearing about the 2016 ITIP portion in Los Angeles on November 4, 2015.

Proposed 2016 RTIP for Los Angeles County

Given the lack of new funding this STIP cycle, we are proposing no new projects in the 2016 RTIP. Additionally, there are four projects remaining from the 2014 RTIP with funds not yet fully allocated. These projects are SR-138 Segment 9, SR-138 Segment 6, SR-138 Segment 13, and Light Rail Vehicles Purchase. In order to meet the directive from CTC staff, we are proposing the following:

- SR-138 Segment 9 is programmed in FY2016 for the Construction Phase (\$12.6M). Caltrans indicated this project can be delivered in FY2016, and as a result, we are recommending this project remain in its original program year.
- SR-138 Segment 6 is programmed for FY2017 for the Construction Phase (\$13.7M). Caltrans indicated this project can be delivered in FY2017 and that deferring this project would require substantial redesign, triggering significant cost increases. Due to this risk, we are recommending the project remain programmed in FY2017.
- SR-138 Segment 13 is programmed in FY2017 for Construction (\$41.9M). Caltrans indicated this project can be deferred. However deferring this project would result in cost increases to this project due to escalation and revised estimates. We are recommending deferring this project to FY2021 to be consistent with the direction from CTC staff.
- SR-138 Rt. 14-50th St is proposed to be closed out. Once the project is closed out, the programming capacity will become available in FY2021. We are recommending reprogramming the \$13.9M to SR-138 Segment 13 to cover potential cost increases.
- The Light Rail Vehicle Purchase is programmed for FY2018 (\$50.0M) and FY2019 (\$52.4M). We are recommending reducing the FY2018 programmed amount to \$21.7M and the FY2019 amount to \$26.2M. The balance of \$54.5M will be divided over the two remaining program years of FY2020 and FY2021. This reprogramming is not expected to negatively impact the delivery of the rail cars.

In addition to capital projects, we are also including in the 2016 RTIP for Los Angeles County

Planning, Programming, and Monitoring (PPM) funds and AB3090 reimbursement. PPM is used to fund the planning activities of Metro and is programmed for FY2016 (\$3.1M), FY2017 (\$6.1M), FY2018 (\$5.0M), FY2019 (\$4.6M). The CTC typically views PPM has a high priority for allocation. The 2018 STIP will include FY2020 and FY2021. Should the 2018 STIP Fund Estimate include new or increased revenues, we will be able to program PPM funds for FY2020 and FY2021 at that time.

In addition to PPM, there is also an AB3090 reimbursement for \$34.4M. This reimbursement is for our advancement of funds for the Crenshaw/LAX LRT Project and is needed to maintain the cash flow for that project. The program years for this reimbursement will remain FY2018, FY2019, and FY2020.

New STIP Reporting Requirements

Governor Brown issued Executive Order B-30-15 on April 29, 2015, related to climate change and ordering that a new interim statewide greenhouse gas emission reduction target to reduce greenhouse gas emissions to 40 percent below 1990 levels by 2030 is established. The order states that State agencies shall take climate change into account in their planning and investment decisions, and employ full life-cycle cost accounting to evaluate and compare infrastructure investments and alternatives.

Executive Order B-30-15 must be considered by the Department and Regional Agencies when proposing new programming for the 2016 STIP. The CTC intends to consider Executive Order B-30-15 when approving programming recommendations in the event that programming requests exceed programming capacity.

CTC staff is requesting that regions voluntarily select which projects to defer. Regions that do not voluntarily reprogram will have their projects reprogrammed at the CTC's discretion and will be required to conduct additional analysis and reporting per the Governor's Executive Order B-30-15. Executive Order B-30-15 is consistent with the Board adopted Countywide Sustainability Planning Policy. However, given the absence of new programming capacity, it would be more appropriate to reserve this type of analysis and reporting for new programming opportunities.

DETERMINATION OF SAFETY IMPACT

Adoption of the 2016 RTIP will have no direct impact on the safety of our customers and/or employees.

FINANCIAL IMPACT

Approval of the 2016 RTIP for Los Angeles County would have no negative financial impact to Los Angeles County. While approximately \$37M is proposed to be deferred until FY2020 and \$83.6M is proposed to be deferred until FY2021 due to declining state revenues, the reprogramming actions shown in Attachment A will deliver the existing STIP program. We will continue working with Caltrans to mitigate any potential cost increases due to this delay.

Impact to Budget

The approval of the 2016 RTIP has no impact to the FY2016 budget.

ALTERNATIVES CONSIDERED

The Metro Board could elect to maintain the existing program years for the projects described above. This approach is not recommended as it would trigger CTC action to reprogram those projects to dates and in amounts that may disrupt the ability of Caltrans and Metro to deliver those projects. This could also result in additional analysis and reporting costs which were not included in the FY2016 budget.

NEXT STEPS

With Board approval of our recommendation, we will proceed with the following 2016 Los Angeles County RTIP as required:

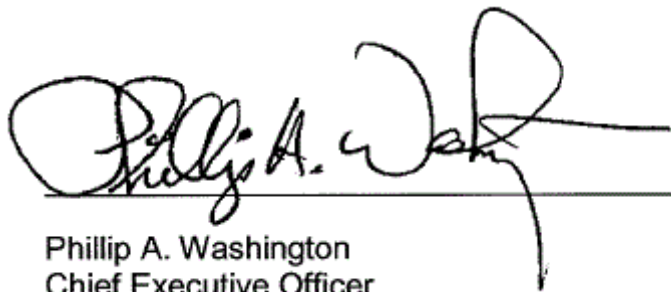
- | | |
|--|-------------------|
| • Regions submit RTIP requests to CTC | December 15, 2015 |
| • CTC RTIP hearing held in Southern California | January 26, 2016 |
| • CTC publishes staff recommendations | February 19, 2016 |
| • CTC adopts STIP | March 16-17, 2016 |

ATTACHMENTS

Attachment A - 2016 RTIP for Los Angeles County

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Phillip A. Washington
Chief Executive Officer

LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY (METRO)
2016 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM PROJECTS
(\$000)

Agency	Rte	PPNO	Project	Total	Prior Years	2016 RTIP Project Totals by Fiscal Year					2016 RTIP Project Totals by Component		
						FY 17	FY 18	FY 19	FY 20	FY 21	R/W	Const	PS&E
METRO		9001	Planning, programming, and monitoring	18,846		6,136	4,995	4,617					
METRO	rail	4025	Light rail vehicles (78 plus 39 w/option)	-102,400			50,000	52,400				-102,400	
METRO	rail	4025	Light rail vehicles (78 plus 39 w/option)	102,400			21,700	26,200	26,700	27,800		102,400	
METRO	cash	4027A	AB 3090 reimbursement (12S-015) fr 17-18 to 19-20	34,400			6,880	17,200	10,320				
Caltrans	138	4560	Widening Segment 9, 126th St E - Longview Rd	12,600	12,600								
Caltrans	138	4356	Widening Segment 6, 87th St E - 96th St E (14S-07)	18,200	4,500	13,700						13,700	
Caltrans	138	393F	Rt 14-50th St, new expwy, R/W	-13,935	-13,935								
Caltrans	138	4357	Widening Segment 13, 190th St E - Rt 18 (14S-07)	-51,400	-9,500	41,900						-41,900	
Caltrans	138	4357	Widening Segment 13, 190th St E - Rt 18 (14S-07)	51,400	9,500					55,835		55,835	
TOTAL 2016 RTIP PROGRAMMING REQUEST				222,083		19,836	33,575	48,017	37,020	83,635		171,935	

Const Construction
PS&E Plan, Specifications, and Estimate
PPNO Program Project Number
Rte Route
R/W Right of Way
RTIP Regional Transportation Improvement Program



Board Report

File #: 2015-1436, File Type: Program

Agenda Number: 10.

REVISED
PLANNING AND PROGRAMMING COMMITTEE
NOVEMBER 18, 2015

SUBJECT: METRO COUNTYWIDE BIKE SHARE PROGRAM

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

RECOMMENDATION

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

ISSUE

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

DISCUSSION

Fare Structure Development

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

Fare Structure Objectives

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

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

Fare Structure

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

Bike Share as a Metro Service

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

FTA bike-shed for transit.

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

Equity

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

Customer Friendly/Easy to Understand

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

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

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

Bike Share Interoperability Strategy

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

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

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

Estimated Implementation Schedule: DTLA launch next summer.

Step 2 - Existing TAP card as Bike share ID

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

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

Step 3 - Seamless User Interoperability

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

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

Estimated implementation Schedule: Metro Bike share Phase 2 Expansion

DETERMINATION OF SAFETY IMPACT

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

FINANCIAL IMPACT

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

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

Impact to Budget

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

ALTERNATIVES CONSIDERED

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

NEXT STEPS

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

Title Sponsor

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

Cash Payments and Subsidized Reduced Fares

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

Step 3: Seamless User Interoperability

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

ATTACHMENTS

Attachment A - Metro Bike Share Fare Structure

Attachment B - Metro Board Motion 22.1, July 2015

Attachment C - Bike Share Fare Structure in Other Cities

Attachment D - Data Supporting Monthly Pass

Attachment E - Fare Recovery Estimates Comparison Chart

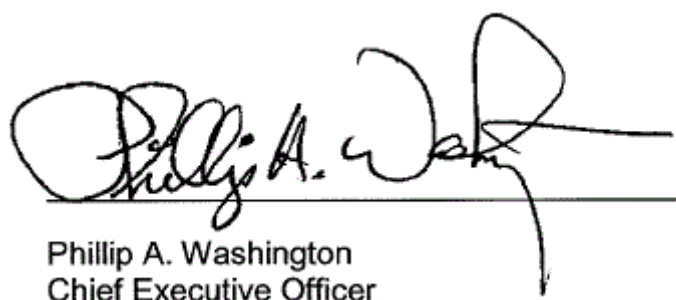
Prepared by: Avital Shavit, Transportation Planning Manager, (213) 922-7518

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Phillip A. Washington
Chief Executive Officer

Metro Bike Share Fare Structure

Monthly Pass

30 days, unlimited half-hour trips

30-Day Pass:
\$20

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

+

\$1.75

per extra half hour

Flex Pass

Pay per trip

Annual fee:
\$40

\$1.75
per trip up to
30 minutes each

+

\$1.75

per extra half hour

WalkUp

Pay per trip

Pass Charge:
None

\$3.50
per trip up to
30 minutes each

+

\$3.50

per extra half hour



Metro

Board Report

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

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

Agenda Number:22.1

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

Motion by:

Supervisor Ridley-Thomas

July 15, 2015

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

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

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

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

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

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

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

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

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

~~Other Selected~~ System Fares

City	Name	Vendor	Pass*	Pass Cost			Bikes	Membership	Riders/ Trips per year
				Annual	Monthly	Daily			
Phoenix	Grid	CycleHop	Yes	\$ 79	\$ 30	\$5/ hr	500	NA	NA
Santa Monica	Breeze	CycleHop	Yes	\$ 119	\$ 20	\$6/ hr	40	NA	NA
Philadelphia	Indego	B-cycle	Yes+	Flex Pass - \$10 + \$4/hr	\$ 30	\$4/ .5 hr	600		
Denver	None	B-cycle	Yes+	\$ 90	\$ 15	\$ 9	700	2,659	40,600
Minneapolis	Nice Ride	PBSC	Yes	\$ 65	\$ 30	\$ 5	1,300	3,521	37,103
Miami**	citibike	DecoBike	Yes	None	\$ 15	\$ 24	800	2,500	338,828
Chicago	Divvy	Motivate	Yes	\$ 75	None	\$ 9.95			
NYC	citibike	Motivate	Yes	\$ 149	None	\$ 9.95	5,480	13,528	6,900,000
DC	Capital	Motivate	Yes	\$ 75	\$ 25	\$ 7	1,200	19,200	105,644
Boston	Hubway	Motivate	Yes	\$ 85	None	\$ 5	600	3,600	30,000
Bay Area	None	Motivate	Yes	\$ 88	None	\$ 9	700	5,900 annual	300,000
London	Santander	Cycles Devinci	Yes	£ 90.00	None	£ 2.00	11,500	163,205	5,747,362
Mexico City	EcoBici			\$ 25	None	\$ 6	6,000	180,000	4,798,870
Berlin****	Call-a-Bike	Deutsche Bahn	Yes+	€ 49.00	€ 9.00	€ 12.00	1,450	66,000	177,000*****
Taipei	YouBike	Giant	Yes	None	None	\$0.32 - 1.28 / hr	5,300	NA	12,000,000*****

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

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

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

**** Has the option of using Best Fare pricing. BahnCard bridges multiple modes and systems

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

Data Supporting Monthly Pass

Philadelphia Low-Income Focus Group:

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

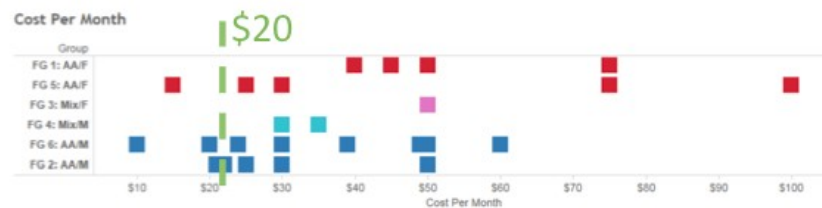


Figure 5. Cost Suggestions by Focus Group

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

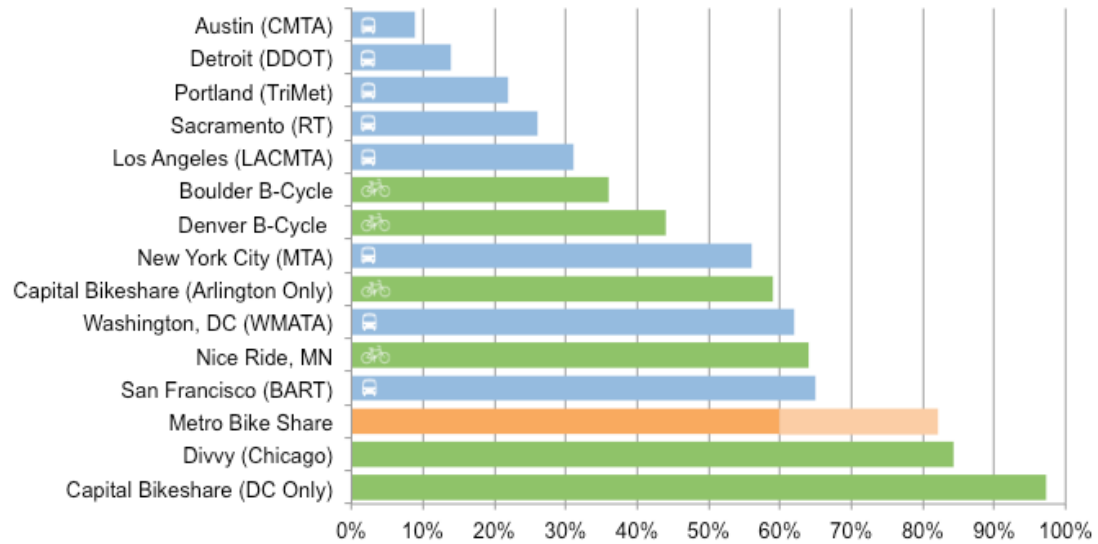
Low-income transit riders opt for more membership plan flexibility:



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

Fare Recovery Estimate

(Excluding Sponsorship & Advertising)



Source: National Transit Database (2012); Fehr & Peers via bike share operators; <http://www.chicagobusiness.com/article/20140529/NEWS02/140529774/divvy-pedaled-to-loss-in-13>; <http://www.usnews.com/news/articles/2012/04/17/bike-sharing-systems-arent-trying-to-peddle-for-profit>

Metro Countywide Bike Share

Recommendation

- A. Approve fare structure for the Metro Countywide Bike Share Program**
- B. Authorize the initiation and implementation of a phased Regional Bike Share Integration Strategy**
 - 1. Step 1, Bike Share-Enabled TAP card as Bike Share ID and Step 2, Existing TAP card as Bike Share ID**
 - 2. Continue to collaborate with TAP on Step 3, Seamless User Integration**

Fare Structure Objectives

- **Bike Share as a Metro service**
 - Fare pricing assumes a 3 mile bike-shed (or 30 minute trip)
 - Fares look similar to transit
- **Equity**
 - Fare structure applicable to the diverse communities and needs of the County
 - Fares offer a low entry price point
- **Customer Friendly/Easy to Understand**
 - Three pass options
 - Non-escalating structure



Metro

Countywide Bike Share Fare Structure

Monthly Pass

30 days, unlimited half-hour trips

30-Day Pass:

\$20

Unlimited **FREE**

trips up to
30 minutes each

+

\$1.75

per extra half hour

Flex Pass

Pay per trip

Annual fee:

\$40

\$1.75

per trip up to
30 minutes each

+

\$1.75

per extra half hour

WalkUp

Pay per trip

Pass Charge:

None

\$3.50

per trip up to
30 minutes each

+

\$3.50

per extra half hour



Metro

Select System Fares

Agency/City	System Name	System Size	Walk Up Pass	Walk Up Includes *
Metro/Los Angeles	Metro Bike Share	1,000	\$3.50	30 min trip
Philadelphia	Indego	600	\$4	30 min trip
Miami	Citibike	800	\$4	30 min trip
Phoenix	Grid	500	\$5	60 mins over 24 hours
Santa Monica	Breeze	500	\$6	60 mins over 24 hours
Minneapolis	Nice Ride	1,300	\$6	Unlimted 30 min trips for 24 hours
Boston	Hubway	600	\$6	Unlimted 30 min trips for 24 hours
Washington DC	Capital	1,200	\$7	Unlimted 30 min trips for 24 hours
SF Bay Area	None	700	\$9	Unlimted 30 min trips for 24 hours
Denver	None	700	\$9	Unlimted 30 min trips for 24 hours
Chicago	Divvy	4,760	\$9.95	Unlimted 30 min trips for 24 hours
New York City	Citibike	5,480	\$9.95	Unlimted 30 min trips for 24 hours

* Walk up pass holders incur overage charges for exceeding allotted time



Metro

Bike Share Interoperability Strategy

- **Step 1- Bike Share-enabled TAP card as Bike Share ID**
 - Uniquely branded TAP cards will unlock bicycles at each station
 - Only TAP cards issued by BTS to pass holders will be recognized
 - These TAP cards can also be used on the TAP bus and rail system
- **Step 2- Existing TAP card as Bike Share ID**
 - All TAP cards will function to unlock bicycles at each station if registered
 - Unique TAP card identifier will need to be entered at time of Bike Share pass purchase
 - Existing TAP cards will be validated by BTS for Bike Share use
- **Step 3- Seamless User Integration**
 - Account registration and/or payment for multiple Metro services and bike share vendors is linked
 - Requires development of a regional back office and clearinghouse and/or third party intermediary service provider



Metro



Board Report

File #: 2015-1326, File Type: Program

Agenda Number: 12.

REVISED
PLANNING AND PROGRAMMING COMMITTEE
NOVEMBER 18, 2015

SUBJECT: MEASURE R HIGHWAY SUBREGIONAL PROGRAM (MRHSP)

ACTION: APPROVE ADOPTION OF UPDATED PROJECT LIST

RECOMMENDATION

- A. APPROVING the updated **project list and changes in the funding levels for the Measure R Highway Subregional Program (MRHSP) in Arroyo Verdugo, Las Virgenes-Malibu, South Bay, North County, and Gateway Cities subregions** as shown in Attachment A.
- B. APPROVING a **time extension for Lindero Canyon Road Interchange Improvements**; and
- C. AUTHORIZING the Chief Executive Officer (CEO) to negotiate and execute all necessary agreements for approved projects

ISSUE

The project lists for the MRHSP are updated biannually in order to provide each subregion with the opportunity to revise the proposed Measure R Highway Program implementation plan. The updated attached project lists include projects which have already received prior Board approval, as well as proposed changes related to schedule, scope, funding allocation and the addition or removal of projects. The Board's approval is required as the updated project lists are the basis for Metro to enter into agreements with each respective implementing agency.

DISCUSSION

The Measure R Expenditure Plan includes the following projects in the Highway Subregional Program:

- Highway Operational Improvements in Arroyo Verdugo subregion
- Highway Operational Improvements in Las Virgenes/Malibu subregion
- Interstate 405,I-110,I-105 and SR-91 Ramp and Interchange Improvements in South Bay
- State Route 138 Capacity Enhancements in North County
- Interstate 605 Corridor "Hot Spots" Interchanges in Gateway Cities
- Interstate 710 South and/or Early Action Projects in Gateway Cities

These projects are not fully defined in the Measure R Expenditure Plan. Definition, development, and implementation of specific projects are done through collaborative efforts by the project sponsors, their respective COGs, and Metro's Highway Program staff.

At the May 2015 meeting, the Board approved revised project lists and funding allocations for the aforementioned projects. This update reflects the project changes recommended by each Subregion including an additional \$25 million to support five projects as discussed in detail in Attachment A.

A nexus determination has been completed for each new project added to the list. All of the projects on the attached project lists provide highway operational benefits and meet the highway operational improvements and ramp/interchange improvements definition approved by the Board in October 2009 as part of the adoption of Metro's Long Range Transportation Plan.

Highway Operational Improvements in Arroyo Verdugo subregion

The updated project list includes funding adjustments for current projects recommended by the Arroyo Verdugo Subregion. The Subregion is recommending the updated project list detailed in Attachment A, totaling \$61.304 million.

The project list adjustments are as follows:

City of Glendale

- Deobligate \$1,041,285 from the Fairmont Ave. Grade Separation at San Fernando Rd. Project (MR310.01). The revised total project budget is \$1,658,700. This project has been completed and was delivered under budget. Original design and construction estimates performed in 2012 were higher than actual costs.
- Program an additional \$201,500 in Prior Years for the Glendale Narrows Bikeway Culvert project (MR310.13). The revised total project budget is \$876,500. The City of Glendale awarded a construction contract and is requesting additional funds for this project. Due to constraints identified during project and requirements from the Army Corps of Engineers and Los Angeles County Flood Control, bids were higher than the original engineering estimates done in 2013.

The subregion's project list, as detailed in Attachment A, totaling \$61.304 million, does not exceed the \$64 million forecast to be available for the subregion over FY11-20.

Highway Operational Improvements in the Las Virgines-Malibu Subregion

The updated project list includes adjustments in schedules, scopes, and funding of currently programmed projects, and the addition of one new project recommended and approved by the Las Virgines-Malibu Subregion. The Subregion is recommending the updated project detailed in Attachment A, totaling \$121.351 million.

The project list adjustments are as follows:

City of Westlake Village:

- Deobligate \$78,211 from the City of Westlake Village's Lindero Canyon Road Interchange, Phase 3A Design Project (MR311.01) for a total revised project phase amount of \$343,745. The design phase was completed, audited, and \$78,211 in project savings were identified.
- Deobligate \$17,140 from the City of Westlake Village's Highway 101 Park and Ride Lot (Design) Project (MR311.02) for a total revised project budget of \$243,650. The design phase was completed, audited and \$17,140 in project savings were identified.
- Program an additional \$95,351 in FY15-16 for the City of Westlake Village Highway 101 Park and Ride Lot (Construction) Project (MR311.19). The revised total programmed amount in FY15-16 is \$425,355. The revised total project budget has increased to \$4,983,605. The addition \$95,351 programmed to the project are savings from MR311.01 and MR311.02. The City is requesting the programming of the projects saving due to increased construction costs as a result of higher bid prices.
- Time extension of \$4,808,498 for Prop C 25% for Call for Project number F1132, Lindero Canyon Road Interchange Improvements. The \$4,808,498 million of Prop C programed for this project has been incorporate and committed to three Measure R projects; \$195,839 to MR311.01, \$1,702,336 to MR311.18 and \$2,910,323 to MR311.10. Staff is recommending an extension of the Prop C 25% lapse date to June 30, 2017, to align with the completion dates of the aforementioned projects.

City of Aguora Hills:

- Deobligate \$500,000 in Prior Years from the Kanan Road Overpass Expansion - PSR, PR Project (MR311.14). The total revised project budget is \$250,000 programmed in Prior Years. The city has down scoped the project to provide funds to (MR311.04).
- Program an additional \$500,000 in Prior Years for the Aguora Road/Kanan Road Intersection Improvements Project (MR311.04). The revised programmed amount in Prior Years is \$1,000,000 for a total revised project budget of \$1,000,000. The city is programming additional funds to this project due to increased design and right of way costs.

City of Calabasas

- Deobligate \$2,486,000 from the Parkway Calabasas/US-101 Off-Ramp Project (MR311.09). The total revised programmed amount and project budget is \$214,000. The project is being re-scoped and deferred until adjacent property development decisions are finalized. The deobligated funds will be programed into MR311.07 and MR311.08.
- Program an additional \$649,800 in FY15-16 for the Mulholland Highway Scenic Corridor

Completion Project (MR311.07). The total revised programmed amount in FY15-16 is \$2,139,800. The new project budget is \$4,389,800. The City is requesting the additional programming of funds due to increased construction costs as result of higher than expected bid prices.

- Program an additional \$1,956,200 in FY15-16 for the Las Virgenes Scenic Corridor Widening Project (MR311.08). The total revised programmed amount in FY15-16 is \$3,396,200. The new project budget is \$5,746,200. The City is requesting the additional programming of funds due to increased construction costs as result of higher than expected bid prices.

City of Hidden Hills

- Project title refinement for the “Signal, Sidewalks, and Intersection Work Near Valley Circle and US-101(MR311.35)” to Long Valley Road/Valley Circle/ US-101 On-Ramp Improvements Project. The revised project title more clearly describes the project limits and project scope.

City of Malibu:

- Deobligate \$350,000 in Prior Years from the Civic Center Way Widening Project (MR311.24). The revised programmed amount in Prior Years is \$150,000 for a total project budget of \$3,000,000. The city is deobligating funds from the project due to a lower cost estimates.
- Deobligate \$150,000 in Prior Years and \$2,150,000 in FY15-16 from the Pacific Coast Highway (PCH) Intersections Improvement Project (MR311.27). The total revised project budget is \$1,000,000. The city is deobligating funds due to a project down scope and is reprogramming the additional funds to “PCH Signal System Improvements” a higher priority project.
- Deobligate \$300,000 in Prior Years from the PCH Regional Traffic Message System (CMS) Project (MR311.29). The total revised project budget is \$500,000. The city is deobligating funds due to revised lower cost estimates.
- Deobligate \$50,000 in Prior Years and \$700,000 in FY15-16 from the PCH Roadway and Bike Route Improvements from Busch Drive to the Eastern City Limits Project (MR311.31). The city is deobligating all project funds and deleting this project from the list. Caltrans will develop and implement this project in the future.
- Program a total of \$3,700,000 for the PCH Signal System Improvements from John Tyler Drive to Topanga Canyon Blvd Project. The funds are programmed over three fiscal years, \$300,000 in FY15-16, \$1,500,000 in FY16-17 and \$1,900,000 in FY17-18. This is a new operational improvement project being proposed by the City. The project description and nexus can be found below.

This project will establish a connection between traffic signals in the project corridor and connect the signals to the Caltrans Traffic Management Center. The project will also include the development and implementation of new signal timing coordination plans. It is anticipated that this project will improve traffic flow and reduce incidents.

Measure R NEXUS to Highway Operational Definition: This is a traffic signal upgrade/timing/synchronization project, which is an eligible Measure R Highway Operational Improvement Project.

Interstate 405, I-110, I-105 and SR-91 Ramp and Interchange Improvements (South Bay)

The project list for the I-405, I-110, I-105 and SR-91 Ramp and Interchange Improvements, recommended by the South Bay Council of Governments, is adding one new project. The South Bay Subregion project list detailed in Attachment A, totaling \$258.121 million, does not exceed the \$275 million forecasted to be available for the South Bay Subregion over FY11-21.

The project list adjustments are as follows:

Metro

- Program \$1,500,000 for the Inglewood Transit Center at Florence/La Brea. The funds will be programmed over two fiscal years, \$260,000 in FY15-16 and \$1,240,000 in FY16-17. In collaboration with key stakeholder such as the City of Inglewood, the SBCCOG and Multiple departments at Metro, Staff is recommending the approval of the new operational improvement project located at Florence/La Brea, pending SBCCOG approval in November. The project description and nexus can be found below.

This project will modify the Downtown Inglewood park and ride as a bus transit facility. The proposed project will provide a safer connection for passengers to the rail line and improve bus connections. Additionally, the project will encourage bus and transit use by locating bus services closer to the rail platform, improving passenger convenience and safety.

Measure R NEXUS to Highway Operational Definition: This is a park and ride/transit facility, which is an eligible Measure R Highway Operational Improvement Project.

State Route 138 Capacity Enhancements

The project list for State Route 138 Capacity Enhancements does not include any new adjustments. The implementing agencies in the North County continue to deliver their projects according to the approved plan.

The North County's project list detailed in Attachment A, has programmed funding for the 11 projects totaling \$200 million.

Interstate 605 Corridor "Hot Spots" Interchanges

The proposed revised project list includes adjustments in schedules, scopes, funding for current projects and Third Party support services, and the addition of one new project for the Gateway Cities. The I-605/SR-91/I-405 Technical Advisory Committee (TAC) is recommending the revised project list detailed in Attachment A, totaling \$110.159 million

The project list adjustments are as follows:

Metro

- Program an additional \$19,198,000 for the I-605/I-5 Project Approval and Environmental Document (PA&ED) (AE11375). The funds will be programmed over 4 fiscal years: \$1,500,000 in FY15-16, \$5,000,000 in FY16-17, \$5,000,000 in FY17-18 and \$7,698,000 in FY18-19. Additionally, reprogram \$1,500,000 from Prior Years to FY15-16, the first fiscal year of the contract. The total project budget of the I-605 PA&ED is \$20,698,000. The Metro Board adopted the contract at the September meeting.
- Program an additional \$1,840,000 for the I-710/91 Project Study Report/ Project Development Support Document (AE11372). The funds will be programmed over two fiscal years: \$1,090,000 in FY15-16 and \$750,000 in FY16-17. Additionally, reprogram \$500,000 in Prior Years to FY15-16, the first fiscal year of the contract. The total project budget of I-710/SR-91 PSR-PDS is \$2,340,000. The Metro Board adopted the contract at the September meeting.
- Deobligate \$4,830,000 for a total revised project budget of \$680,000 in Prior Years from Professional Services contract PS4720-3252, Intersection Improvements in the City of Whittier (e.g. Whittier Blvd at Santa Fe Springs, Painter Ave and Colima Ave). Metro is managing the PA&ED at these intersections.

The City of Whittier requested that Metro manage and complete project delivery phases at three intersections on their behalf. The City of Whittier would now like to manage and solicit consultant services for PS&E, ROW, and construction of the intersection improvements.

- Deobligate \$2,057,000 for a total revised project budget of \$473,000 in Prior Years and \$100,000 in FY15-16 for Professional Services contract PS4720-3250, Intersection Improvements in the Cities of Long Beach and Bellflower (e.g. Lakewood Blvd in Long Beach at Spring St., Bellflower Blvd. in Long Beach at Spring St. and Lakewood Blvd. in Bellflower at Alondra Blvd.). The revised total project budget is \$573,000. Metro is managing the PA&ED at these intersections.

The cities requested that Metro manage and complete all project delivery phases on behalf of the cities and PS&E on Lakewood Blvd. at Alondra Blvd. for the City of Bellflower. The cities of Bellflower and Long Beach will be managing and soliciting consultant services for future phases.

- Deobligate \$3,239,000 for a total project budget of \$561,000 in Prior Years For Professional Services contract PS4720-3251, Intersection Improvements in the Cities of Cerritos and La Mirada/Santa Fe Springs (e.g. Valley View Ave in La Mirada and Santa Fe Springs at

Rosecrans Ave. and Alondra Blvd., Bloomfield Ave. in Cerritos at Artesia Blvd. and South Street in Cerritos at Carmenita Road). Metro is managing the PA&ED at these intersections.

The cities requested that Metro manage and complete project delivery phases on behalf of the cities and was requested to complete PS&E on Bloomfield Ave. at Artesia Blvd, South Street at Carmenita Road and Valley View at Rosecrans Ave and Alondra Blvd. The cities of La/Mirada/Santa Fe Springs and Cerritos will manage future phases.

- Program \$100,000 in FY15-16 for intersection improvements on Bloomfield Ave at Artesia Blvd & intersection improvements on South St. at Carmenita Road in the City of Cerritos. Metro will manage and complete PS&E at these two intersections in a new contract. This project was previously listed as being completed by Metro (all phases). The city of Cerritos will manage ROW and Construction phases.
- Program \$100,000 in FY15-16 for intersection improvements on Valley View Ave at Rosecrans Ave and Alondra Blvd in the Cities of La Mirada/Santa Fe Springs. Metro will manage and complete PS&E at the two intersections. This project was previously listed as being completed by Metro (all phases). The City of Santa Fe Springs will manage ROW and Construction phases.

Caltrans

- Program an additional \$134,000 for Third Party Support Services to be provided by Caltrans for the I-710/SR-91 PSR-PDS. The funds will be programmed over two fiscal years: \$59,000 in FY15-16 and \$75,000 in FY16-17. Additionally, reprogram \$100,000 from FY 14-15 to FY 15-16, the first fiscal year of work for the project. The total project budget is \$234,000.

City of Long Beach

- Program \$250,000 for the City of Long Beach's Soundwall on I-605 near Spring St. The funds will be programmed over three fiscal years: \$50,000 in FY15-16, \$100,000 in FY16-17 and \$100,000 in FY17-18. This is a new highway operational improvement project.

This project will complete the Environmental and Design of one soundwall in the City of Long Beach on the east side of the I-605 near Spring Street. This project is currently on the Metro Soundwall Phase 2 project list.

Measure R NEXUS to Highway Operational Definition: This is a soundwall project, which is an eligible Measure R Highway Operational Improvement.

- Program \$454,000 in FY15-16 for Lakewood Blvd. Intersection Improvements at Spring St. This project was previously foreseen to be completed by Metro (all phases). The City of Long Beach will manage and complete PS&E and Construction of the project.
- Program \$493,000 in FY 15-16 for Bellflower Blvd Intersection Improvements at Spring St.

This project was previously listed as being completed by Metro (all phases). The City of Long Beach will manage and complete PS&E and Construction.

City of Bellflower

- Program \$644,000 in FY15-16 for Lakewood Blvd intersection improvements at Alondra Blvd. This project was previously foreseen to be completed by Metro (all phases). The City of Bellflower will manage and complete construction of the project.
- Deobligate \$880,000 in FY15-16 from the Bellflower Blvd/Artesia Blvd. Intersection Improvements Project (MR315.16). The total revised programmed amount in FY15-16 is \$6,210,000. Reprogram \$1,100,000 from FY14-15 to FY16-17. The revised project budget is \$7,310,000. The City of Bellflower has rescoped and phased the project, requiring a lower project budget to complete phase 1. The revised project limits are Bellflower Blvd. between the SR-91 overcrossing and Artesia Blvd.

City of Cerritos

- Program \$292,000 in FY15-16 for South Street Intersection Improvements at Carmenita Road. This project was previously listed as being completed by Metro (all phases) PS4720-3251. The City of Cerritos will manage and complete ROW and Construction of the project.
- Program \$1,756,000 in FY15-16 for Bloomfield Ave Intersection Improvements at Artesia Blvd. This project was previously listed as being completed by Metro (all phases) PS4720-3251. The City of Cerritos will manage and complete ROW acquisition and Construction of the project.

City of Santa Fe Springs

- Program \$524,000 in FY15-16 for Valley View Ave intersection improvement at Rosecrans Ave. This project was previously listed as being completed by Metro (all phases). The City of Santa Fe Springs will manage and complete Construction of the project.
- Program \$2,967,000 in FY15-16 to account for Valley View Intersection Improvements at Alondra Blvd. This project was previously listed as being completed by Metro (all phases). The City of Santa Fe Springs will manage and complete ROW acquisition and Construction of the project.

City of Whittier

- Program \$1,568,000 in FY15-16 for Whittier Blvd Intersection Improvements at Santa Fe Springs Roads. This project was previously listed as being completed by Metro (all phases). The City of Whittier will manage and complete PS&E, ROW and Construction of the project.
- Program \$1,760,000 in FY15-16 for Whittier Blvd Intersection Improvements at Painter Ave.

This project was previously listed as being completed by Metro (all phases). The City of Whittier will manage and complete PS&E, ROW, and Construction of the project.

- Program \$1,646,000 in FY15-16 for Whittier Blvd Intersection Improvements at Colima Ave. This project was previously listed as being completed by Metro (all phases). The City of Whittier will manage and complete PS&E, ROW, and Construction of the project.

The proposed updates to the Interstate 605 Corridors “Hot Spots” Interchanges projects list do not exceed the \$164.8 million forecast to be available over FY11-20.

Interstate 710 South and/or Early Action Projects

The updated project list includes adjustments in funding for current projects, and Third Party support funding for the Gateway Cities. The I-710 South Technical Advisory Committee (TAC) and I-710 South Project Committee is recommending the updated project list detailed in Attachment A, totaling \$120.906 million.

The funding requests are as follow:

Caltrans

- Deobligate \$200,000 for Third Party Support of the I-710 Early Action Project - Soundwall PS&E Phase. Third Party Support Services are no longer needed for Independent Quality Assurance efforts by Caltrans.
- Program an additional \$1,000,000 in FY16-17 for Third Party Support Services of the I-710 South EIR/EIS Enhanced IQA (MR306.27). The revised project budget is ~~\$4,000,000~~ \$3,500,000. Due to recent scope changes in the I-710 South EIR/EIS contracts and an extension of the project schedule, Caltrans is requesting additional funds for “enhanced” Independent Quality Assurance efforts. This includes expenses related to technical reviews and feedback provided for the I-710 Recirculated Draft EIR/EIS document and technical reports, as well as meeting attendance, effective January 1st, 2014.

City of Bell Gardens

- Reprogram the \$348,000 Florence Ave/Eastern Ave Intersection Widening project budget over two fiscal years: \$17,000 in FY 14-15 and \$331 in FY17-19 to match the Call for Project 2013 local match requirements.

DETERMINATION OF SAFETY IMPACT

The recertification of the approved project lists and funding allocations will have no adverse impact on the safety of Metro’s patrons and employees.

FINANCIAL IMPACT

Funding for the highway projects is from the 20% Measure R Highway Capital Funds earmarked for all subregions. Funds are available for Arroyo Verdugo (Project No. 460310), Las Virgenes/Malibu (Project No. 460311), and South Bay (Project No. 460312) subregions in the FY16 budget. These three programs are all under Cost Center 0442 in Account 54001 (Subsidies to Others).

Funding for Metro's portion of the SR-138 Project Approval and Environmental Document (September 2012 Board action) is included in the FY16 budget under project No. 460330, Cost Center 4720 in Account 50316. The remaining funds are distributed from the 20% Measure R Highway Capital Funds via funding agreements to Caltrans, and the Cities of Palmdale and Lancaster under Cost Center 0442 in Account 54001 (Subsidies to Others).

Funding for projects in the I-605/SR-91/I-405 Corridor "Hot Spots" and I-710 Early Action Project lists are included in the FY16 budget.

Moreover, programmed funds are based on estimated revenues. Since each MRSHP is a multi-year agreement, the cost center managers and the Managing Executive Officer of the Highway Program will be responsible for budgeting the costs in current and future years. Adjustments in programmed funds, as necessary for future years, will be made in the next Board update.

ALTERNATIVES CONSIDERED

The Board may choose to not approve the revised project lists and funding allocations. However, this option is not recommended as it will be inconsistent with Board direction given at the time of LRTP adoption and may delay project delivery.

NEXT STEPS

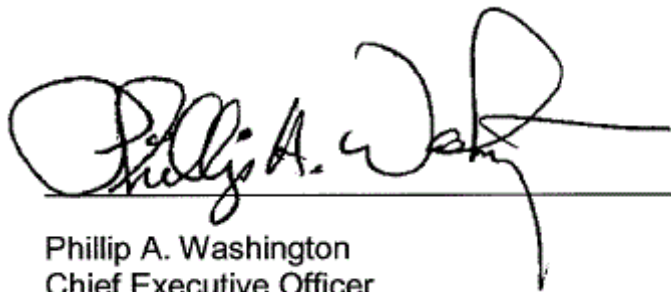
Metro Highway Program staff will continue working with the subregions to deliver their projects. As the work progresses, updates will be provided to the board on a periodic basis.

ATTACHMENTS

Attachment A - Measure R Highway Subregional Program Project List

Prepared by: Isidro Panuco, Transportation Planning Manager, (213) 922-7984
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Reviewed by: Richard Clarke, Executive Director, Program Management (213) 922-7557



Phillip A. Washington
Chief Executive Officer

Las Virgenes/Malibu Operational Improvements

(Programmed Dollars in Thousands)

5 Year Allocation

ATTACHMENT A

INTERSTATE 405, I-110, I-105, and SR-91 RAMP and INTERCHANGE IMPROVEMENTS (SOUTH BAY)												
Measure R Highway Operational Improvements Project List												
Proposed Project List and Ten-Year Allocation (Fiscal Years subject to MTA priority settings & budget processes)												
(Programmed Dollars in Thousands)												
(Change (Add) (Delete)	Lead Agency	Funding Agreement (FA) No.	Project/Location	Total Allocation	Prior Years	2015-2016	2016-2017	2017-2018	2018-2019	2019-2020	2020-2021	
INTERSTATE 405, I-110, I-105, and SR-91 RAMP and INTERCHANGE IMPROVEMENTS (SOUTH BAY)												
10 Year Forecasted Funds In Long Range Plan (Cumulative)												
	SBHP		Early Action Contingency	258,121	130,264	25,788	22,934	35,763	20,675	12,537	8,660	
	SBHP		Program Contingency	237,000								
	SBHP		Strategic Positioning Projects Reserve	0								
			TOTAL SBHP	15,500	5,500	2,000	2,000	2,000	2,000	2,000	0	
	SBCCOG	MR312.01	South Bay Cities COG Program Development & Oversight and Program Administration (<i>Project Development Budget Included</i>)	13,375	8,904	860	1,900	500	594	617		
	SBCCOG	MR312.31	South Bay Subregional Intelligent Transportation System (ITS) Plan	7,000	4,000	2,000	1,000					
	Metro/ SBCCOG	MR312.30	Corridor Refinement Studies for I-405 from I-110 to I-105 and I-105 from I-405 to I-110	700	700							
			TOTAL SBCCOG	21,075	13,604	2,860	2,900	500	594	617	0	
	Caltrans	MR312.11	ITS: I-405, I-110, I-105, SR-91 at Freeway Ramp/Arterial Signalized Intersections	5,000	5,000							
	Metro/ Caltrans	MR312.24	I-110 Aux lane from SR-91 to Torrance Blvd Aux lane & I-405/I-110 Connector	20,000	1,450	2,000	5,900	5,900	4,750	0		
	Metro/ Caltrans	MR312.25	I-405 at 182nd St. / Crenshaw Blvd Improvements	20,000	1,700	300	2,000	5,900	5,900	4,200		
	Caltrans	MR312.29	ITS: Pacific Coast Highway and Parallel Arterials from I-105 to I-110	9,000	9,000							
	Caltrans	MR312.45	PAED Integrated Corridor Management System (ICMS) on I-110 from Artesia Blvd and I-405	1,000					1,000			
			TOTAL CALTRANS	55,000	17,150	2,300	7,900	11,800	11,650	4,200	0	
	Carson	MR312.37	Sepulveda Blvd widening from Alameda Street to ICTF Driveway	1,158	1,158							
			TOTAL CARSON	1,158	1,158	0	0	0	0	0	0	
	El Segundo	MR312.22	Maple Ave Improvements from Sepulveda Blvd to Parkview Ave. (<i>COMPLETED</i>)	2,500	2,500							
	El Segundo	MR312.27	PCH Improvements from Imperial Highway to El Segundo Boulevard	400	400							
	El Segundo	MR312.57	Park Place Roadway Extension and Railroad Grade Separation Project	350	350							
			TOTAL EL SEGUNDO	3,250	3,250	0	0	0	0	0	0	
	Gardena	MR312.17	Rosecrans Ave Improvements from Vermont Ave to Crenshaw Blvd	5,140	5,140							
	Gardena	MR312.19	Artesia Blvd at Western Ave Intersection Improvements (Westbound left turn lanes) (<i>COMPLETED</i>)	675	675							
	Gardena	MR312.21	Vermont Ave Improvements from Rosecrans Ave to 182nd Street	2,350	2,350							
	Gardena	TBD	Redondo Beach Blvd Arterial Improvements from Crenshaw Blvd to Vermont Ave (<i>Call Match</i>)	720							720	
	Gardena	TBD	Crenshaw Blvd Arterial Improvements from Redondo Beach Blvd to El Segundo Blvd (<i>Call Match</i>)	380							380	
	Gardena	TBD	Artesia Blvd Arterial Improvements from Western Ave to Vermont Ave (<i>Call Match</i>)	620							620	
	Gardena	TBD	Normandie Ave Arterial Improvements from El Segundo Blvd to 177th Street (<i>Call Match</i>)	1,200							1,200	
	Gardena	TBD	Traffic Signal Reconstruction on Vermont at Redondo Beach Blvd and at Rosecrans Ave. (<i>Call Match</i>)	360							360	
	Gardena	TBD	Park and Ride Lots at Southwest corners of El Segundo Blvd at Vermont Ave and at Western ave (<i>Call Match</i>)	1,140							1,140	
			TOTAL GARDENA	12,585	8,165	0	0	0	0	0	4,420	

ATTACHMENT A

(Change Add Delete)	Lead Agency	Funding Agreement (FA) No.	Project/Location	Total Allocation	Prior Years	2015-2016	2016-2017	2017-2018	2018-2019	2019-2020	2020-2021
	Hawthorne	MR312.03	Rosecrans Ave Widening from I-405 SB off ramp to Isis Ave (COMPLETED)	2,100	2,100						
	Hawthorne	MR312.33	Aviation Blvd at Marine Ave Intersection Improvements (Westbound right turn lane)	3,600	600	3,000					
	Hawthorne	MR312.44	Hawthorne Blvd Improvements from El Segundo Blvd to Rosecrans Ave	7,551	7,551						
	Hawthorne	MR312.47	Signal Improvements on Prairie Ave from 118th St. to Marine Ave.	1,237				618	619		
			TOTAL HAWTHORNE	14,488	10,251	3,000	0	618	619	0	0
	Hermosa Beach	MR312.05	PCH (SR-1/PCH) Improvements between Anita St. and Artesia Boulevard	304	304						
	Hermosa Beach	MR312.38	Pacific Coast Highway at Aviation Blvd Intersection Improvements (Southbound left turn lanes)	872		872					
	Hermosa Beach	TBD	PCH/Aviation Mobility Improvements Project (Call Match)	8,600				8,600			
			TOTAL HERMOSA BEACH	9,776	304	872	0	8,600	0	0	0
	Inglewood	MR312.02	I-405 Off Ramp Improvements at Manchester Blvd.	0							
	Inglewood	MR312.12	Intelligent Transportation System (ITS): City of Inglewood Citywide ITS Master Plan	3,500	3,500						
	Inglewood	MR312.50	ITS: Phase V - Communication Gap Closure on Various Locations, ITS Upgrade and Arterial Detection	384				192	192		
			TOTAL INGLEWOOD	3,884	3,500	0	0	192	192	0	0
	LA City	MR312.56	Del Amo Blvd Improvements from Western Ave to Vermont Ave Project Oversight	100	100						
	LA City	MR312.51	Improve Anaheim St. from Farragut Ave. to Dominguez Channel (Call Match)	1,100		148.54	133.89	817.07			
			TOTAL LA CITY	1,200	100	149	134	817	0	0	0
	LA County	MR312.16	Del Amo Blvd improvements from Western Ave to Vermont Ave	26,820	1,900	5,000	5,000	5,000	5,000	4,920	
	LA County	MR312.52	ITS: Improvements on South Bay Arterials	1,021				401	620		
			TOTAL LA COUNTY	27,841	1,900	5,000	5,000	5,401	5,620	4,920	0
	Lawndale	MR312.15	Inglewood Ave Widening from 156th Street to I-405 Southbound on-ramp	500	500						
	Lawndale	MR312.36	ITS: City of Lawndale Citywide Improvements	1,500	1,500						
	Lawndale	TBD	Redondo Beach Blvd Mobility Improvements from Prairie to Artesia (Call Match)	1,600				800		800	
	Lawndale	TBD	Bike Lanes on Hawthorne Blvd. from Rosecrans Ave to Manchester Beach Blvd	47		12		35			
	Lawndale	TBD	Citywide Mobility	350		350					
			TOTAL LAWDALE	3,997	2,000	362	0	835	0	800	0
	Lomita	MR312.43	Intersection Improvements at Western/Palos Verdes Dr and PCH/Walnut	900	900						
			TOTAL LOMITA	900	900	0	0	0	0	0	0
	Manhattan Beach	MR312.04	Sepulveda Blvd at Marine Ave Intersection Improvements (West Bound left turn lanes)	365	365						
	Manhattan Beach	MR312.28	Seismic retrofit of widened Bridge 53-62 from Sepulveda Blvd from 33rd Street to south of Rosecrans Ave	9,100	9,100						
	Manhattan Beach	MR312.32	Aviation Blvd at Marine Ave Intersection Improvements (Southbound left turn lanes)	0		0					
	Manhattan Beach	MR312.34	Aviation Blvd at Artesia Blvd Intersection Improvements (Southbound right turn lane)	1,500		1,500					
	Manhattan Beach	MR312.35	Sepulveda Blvd at Manhattan Beach Blvd Intersection Improvements (NB, WB, EB left turn lanes and SB right turn lane)	980		980					
			TOTAL MANHATTAN BEACH	11,945	9,465	2,480	0	0	0	0	0

ATTACHMENT A

(Change Add) Delete	Lead Agency	Funding Agreement (FA) No.	Project/Location	Total Allocation	Prior Years	2015-2016	2016-2017	2017-2018	2018-2019	2019-2020	2020-2021
	Metro	MR312.30	Feasibility Study for I-405 from I-110 to I-105 and I-105 from I-405 to I-110	0	0						
	Metro	PS4010-2540	South Bay Arterial Baseline Conditions Analysis	250	250						
A	Metro	TBD	Inglewood Transit Center at Florence/La Brea	1,500		260	1,240				
			TOTAL METRO	1,750	250	0	0	0	0	0	0
	Redondo Beach	MR312.06	Pacific Coast Highway improvements from Anita Street to Palos Verdes Blvd	1,400	1,400						
	Redondo Beach	MR312.07	Pacific Coast Highway at Torrance Blvd intersection improvements (Northbound right turn lane)	586	586						
	Redondo Beach	MR312.08	Pacific Coast Highway at Palos Verdes Blvd intersection improvements (WB right turn lane)	320	320						
	Redondo Beach	MR312.13	Aviation Blvd at Artesia Blvd intersection improvements (COMPLETED) (Eastbound right turn lane)	22	22						
	Redondo Beach	MR312.14	Inglewood Ave at Manhattan Beach Blvd intersection improvements (Eastbound right turn lane) (COMPLETED)	30	30						
	Redondo Beach	MR312.20	Aviation Blvd at Artesia Blvd intersection improvements (Northbound right turn lane)	847	847						
	Redondo Beach	MR312.42	Inglewood Ave at Manhattan Beach Blvd intersection improvements (Southbound right turn lane)	5,175	310	4,865					
			TOTAL REDONDO BEACH	8,380	3,515	4,865	0	0	0	0	0
	Torrance	MR312.09	Pacific Coast Highway Improvements from Palos Verdes Blvd to Crenshaw Blvd	0							
	Torrance	MR312.10	Pacific Coast Highway at Hawthorne Blvd intersection improvements	19,600	19,600						
	Torrance	MR312.18	Maple Ave at Sepulveda Blvd Intersection Improvements (COMPLETED) (Southbound right turn lane)	600	600						
	Torrance	MR312.23	Torrance Transit Park and Ride Regional Terminal Project 465 Crenshaw Blvd	18,100	18,100						
	Torrance	MR312.26	I-405 at 182nd St. / Crenshaw Blvd Operational Improvements	15,300	5,300		5,000	5,000			
	Torrance	MR312.40	Pacific Coast Highway at Vista Montana/Anza Ave Intersection Improvements	2,900	2,900						
	Torrance	MR312.58	Pacific Coast Highway from Calle Mayor to Janet Lane Safety Improvements	852	852						
	Torrance	MR312.59	Pacific Coast Highway at Madison Ave Signal upgrades to provide left-turn phasing	500	100	400					
	Torrance	MR312.60	Crenshaw from Del Amo to Dominguez - 3 SB turn lanes at Del Amo Blvd, 208th St., Transit Center Entrance, Signal Improvements at 2 new signal at Transit Center	3,300	1,800	1,500					
	Torrance	TBD	Western Ave at Sepulveda Blvd Intersection Improvements (Call Match)	3,500							3,500
	Torrance	TBD	Hawthorne Blvd Corridor Intersection Improvements (Lomita Blvd, Emerald, Spencer, and 182nd St) (Call Match)	740							740
			TOTAL TORRANCE	65,392	49,252	1,900	5,000	5,000	0	0	4,240
			TOTAL SOUTH BAY	258,121	130,264	25,788	22,934	35,763	20,675	12,537	8,660

Second 5 Year Allocation

SR-138 Capacity Enhancements

(Programmed Dollars in Thousands)

ATTACHMENT A

I-605/SR-91/I-405 Corridors "Hot Spots"											
Measure R Highway Operational Improvements Project List											
(Programmed Dollars in Thousands)											
Proposed Project List and Ten-Year Allocation (Fiscal Years subject to MTA priority settings & budget processes)											
Change (Add/Delete)	Lead Agency	Funding Agreement (FA) No.	Project/Location	Total Allocation	Prior Years						
					2015-2016	2016-2017	2017-2018	2018-2019	2019-2020	2020-2021	
INTERSTATE 605/STATE ROUTE 91/INTERSTATE 405 CORRIDOR "HOT SPOTS"				-	110,159	33,350	11,546	5,100	7,698	0	3,710
	GCCOG	MOU 306.03	10 Year Forecasted Funds In Long Range Plan (Cumulative)	164,800							
	GCCOG	TBD	GCCOG Engineering Support Services	300	200	100					
			Gateway Cities Third Party Support	300	100						
			TOTAL GCCOG	100	300	100					
	Metro	PS4720-3334	Program/Project Management Support of Measure R Funds	400	300	100					
D	Metro	PS4720-3252	Santa Fe Springs Whittier Intersection Improvements	0	200	100					
D	Metro	PS4720-3252	Painter Ave - Whittier Intersection Improvements	0	100						
D	Metro	PS4720-3252	Colima Ave - Whittier Intersection Improvements	0							
C	Metro	PS4720-3252	I-605 Arterial Hot Spots in the City of Whittier: PAED for Santa Fe Springs/Whittier, Painter/Whittier, & Colima Whittier Intersection Improvements	680	680						
D	Metro	PS4720-3250	Lakewood - Alondra Intersection Improvements	0							
D	Metro	PS4720-3250	Lakewood - Spring Intersection Improvements	0							
D	Metro	PS4720-3250	Bellflower - Spring Intersection Improvements	0							
C	Metro	PS4720-3250	Arterial Hot Spots in the Cities of Long Beach, Bellflower, and Paramount: PAED for Lakewood/Alondra, Lakewood/Spring, and Bellflower Spring Intersection & PS&E for Lakewood/Alondra Intersection Improvements	573	473	100					
D	Metro	PS4720-3251	Valley View - Rosecrans Intersection Improvements	0							
D	Metro	PS4720-3251	Valley View - Alondra Intersection Improvements	0							
D	Metro	PS4720-3251	Carmenita - South Intersection Improvements	0							
D	Metro	PS4720-3251	Bloomfield - Artesia Intersection Improvements	0							
C	Metro	PS4720-3251	Arterial Hot Spots in the Cities of Cerritos, La Mirada, and Santa Fe Springs: PAED for Valley View/Rosecrans, Valley View/Alondra, Carmenita/South, and Bloomfield/Artesia Intersection Improvements	561	561						
C	Metro	TBD	Arterial Hot Spots in the Cities of Cerritos: PS&E for Carmenita/South and Bloomfield/Artesia Intersection Improvements	100	100						
C	Metro	TBD	Arterial Hot Spots in the Cities of La Mirada and Santa Fe Springs: PS&E for Valley View/Rosecrans and Valley View/Alondra Intersection Improvements	100	100						
	Metro	PS4603-2582	Professional Services for I-605 Feasibility Study (Completed)	6,170	6,170						
	Metro	PS4603-2582	Professional Services for PSR/PDS: I-5/I-605 and I-605/SR-91 (Completed)	3,121	3,121						
	Metro	PS4720-3235	Professional Services for 605/60 PSR/PDS	3,040	3,040						
	Metro	TBD	Professional Services for 605/60 PA/ED	2,000	2,000						
	Metro	PS47203004	Professional Services for the Gateway Cities Strategic Transportation Plan	10,430	9,339	1,091					
C	Metro	AE333410011375	Professional Services for the I-605/I-5 PA/ED	20,698	3,000	5,000	5,000	7,698			
	Metro	TBD	Professional Services for the I-605/I-91 PA/ED	1,000	1,000						
C	Metro	AE322940011372	Professional Services for 710/91 PSR/PDS	2,340	1,590	750					
		MR315.28	Third Party Support for the I-605 Corridor "Hot Spots" Interchanges Program Development (Gateway Cities, SCE, LA County)	300	200	100					
			TOTAL METRO	51,312	24,683	7,090	6,841	5,000	7,698	0	0
	Caltrans	TBD	Third Party Support for the I-605 Corridor "Hot Spots" Interchanges Program Development, SR60/I-605 PSR-PDS	260	260						
	Caltrans		Third Party Support for the I-605 Corridor "Hot Spots" Interchanges Program Development, I-605/I-5 PA/ED	150	150						
	Caltrans		Third Party Support for the I-605 Corridor "Hot Spots" Interchanges Program Development, I-605/SR-91 PA/ED	100	100						
	Caltrans		Third Party Support for the I-605 Corridor "Hot Spots" Interchanges Program Development, I-605 Intersection Improvements	60	60						
C	Caltrans	TBD	Third Party Support for the I-605 Corridor "Hot Spots" Interchanges Program Development, I-710/SR-91 PSR-PDS	234	159	75	0	0	0	0	
			TOTAL CALTRANS	804	570	159	75	0	0	0	

ATTACHMENT A

(Change (Add (Delete	Lead Agency	Funding Agreement (FA) No.	Project/Location	Total Allocation	Previous Years					2018-2019	2019-2020	2020-2021
					2015-2016	2016-2017	2017-2018	2018-2019				
	LA County	MR315.07	Painter - Mulberry Intersection Improvements	2,410	585	175	1,650					
	LA County	MR315.11	Valley View - Imperial Intersection Improvements	1,640	475	1,165						
	LA County	MR315.15	Norwalk-Whittier Intersection Improvements	2,830	750	300	1,780					
	LA County	MR315.23	Carmentita - Telegraph Intersection Improvements	800	325	475						
	LA County	MR315.22	Norwalk-Washington Intersection Improvements	550	250	300						
	LA County	TBD	South Whittier Bikeway Access Improvements (Call Match)	800								800
	LA County	TBD	Whittier Blvd - Indiana St to Paramount Blvd (Call Match)	700								700
			TOTAL LA COUNTY	9,730	2,385	2,415	3,430	0	0	0	0	1,500
	Downey	MR315.03	Lakewood - Telegraph Intersection Improvements	2,120	2,120							
	Downey	MR315.14	Lakewood - Imperial Intersection Improvements	2,760	2,760							
	Downey	MR315.27	Lakewood - Florence Intersection Improvements	1,310	1,310							
	Downey	MR31518	Bellflower - Imperial Highway Intersection Improvements	1,900	1,900							
			TOTAL DOWNEY	8,090	8,090	0	0	0	0	0	0	0
	Lakewood	TBD	Lakewood Blvd Regional Capacity Enhancement	3,600	1,000	2,600						0
	Lakewood	MR315.04	Lakewood -Del Arno Intersection Improvements	3,320	3,320							
			TOTAL LAKEWOOD	6,920	4,320	2,600	0	0	0	0	0	0
	Long Beach	TBD	2015 CFP - Artesia Complete Blvd (Call Match)	900								900
	Long Beach	TBD	2015 CFP - Atherton Bridge & Campus Connection (Call Match)	800								800
	Long Beach	TBD	Park or Ride (Call Match)	150								150
A	Long Beach	TBD	Soundwall on I-605 near Spring Street, PAED and PSE	250		50	100	100				
C	Long Beach	TBD	Lakewood - Spring Intersection Improvements, PSE and Construction	454		454						
C	Long Beach	TBD	Bellflower - Spring Intersection Improvements, PSE and Construction	493		493						
			TOTAL LONG BEACH	3,047	0	997	100	100	0	0	0	1,850
	Norwalk	MR315.06	Studebaker - Rosscrans Intersection Improvements	1,670	1,670							
	Norwalk	MR31.10	Bloomfield - Imperial Intersection Improvements	920	920							
	Norwalk	MR315.17	Pioneer - Imperial Intersection Improvements	1,509	308	1,201						
	Norwalk	MR315.26	Studebaker - Alondra Intersection Improvements	480	100	380						
			TOTAL NORWALK	4,579	2,998	1,581	0	0	0	0	0	0
	Pico Rivera	MR315.05	Rosemead - Beverly Intersection Improvements	4,040	3,000	1,040						
	Pico Rivera	MR315.09	Rosemead - Whittier Intersection Improvements	600	600							
	Pico Rivera	MR315.21	Rosemead - Washington Intersection Improvements	40	40							
	Pico Rivera	MR315.19	Rosemead - Slauson Intersection Improvements	1,770	1,770							
			TOTAL PICO RIVERA	6,450	5,410	1,040	0	0	0	0	0	0
C	Bellflower	MR315.16	Bellflower Blvd- Artesia Blvd Intersection Improvement Project	7,310	6,210	1,100						
C	Bellflower	TBD	Lakewood - Alondra Intersection Improvements: Construction	644		644						
			TOTAL BELLFLOWER	7,954	0	6,854	1,100	0	0	0	0	0
			TOTAL ARTESIA	360	0	0	0	0	0	0	0	360
C	Cerritos	TBD	Carmentita - South Intersection Improvements, Construction	292	0	292						
C	Cerritos	TBD	Bloomfield - Artesia Intersection Improvements, ROW & Construction	1,756		1,756						
			TOTAL CERRITOS	2,048	0	2,048	0	0	0	0	0	0
C	Santa Fe Springs	TBD	Valley View - Rosscrans Intersection Improvements, Construction	524		524						
C	Santa Fe Springs	TBD	Valley View - Alondra Intersection Improvements, ROW & Construction	2,967		2,967						
C	Whittier	TBD	TOTAL SANTA FE SPRINGS	3,491	0	3,491	0	0	0	0	0	0
C	Whittier	TBD	Santa Fe Springs Whittier Intersection Improvements: PSE, ROW, Construction	1,568		1,568						
C	Whittier	TBD	Painter Ave - Whittier Intersection Improvements: PSE, ROW, Construction	1,760		1,760						
C	Whittier	TBD	Colima Ave - Whittier Intersection Improvements: PSE, ROW, Construction	1,646		1,646						
			TOTAL WHITTIER	4,974	0	4,974	0	0	0	0	0	0
			TOTAL I-605/SR-91/I-405 CORRIDORS "HOT SPOTS"	110,159	48,756	33,350	11,546	5,100	7,698	0	3,710	

ATTACHMENT A

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Metro

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

Board Report

File #: 2015-1356, File Type: Project

Agenda Number: 13.

PLANNING AND PROGRAMMING COMMITTEE NOVEMBER 18, 2015

SUBJECT: NORTH HOLLYWOOD STATION JOINT DEVELOPMENT - DEVELOPMENT GUIDELINES

ACTION: ADOPT DEVELOPMENT GUIDELINES

RECOMMENDATION

ADOPTING the Development Guidelines (Attachment A) for the joint development of 15.6 acres of Metro-owned property at the North Hollywood Station.

ISSUE

Metro owns, maintains and operates properties throughout Los Angeles County for its current and future transportation operations. As part of Metro's Joint Development Program, staff evaluates these properties for potential joint development and selects properties for beneficial transit-supportive development. The properties at the North Hollywood Station are ideal for joint development because of their size and location near a key commercial center and one of the busiest stations in the Metro system. This site is also part of the Transit Oriented Communities ("TOC") Demonstration Program.

In accordance with the Joint Development Policy, staff has conducted community outreach to solicit input for the creation of Development Guidelines ("Guidelines") for the North Hollywood properties. The Joint Development Policy also requires Board approval of the Guidelines. If adopted by the Board, the Guidelines will be included in the Request for Proposals ("RFP") for the site

DISCUSSION

The North Hollywood properties were previously offered for joint development through an RFP released in 2007. A Developer was selected, however due to a change in market conditions, that proposal was never implemented. There has since been renewed interest and market capacity for a development at the North Hollywood properties. A Request for Interest and Qualifications (RFIQ) for development of the site was released to the development community in March 2015. A shortlist of developers was identified through this process, to receive an RFP after adoption of the Development Guidelines.

Overview of the Guidelines

The Development Guidelines will provide a set of development and planning principles that are applicable to the Property and consistent with Metro's adopted Joint Development Policy, local land use regulations, Metro operational requirements and stakeholder feedback. The Guidelines are not intended to provide specific design and construction related criteria associated with a particular project. If approved, they will be used as part of an RFP that staff will issue to the shortlisted developers. The Guidelines are organized into five sections:

1. *Background Information* - this section provides an overview of the Metro-owned properties, the Metro Joint Development ("JD") Process, Metro's goal of creating Transit Oriented Communities and the outreach process to date.
2. *Vision for Development* - the vision for development at the North Hollywood station is a high intensity, iconic transit-oriented development with mixed uses that build upon North Hollywood's creative arts-oriented identity.
3. *Regulatory and Policy Framework* - this section provides an overview of the key City of Los Angeles and Metro regulatory land use documents, as well as policies to which the Developers must adhere.
4. *Transit Facility Requirements* - provides specific requirements for all transit facilities currently in operations as well as protects for future transit growth. The section includes reference to bicycle and parking facilities as was informed by feedback from Metro Operations.
5. *Development Guidelines* - drawing from the regulatory, policy and transit requirements as well as community feedback, this final section offers a series of guidelines to inform the urban design and environment of the development site, including both recommendations and requirements in the areas of streetscape, open space, programmatic uses, public art, circulation, etc.

Transit Operations Requirements

Key Guideline requirements specific to transit operations include:

- The Orange Line Busway Right of Way must be maintained, and the potential for the Orange Line to be extended to the east and/or converted to light rail must be preserved;
- The Developer may propose relocation of bus discharge and layover facilities, subject to review by Metro Operations, however they must include interim layover and discharge facilities during construction;
- Provision of at least 2,000 dedicated parking spaces for transit riders, joint use may be considered for a portion of the spaces;
- The recently renovated historic Lankershim Train Depot should be integrated but is not a part of the RFP;
- Incorporation of bicycle facilities, including the Chandler Cycle Track, Metro Bike Hub and improvements called for in the City of Los Angeles Bicycle Implementation Plan.

Metro Operations will have an ongoing role in review of development plans through developer selection and following into implementation.

Community Outreach

The North Hollywood (“NoHo”) Guidelines are the first to be developed under the updated Joint Development Policy and TOC Demonstration Program. Both of these documents provide for a more meaningful community engagement process. The JD Team hired an outside design/urban planning consultant to assist with outreach and creation of the Guidelines, and also worked closely with Community Relations and local elected officials (the Offices of Directors Krekorian and Kuehl) to:

- Create a stakeholder email list;
- Hold smaller or one on one meetings with key stakeholder representatives (Mid-Town NoHo Neighborhood Council, BID, VICA, San Fernando Valley Regional Service Council);
- Organize 3 focus groups with over 45 attendees: Community Based Organizations, Residents and Business/Property Owners;
- Hold a Community Workshop with 65 attendees
- Offer an Open House to summarize findings and next steps with 50 attendees.

These meetings were publicized through the email list, by distributing 10,000 fliers within a ¾ mile radius of the station, through the elected’s regular news updates, and through a new partnership with NextDoor, a neighborhood-based mobile app that targets community stakeholders (North Hollywood has 1,300 members and the outreach for the NoHo Station Guidelines was a pilot effort at partnership between Metro and NextDoor).

DETERMINATION OF SAFETY IMPACT

The adoption of Development Guidelines will have no direct impact on safety. The eventual implementation of a Joint Development project at the Metro North Hollywood Station will offer opportunities to improve safety for transit riders, through better pedestrian and bicycle connections.

FINANCIAL IMPACT

Funding for joint development activities related to the Development Guidelines and any subsequent, related development activity, including the RFP process, is included in the FY16 budget in Cost Center 2210 (New Business Development) under Project 610011 (Economic Development). Third party costs associated with the Development Guidelines, RFP solicitation and Developer selection are estimated at \$222,650. These costs are encumbered through active contracts.

Since development of the properties is a multi-year process, the project manager will be accountable for budgeting any costs associated with the joint development activities that will occur in future years.

Impact to Budget

The source of funds for joint development activities is local right-of-way lease revenues, which are eligible for bus/rail operating and capital expenses. Adoption of the Development Guidelines will not impact ongoing bus and rail operating and capital costs, the Proposition A and C and TDA administration budget or the Measure R administration budget.

ALTERNATIVES CONSIDERED

The Board could choose not to adopt the Development Guidelines. That is not recommended because a new development is desired by the community and will increase ridership. Further, the Guidelines were developed with considerable stakeholder input and the North Hollywood community is expecting movement on the joint development of the North Hollywood Station site; adoption of the Guidelines is a precursor to moving forward with the Joint Development process.

NEXT STEPS

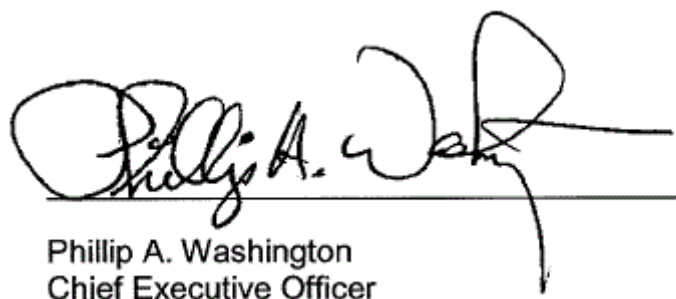
After adoption of the Development Guidelines, Metro staff will issue an RFP for the development of the properties, to the shortlisted developers. The RFP will include the adopted Development Guidelines. Staff anticipates bringing a recommendation for selection of a Developer to the Board in Summer 2016.

ATTACHMENTS

Attachment A - North Hollywood Development Guidelines

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Phillip A. Washington
Chief Executive Officer

GUIDE FOR DEVELOPMENT: NORTH HOLLYWOOD STATION

DECEMBER 2015



Metro®

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CRA/LA Design for Development

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1. OVERVIEW

HOW TO USE THIS GUIDE FOR DEVELOPMENT

The Los Angeles County Metropolitan Transportation Authority (“Metro”) has prepared this Guide for Development (“Guide”) to communicate Metro and community stakeholders’ desires for the joint development of Metro-owned property (“Development”) at the North Hollywood Station (“Station”). The Guide summarizes specific policies that apply to the project site and defines objectives that were developed from existing land use regulations and a public outreach process conducted in fall 2015, and will be a basis for evaluating proposals.

It is organized as follows:

1. Overview
2. Vision for Development
3. Regulatory and Policy Framework
4. Transit Facility Requirements
5. Development Guidelines

This Guide follows the March 2015 Request for Interests and Qualifications (“RFIQ”) for Development of Metro Owned Parcels at the North Hollywood Station and is being issued to short-listed developers in conjunction with the Request for Proposals (“RFP”) for Development of Metro Owned Parcels at the North Hollywood Station. Readers of this document can refer to the RFIQ and RFP for background information on the Metro-owned parcels and Metro’s Joint Development process. For reference purposes, Figure 1 provides a map of the Metro-owned parcels at the North Hollywood Station.

All applicable State, County and City of Los Angeles regulations and code requirements shall apply.



Figure 1: NoHo Station Joint Development Site Map

Parcel 1: Station, Parking, Bus Layover Area (10.5 acres)

Parcel 2: Weddington Property (1.8 acres)

Parcel 3: Metro Orange Line Terminus (2.6 acres) Excludes Historic Train Depot

Parcel 4: Currently Short-term Leased (0.66 acres)

JOINT DEVELOPMENT PROCESS

The Metro Joint Development Process includes four stages: (1) initial community outreach; (2) developer solicitation and selection; (3) project refinement, including additional community outreach, Joint Development Agreement (“JDA”) and Ground Lease (“GL”) Negotiations; and (4) permitting and construction. The process at North Hollywood began in September 2015.

Community Outreach

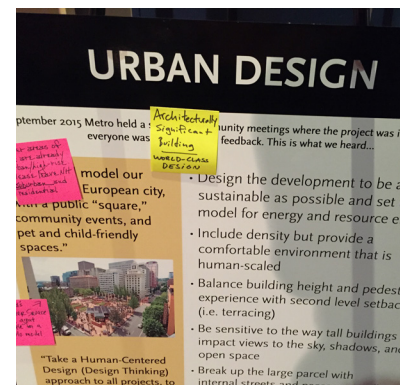
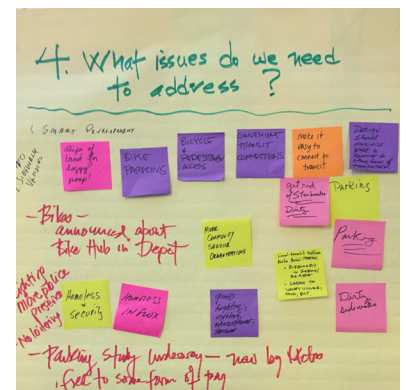
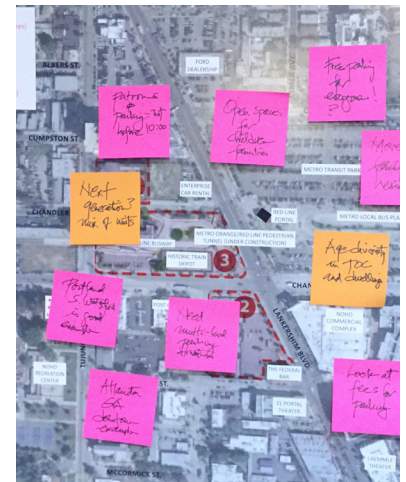
As part of the initial community outreach stage, Metro creates a Guide for Development. Outreach in support of the North Hollywood Guide included three focus groups the week of September 14, 2015: one for residents, one for community-based organizations and public officials, and one for businesses and commercial property owners. These were followed by a larger community workshop on September 24 that solicited input about key issues to inform the Guide and the community’s vision for the station area and new development. A final Open House was held on October 13 at the historic El Portal Theatre to summarize what Metro heard and to offer tangible responses to how comments would be incorporated, through this Guide for Development or at a later stage in the Joint Development Process.

There were 45 participants in the focus groups, 65 participants at the community workshop, and 50 attendees at the Open House. Comments were also taken online and accepted by the team via email and regular mail for those who were not able to make it to the meetings. A summary of the comments is included in the Appendix.

Metro asked five questions to participants in the outreach meetings to encourage discussion about the Development potential.

- What are the treasures of this area?
- What is missing?
- How do you use the neighborhood?
- What are some issues that the new development should address?
- What do you want this place to be like?

Quotes gathered from the outreach process are included in this document.



The community was notified of meetings several ways:

- 10,000 flyers dropped within a 3/4 radius of North Hollywood Station
- 2 NextDoor blasts were sent to 1,300 households
- An online article on The Source blog was shared by Streetsblog LA and Curbed LA
- Posts were shared on Metro's Facebook page
- Metro meeting notice e-blasts were sent
- Elected officials included meeting notices in weekly e-blasts to local constituents

List of community stakeholders that participated in focus groups and the community meetings:

- Mid-Town North Hollywood Neighborhood Council
- NoHo Business Improvement District
- Universal City/North Hollywood Chamber of Commerce
- San Fernando Valley Metro Service Council
- Valley Industry and Commerce Association (VICA)
- Valley Village Neighborhood Council
- City of Los Angeles Department of City Planning
- Los Angeles Department of Transportation (LADOT)
- Los Angeles County Bicycle Coalition (LACBC)
- Los Angeles Unified School District
- East Valley YMCA
- St. Paul's First Lutheran Church
- West Hollywood Community Housing Corporation
- Cesar Chavez Foundation
- LA Vibrantly
- FILLtheWELLpoetic
- El Portal Theatre



2. VISION FOR DEVELOPMENT

Metro's North Hollywood Station Development Site is one of the most desirable development locations in Los Angeles. The Station is a major transit hub with over 22,000 boardings per weekday, is located within the eclectic, growing, and geographically desirable NoHo Arts District, and is becoming a regional draw. Further, the CRA/LA Design for Development, adopted in 2007, has zoned the area for high density development, positioning the station to become a transformative anchor to the San Fernando Valley and the Southern California region.

With a strong real estate market, growing housing demand, and a growing desire for lifestyles centered on public transit, the Station is a rare and exciting opportunity for a development that will garner international attention. The overall vision for the project is a high-intensity, iconic transit-oriented development with a mix of uses around the Station that build upon NoHo's creative arts-oriented identity. The vision includes an energetic, public-oriented, and pedestrian-scale environment that can endure as a local and regional landmark. The site will play a critical role in defining the continuing evolution of the North Hollywood community.

MAINTAINING AND GROWING THE DRAW OF NOHO

Metro heard from stakeholders that the Project Site in NoHo is an opportunity to create new development of landmark quality. NoHo is a vibrant Los Angeles neighborhood zoned for higher density development. Stakeholders envision this development as an opportunity to prove how a city known for its car culture can stand out in the San Fernando Valley and the Southern California region as a new model for transit-oriented communities in Los Angeles.

NoHo has a unique character that is diverse and artistic. The Station is a lively destination with pedestrian activity and local businesses. The theaters and restaurants create a thriving nightlife and attract a diverse population of dancers, actors, and others in the creative workforce. As the area becomes more established as a performing arts destination, it is gaining a regional and even national attraction. Development of the Project Site should capitalize on and preserve the eclectic urban nature of the area, while thinking big about creating a regional destination. This is not a simple challenge, but one that can be achieved with thoughtful design and programming.

North Hollywood is a place whose residents, businesses, and community-based organizations are deeply vested in its future.

"NoHo is a thrilling place to live – we have exciting bars and restaurants, cool businesses, public transit/easy access to other neighborhoods. We have theaters, the library, the pool and the park. You can walk around. You can get a beer outside. You can get to know your neighbors."

"The NoHo transit station is a true hub that should remain a busy, active cultural connection to the rest of LA."

"We are building this stuff for kids we have not met yet – kids aren't jumping to get their drivers licenses anymore. Keep the kids in mind and how they plug into the schools – we want to have safe routes for them."

"We really need this station to be a true TOD site. This is the moment and opportunity to really set an example and set the course for a more forward-thinking LA."

"The best part of NoHo is that it is transit oriented, walkable, and non-corporate. It is nice to be able to walk to mom-and-pop businesses and restaurants and avoid giant corporations."

"NoHo is the best community in LA. I appreciate that it contains a little bit of everything and provides residents and visitors with a well-rounded city. The Metro stop is definitely a local treasure."



Photo: Wikipedia



Photo: Rutger Mason Gross School



Photo: The Hub LA

Stakeholder feedback included several important recurring themes:

- Create a dense, urban development at the Project Site;
- Balance density with well-designed open spaces and mitigate traffic impacts;
- Preserve and celebrate the eclectic, artistic character of the neighborhood through the incorporation of public art, opportunities for performances, and a vibrant street life;
- Curate the retail, strive to keep local businesses and artists in NoHo, and restrict the number of national brand chain stores;
- Support the community's diversity and provide and enhance amenities for artists and families;
- Promote safety and security around the station;
- Provide adequate transit parking;
- Create a project of iconic design, but also honor the historic landmarks; and
- Allow for innovation, co-working, and incubation of small new businesses and artists in the district.

Ambitious and bold architecture is encouraged for new buildings, with a celebration of the arts character of the neighborhood. The densified urban realm must be carefully maintained and grown as an active, welcoming public environment.

3. REGULATORY AND POLICY FRAMEWORK

The Project Site is subject to a number of adopted regulatory policies, both from the City of Los Angeles and Metro. This section offers a brief overview; respondents are encouraged to comprehensively review the documents.

CITY OF LOS ANGELES PLANNING - GENERAL PLAN

New development at the Project Site must follow the General Plan. The Project Site falls within the North Hollywood – Valley Village Community Plan area as described within the Land Use Element of the General Plan. The General Plan designation contains a mix of commercial manufacturing, public facilities, and community uses.

*General Plan
Land Use Element
North Hollywood - Village
Community Plan
<http://planning.lacity.org/complan/valley/PDF/nhlplanmap.pdf>*

ZONING CODE AND OVERLAY OF THE LOS ANGELES MUNICIPAL CODE

The NoHo Commercial and Artcraft District Overlay adopted July 16, 1995 also applies to the Project Site. Artcraft zoning districts, as defined by the Los Angeles Department of City Planning, are enclaves where the artisan segments of the population may live, create, and market their artifacts.

*NoHo Commercial and Artcraft
District Overlay
<http://planning.lacity.org/complan/othrplan/pdf/NOHOART.PDF>*

COMMUNITY REDEVELOPMENT AGENCY OF LOS ANGELES (CRA/LA) AMENDED REDEVELOPMENT PLAN FOR THE NORTH HOLLYWOOD REDEVELOPMENT PROJECT (OCTOBER 1997)

The site is located in a former Redevelopment Project Area. The CRA/LA is the Designated Local Authority (“DLA”) and successor to the former Community Redevelopment Agency of the City of Los Angeles. While ABx1-26 abolished Redevelopment Agencies, the land use authorities in the Redevelopment Plans remain in effect and continue to be administered by the CRA/LA until transferred to the Department of City Planning. The Redevelopment Plan requires that any project providing residential development within a commercially-zoned district enter into an Owner Participation Agreement (“OPA”) with the DLA. It is expected that the Project Site will require an OPA. The OPA must include a community benefits agreement.

*Amended Redevelopment
Plan for the North Hollywood
Redevelopment Project (October 2,
1997)
http://www.crala.net/internet-site/Projects/North_Hollywood/upload/nhamend1997.pdf*

DESIGN FOR DEVELOPMENT ESTABLISHING NORTH HOLLYWOOD REDEVELOPMENT PROJECT COMMERCIAL CORE URBAN DESIGN GUIDELINES (DESIGN FOR DEVELOPMENT)

The Design for Development was created by the CRA/LA and remains in effect as a regulatory land use document. The aforementioned OPA must provide benefits above and beyond the requirements of the Design for Development. Compliance with the policies stated in the Design for Development is needed before the Department of Building and Safety can issue a building permit.



A potential build out of the Joint Development site, as referenced in the Design for Development
http://www.crala.org/internet-site/Projects/North_Hollywood/upload/NHDFD092007.pdf

The document contains development standards regarding density, design, and increased sensibility to the character of the neighborhood and establishes a preference for higher density development in the commercial core around the station portal. The design objectives are to:

- Create a significant concentration of commercial development (retail, hotel, entertainment, and office), as well as housing, around the Metro Red and Orange Line Stations;
- Encourage convenience uses that will become a part of the everyday commute;
- Provide linkages between the transit-related development in the Lankershim Core, the NoHo Arts District, and surrounding neighborhoods and between individual buildings in the Lankershim Core.

The Design for Development forms the basis of much of the Development Guidelines document and is further referenced in Section 5: Development Guidelines.

METRO JOINT DEVELOPMENT PROGRAM: POLICIES AND PROCESS

Updated in September 2015, this policy document outlines the objectives of the Joint Development program, describes the Joint Development Process, and details policies and requirements. Recent policy changes to note, and which are further detailed in the Section 5 of this document, include a goal that 35% of all housing developed on Metro-owned land (on a portfolio-wide basis) be affordable to households earning 60% of the Area Median Income or below, and that a robust community engagement process is expected for all Joint Development sites.

Joint Development Policies and Procedures
www.metro.net/projects/joint_dev_pgm

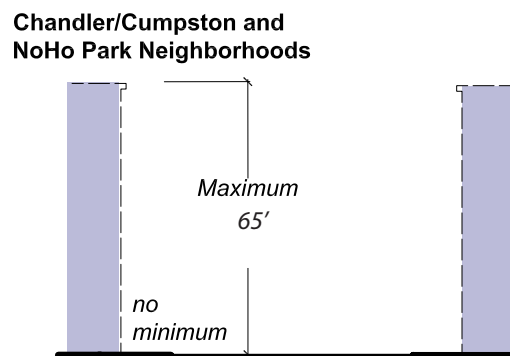
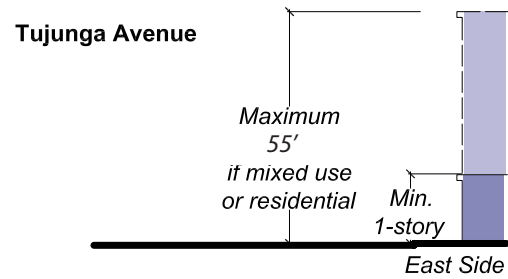
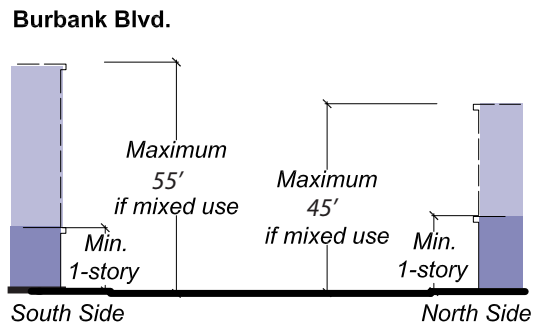
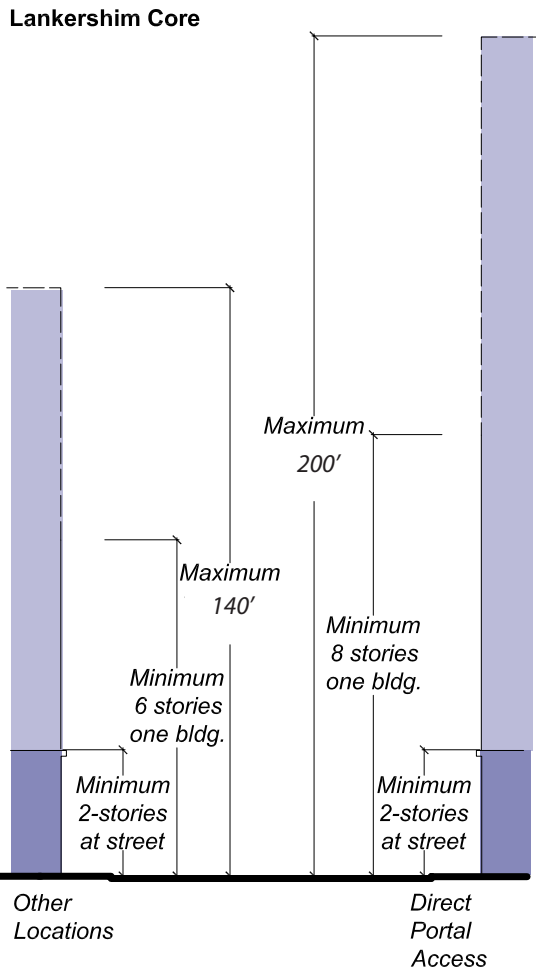
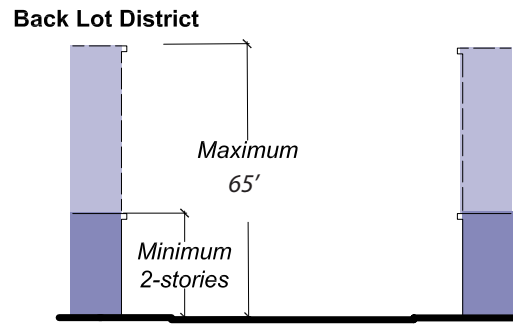
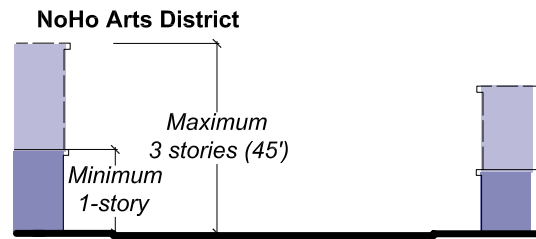


Figure 3: Minimum and Maximum Building Height and Residential Densities Exclusive of Bonuses

Source: CRA/LA Design for Development

METRO COMPLETE STREETS POLICY

Complete Streets are streets that provide safe, comfortable, and convenient travel along and across streets through a comprehensive, integrated transportation network that serves all categories of users, including pedestrians, users and operators of public transit, bicyclists, persons with disabilities, seniors, children, motorists, users of green modes, and movers of commercial goods.

*Metro Complete Streets Policy
(adopted October 2014)
http://media.metro.net/projects_studies/sustainability/images/policy_completestreets_2014-10.pdf*

METRO FIRST LAST MILE STRATEGIC PLAN

The Project Site is subject to Metro's First Last Mile Strategic Plan, which presents planning and design guidelines to improve the connections to the station and from origins and destinations within 3 miles of the station.

*Metro First Last Mile Strategic Plan
(adopted April 2014)
<https://www.planning.org/awards/2015/pdf/FirstLastPlan.pdf>*

GREAT STREETS INITIATIVE

Los Angeles Mayor Eric Garcetti's Great Streets Initiative seeks to activate public spaces, provide economic revitalization, increase public safety, enhance local culture, and support great neighborhoods along 15 designated Los Angeles streets, including Lankershim (from Chandler to Victory). This one mile portion of Lankershim Boulevard seeks to expand on the success of the NoHo Arts District. Great Streets will take advantage of partnerships with the NoHo Business Improvement District and NoHo Arts District to develop investments along the corridor.



<http://www.lamayor.org/greatstreets>

CITY OF LOS ANGELES BICYCLE PLAN AND MOBILITY ELEMENT

The City of Los Angeles is in the process of implementing the 2010 Bicycle Plan and the 2015 Mobility Element. The Bicycle Plan has identified Lankershim Boulevard as a backbone bicycle facility and the Mobility Element has identified Lankershim Boulevard as a part of the Bicycle Enhanced Network (BEN) and a Tier 1 Protected Bicycle Lane. To the extent that a developer will be constructing streetscape improvements as part of the development and construction process, the Lankershim Boulevard City of Los Angeles Bicycle and Mobility Plan infrastructure must be incorporated.

*The City of Los Angeles approved the 2010 Bicycle Plan as part of the Transportation Element of the General Plan, which calls for better connectivity throughout the bicycle street network.
<http://planning.lacity.org/cwd/gnlpln/transelt/NewBikePlan/Txt/LA%20CITY%20BICYCLE%20PLAN.pdf>*

4. TRANSIT FACILITY REQUIREMENTS

Metro envisions a development that is physically and programmatically integrated with its bus, rail, bicycle, and parking facilities to the greatest extent feasible.

The requirements below set the parameters for the transit facilities and reflect feedback from Metro's Operations, Engineering & Construction, and Planning Departments. Adherence to these requirements is critical, and the selected development proposal will be reviewed by Metro technical staff for its compliance with these requirements throughout the design development process.



Developers may build over the station entrances, subject to Metro design criteria, approval, and review.

RAIL

Station Portal

The existing Red Line Station Portal must be maintained as a key entrance to the Station. However, a developer may build over the Portal and subway box, subject to Metro design criteria, approval, and review. Existing vent shafts, emergency exits, and other similar station facilities shall remain intact and future development shall not impair or hinder their functionality. With Metro's approval, such facilities may be modified. No loss of transit functionality shall occur, and the costs of such modifications will not be borne by Metro. See Figure 4 for the locations of station facilities.

Pedestrian Underpass

Metro is currently building a direct underground connection between the Metro Orange Line Station and the Metro Red Line Station via an underground passageway. This underpass must remain and may not be impacted by the development. As part of the underpass project, Metro is constructing a small park between the underpass and the Orange Line Station. See Figure 5.

Knock Out Panels

The Red Line Station was designed with KOPs that could be activated by future development. One KOP has been activated by the Pedestrian Underpass project. There are two remaining KOPs, and the developers are encouraged to explore activating either or both and incorporating them into the Development. See Figure 4 for the location of the KOPs.

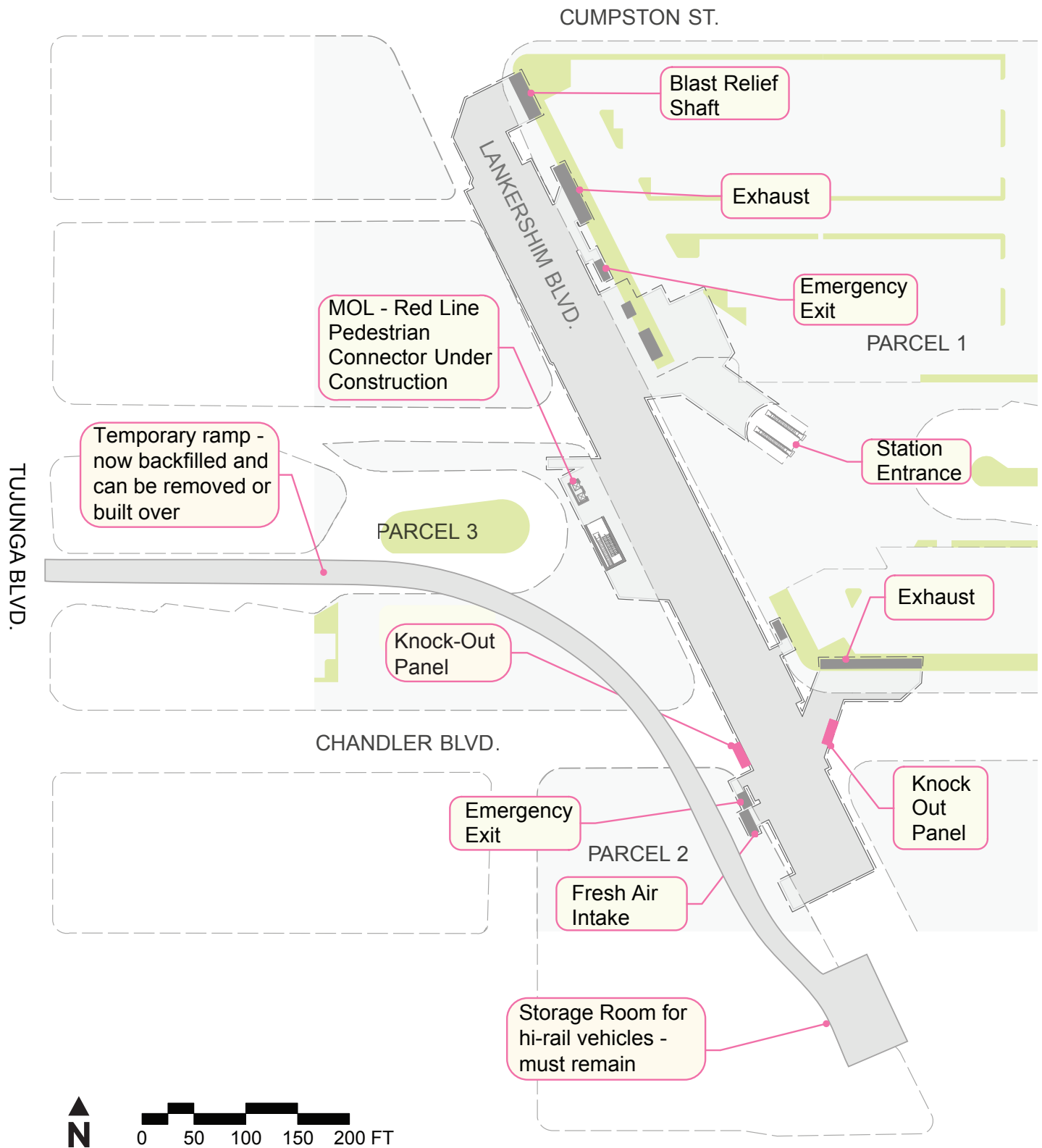


Figure 4: North Hollywood Station Portals, Pedestrian Underpass and Knock Out Panels

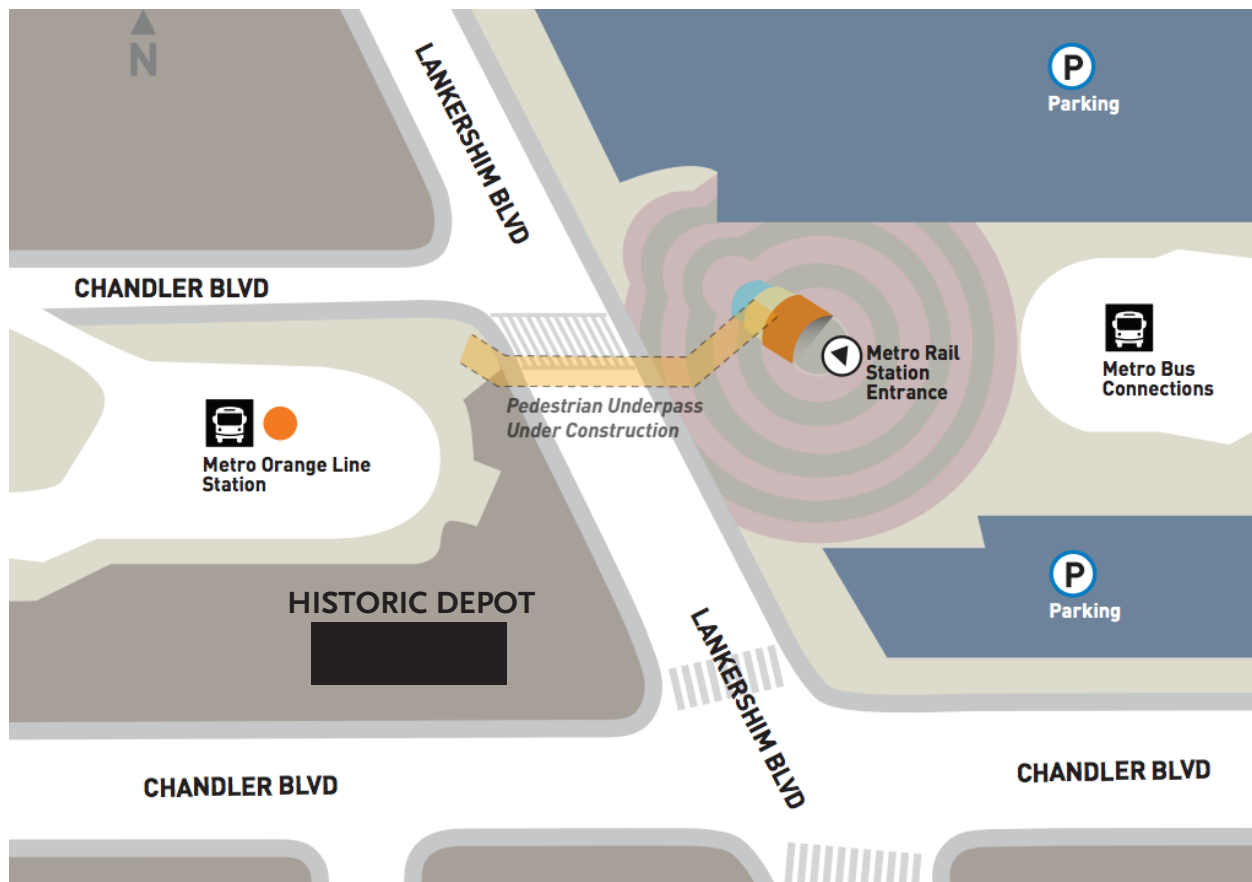


Figure 5: Pedestrian Underpass between the Metro Orange and Red Lines

Underground Structures

At the time of the construction of the Metro Red Line, a temporary ramp under Parcels 2 and 3 was built from the surface level to the track level in order to deliver construction materials to the Red Line. It has since been back filled and is not used by Metro. It may be removed at the developer's expense, or built over with development. There is an underground storage room at the south end of the ramp that is used by Metro Operations and must be left undisturbed. Figure 4 shows the approximate location of the temporary ramp and storage rooms, but the developer will be expected to confirm the locations of underground structures.

Rail Tracks

The Red Line tracks run underneath Lankershim Boulevard. Revenue tracks run south of the Station towards Universal City. Tail tracks continue north of the Station. The tail tracks are used daily to store trains and mechanical equipment. To the extent that the Development will impact Lankershim Boulevard, the Red Line revenue tracks and tail tracks must be preserved and undisturbed.

The selected developer will be required to verify the existing underground conditions. The listed underground facilities are examples of existing structures but are not exhaustive.

BUS

Potential Orange Line Extension and/or Conversion to Light Rail

Metro owns right-of-way ("ROW") that runs from the North Hollywood Station east to the Burbank Metrolink Station and is known as the Burbank-Chandler Transportation Corridor ROW. It is approximately 60 feet wide and is currently occupied by the Chandler Bikeway. (See Figure 6.) Between Vineland Avenue and Fair Avenue, it runs adjacent to Chandler Boulevard and is the site of Metro's temporary parking demonstration project. Between Fair Avenue and Lankershim Boulevard, it runs adjacent to Chandler Boulevard through the southern portion of the Parcel 1. Metro intends to preserve this ROW for possible future transit uses. These future uses are not funded or defined projects at this time and any future use would be subject to Metro Board authorization and an extensive environmental review process. However, Metro must preserve the ROW envelope without permanent development to allow for future transit capabilities.



Figure 6: Potential Orange Line Extension and/or Conversion to Light Rail

Metro Orange Line Busway

The Metro Orange Line Station, located in Parcel 3, currently includes five bus bays and one 120-foot pick up platform, which are at capacity with headways as often as every 4 minutes during peak periods. If a developer proposes to relocate this facility, several enhancements would be required of a replacement facility:

- Growing ridership requires increasing the capacity to seven bus bays.
- The recently approved AB726 would allow 82-foot double articulated buses on the Orange Line. Future design of the terminal must allow accommodation of 82-foot double articulated buses.
- The turning radii specifications for 82-foot double articulated buses are not available, thus the future design team of the terminal should expect to work closely with Metro Operations.
- The current passenger pick-up platform at the North Hollywood Station is approximately 120 feet in length; this should be increased to 172 feet to accommodate future larger bus fleet.
- All existing amenities must be preserved or replaced. For example: operator restrooms, ticket vending machines, and stand-alone validators.

Bus Plaza on Parcel 1

Metro maintains a large and critical bus plaza on Parcel 1. The current capacity of the bus plaza is 14 bus bays and 6 additional bus parking spaces in the layover zone, pictured on the bus plaza inset map (Figure 8). Metro encourages developers to explore reconfiguration, relocation, and redesign of the existing bus plaza. The Developer may explore the possibility of breaking up the bus plaza and layover areas and dispersing the bus stops around the parcel. Any redesign, especially a disbursement, will need to be approved by Metro Operations and should consider the needs of riders and operators alike. The bus bays, especially discharge locations, should be as close to the Station portal as possible. Appendix B includes diagrams detailing the space required for the turning radii of Metro buses of various sizes and Appendix C provides a bus configuration summary.

See diagrams showing bus turn radii in the Appendix.

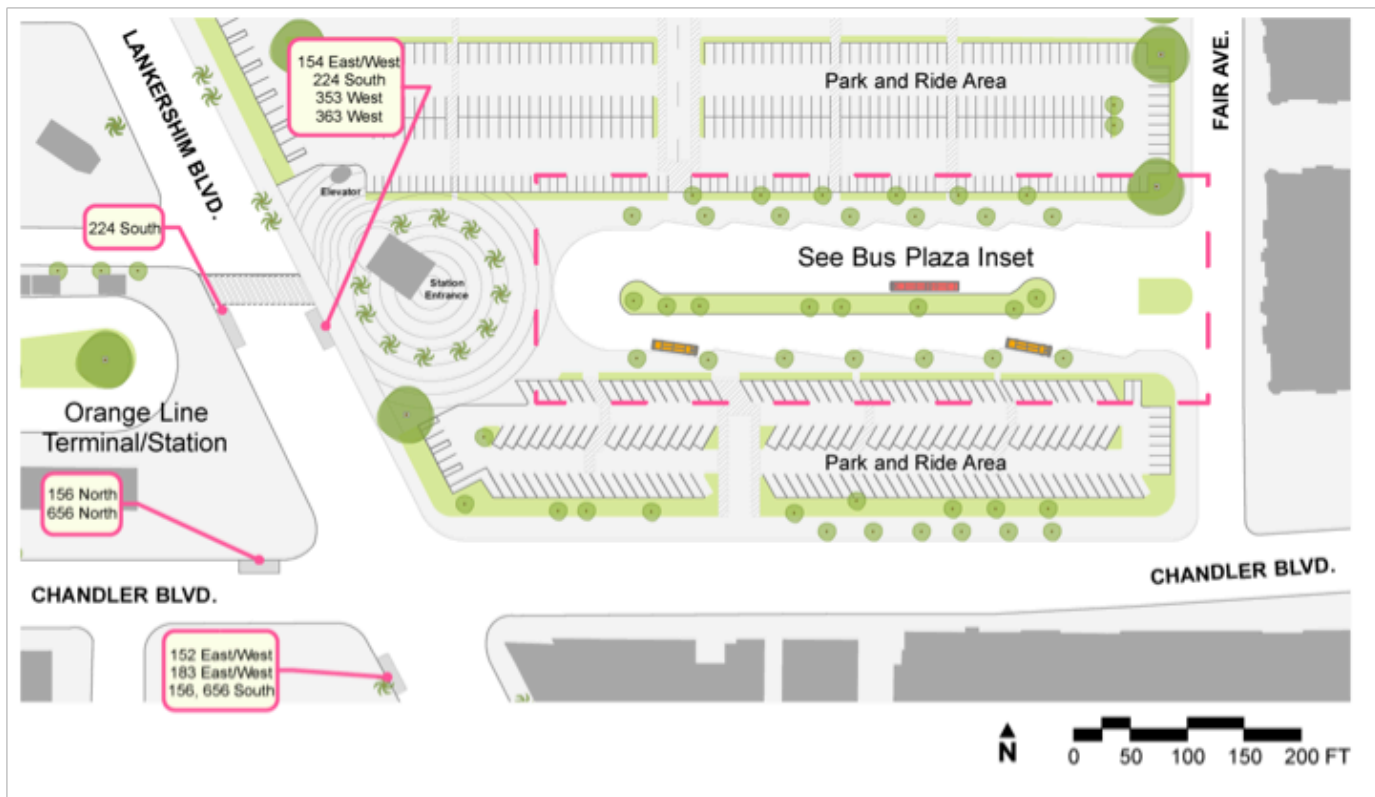


Figure 7: Bus Facilities at Parcel 1

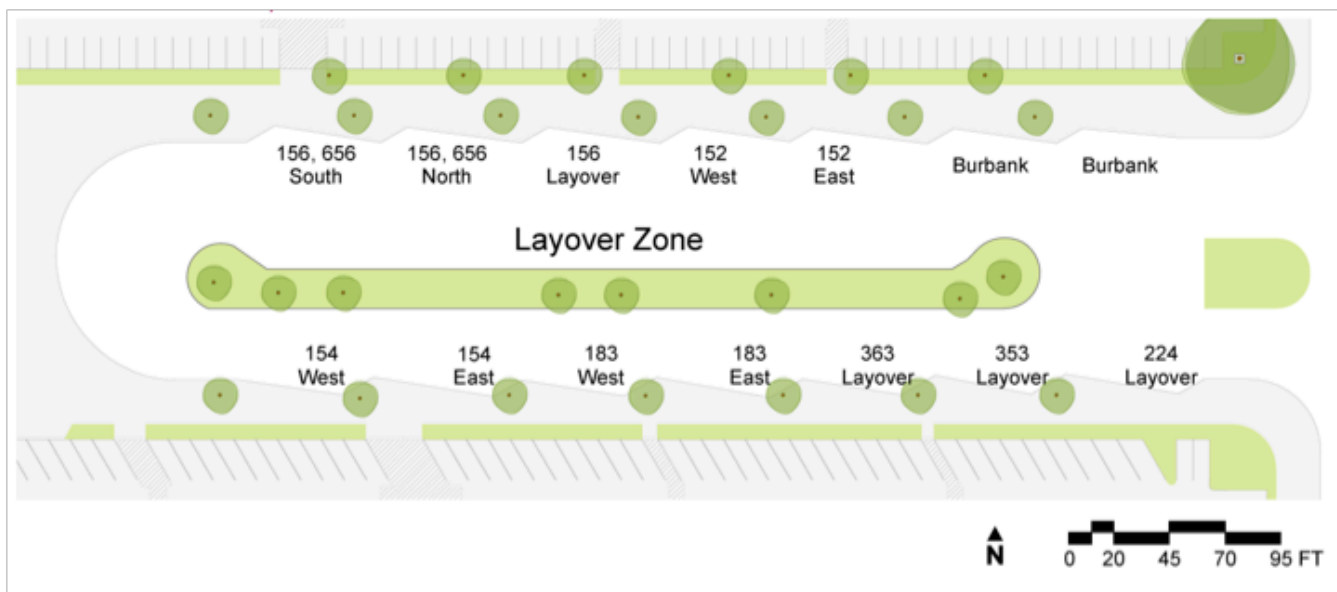


Figure 8: Bus Plaza Inset

If relocated, the new bus plaza will need to expand existing capacity in support of future service expansion. Metro Operations requires that the new bus plaza include:

- 17 total bus bays
- 2 bays that can accommodate 60-foot articulated buses (the remaining spaces must accommodate 45-foot buses)
- An additional 6 bus parking spaces for layover buses

Bus Patron Amenities

Bus patron amenities such as benches, bus shelters, next bus displays, and map cases are required. Design of all such amenities must be coordinated with Metro's Countywide Planning and Operations teams.

Other Transit Amenities

Public restroom facilities must be available within the Project Site that will accommodate transit patron use. A minimum of one public restroom facility shall be provided on each side of Lankershim Boulevard. The selected developer will also be required to provide transit operators' restroom facilities and coordinate with Metro staff on the facilities' location and design. Future Development should include an operator's restroom close to the bus terminal. The current restroom is located on the Red Line's mezzanine level.

Bus Operations During Construction

Developer shall maintain current bus layover and parking capacity during construction. The selected developer will be required to provide a Bus Service Management Plan during construction to be included in the Joint Development Agreement.

TRANSIT PARKING

Parking Spaces

Parking is a key issue for residents, businesses, and transit riders. North Hollywood is an extremely high demand location for transit parking, filling up daily and spilling over into metered parking. Metro currently has over 400 preferred parking permit holders (parking spaces reserved until 10:00am on weekdays) for the Station. There are also over 100 people on the waiting list who are interested in purchasing a permit. Permit holders come from 55 different zip codes, including destinations several miles away from the Station (see Figure 10).

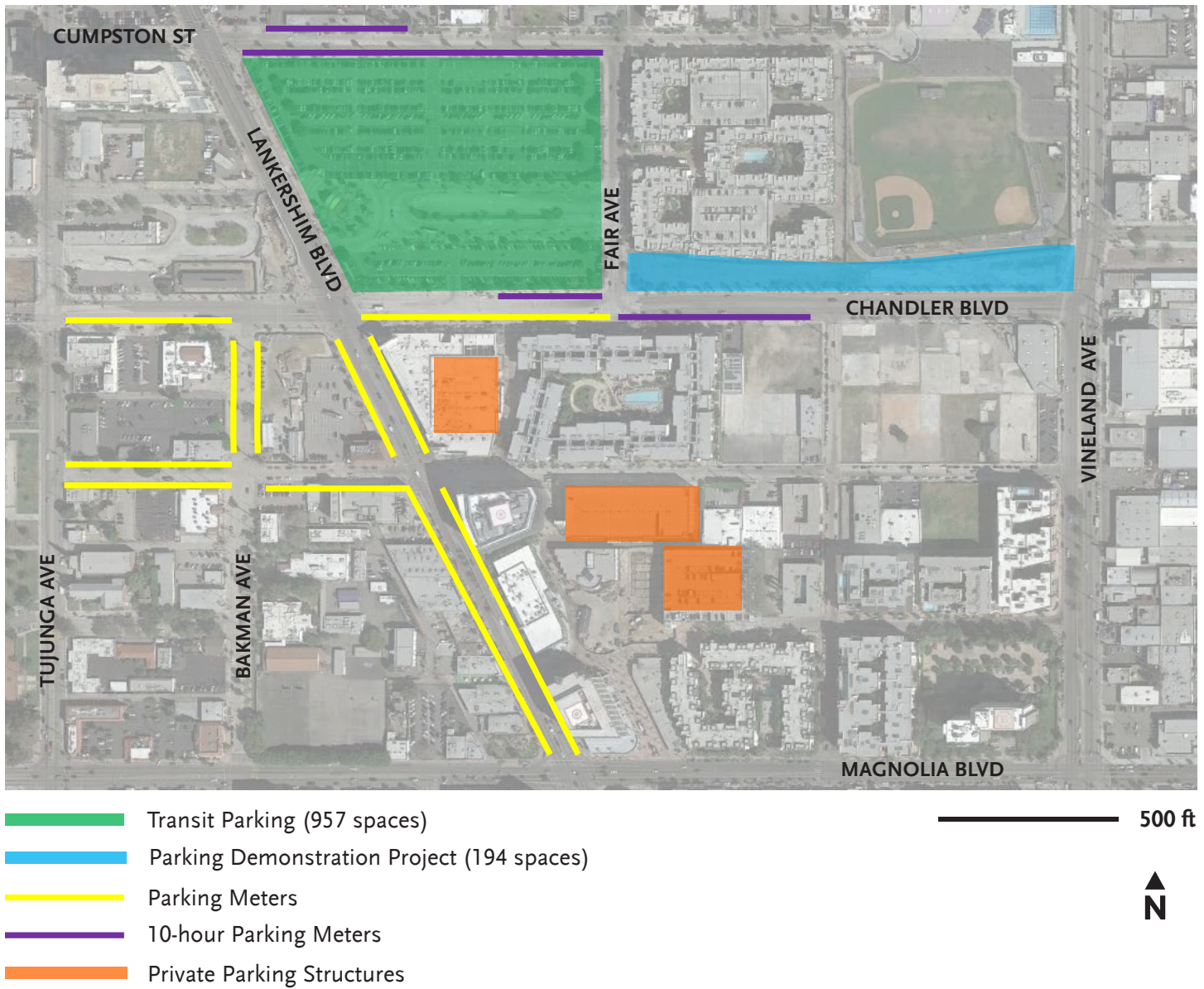


Figure 9: Parking At and Around the North Hollywood Station

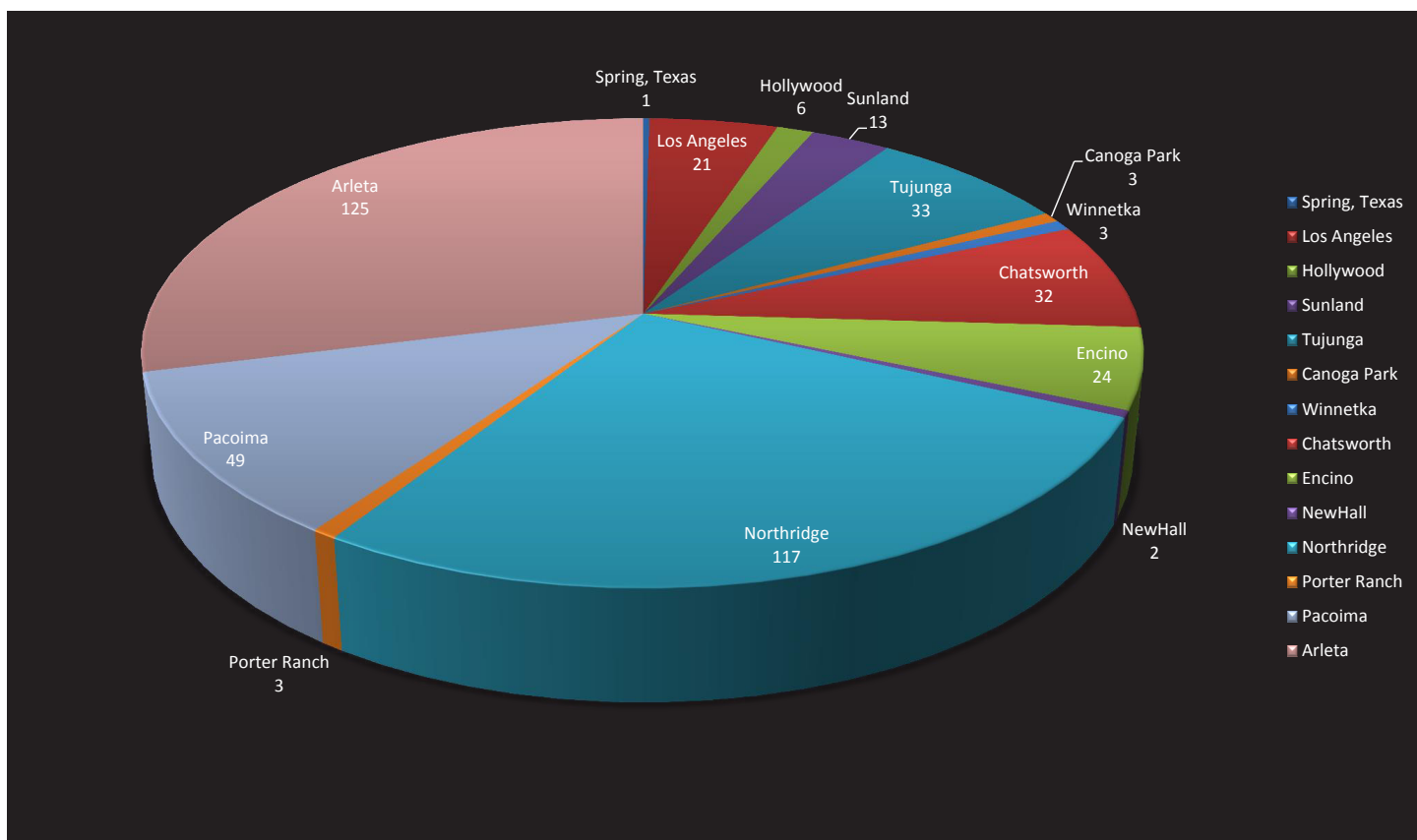


Figure 10: North Hollywood Permit Parkers - City of Residence

Metro is commencing a Supportive Transit Parking Program (STPP), to be completed in 2016, to evaluate the overall parking demand in the Metro system, which will include demand projections for North Hollywood into the future.

Metro has recently constructed a parking demonstration project using temporary parking surface materials, which will add an additional 194 spaces in the ROW along Chandler Boulevard. A shared-use path included in the project runs adjacent to Chandler Boulevard, continuing bicycle access from the Chandler Bikeway to Parcel 1. The selected developer should continue bicycle access through Parcel 1 to the Station entrances.

As part of the Development, Metro requires that existing parking lot on Parcel 1 be replaced with 2,000 transit-dedicated parking spaces available to Metro transit customers during peak travel hours. Joint use of transit parking during non-peak hours will be considered.

The design for transit parking must allow for future paid parking at less than market rates. Additional parking for non-transit uses must follow zoning requirements and The Design for Development.

Transit Parking During Construction

Metro expects the selected developer to maintain as much of the 957 space parking capacity as possible when the site is under construction. The developer will be required to demonstrate how this can be achieved with a parking management plan during construction.

BICYCLE FACILITIES

Bike Hub

Similar to the conditions for traditional vehicle parking, North Hollywood is one of Metro's highest demand stations for bicycle parking. A Metro Bike Hub is in the works in order to serve bicycle parking needs at the Station. Design work for the Bike Hub will begin in 2016 and will include 200 secure bicycle parking spaces. The Bike Hub will be located in and adjacent to the Historic Lankershim Depot, with customer service, bike repair, and retail inside the Depot. An enclosed, secure bicycle parking facility will be outside the Depot on adjacent land.

Bicycle Parking

In addition to the planned Bike Hub parking, more bicycle parking is needed near the Red Line Station entrance. A systemwide Metro market analysis of bicycle parking needs will be completed in 2016 to study near-term and future bicycle parking needs, and a refined number of bicycle parking spaces will be negotiated during the ENA phase. The developer should plan to install bicycle racks at Station entrances and consider a secure bicycle room in the Development. The developer is encouraged to locate racks in visible places to reduce the risk of bicycle theft.

Bicycle parking is also required for non-transit development uses in compliance with the City of Los Angeles bicycle parking ordinance.

Table 1: Summary of Required Bicycle Parking – City of Los Angeles

Land Use	Short Term	Long Term
Residential >3 DU	1 per 10 DU	1 per DU
Office	1 per 10,000 sf (min. 2)	1 per 5,000 sf (min. 2)
Restaurants and Bars	1 per 2,000 sf (min. 2)	1 per 2,000 sf (min. 2)
Small Restaurant	2 per restaurant	2 per restaurant
Health Club	1 per 2,000 sf (min. 2)	1 per 2,000 sf (min. 2)
Retail Stores	1 per 2,000 sf (min. 2)	1 per 2,000 sf (min. 2)
Hotels	1 per 20 guest rooms (min. 2)	1 per 20 guest rooms (min. 2)

Selected summary from Table 12.21 A. 16(a) (2) Required Bicycle Parking Spaces per building floor area as defined under Section 12.03

http://clkrep.lacity.org/online/docs/2012/12-1297-s1_misc_1-15-13.pdf



Bike share will be located at North Hollywood Station in the future.

Bike Share

A Metro bike share program is underway and will be rolling out a pilot program in downtown Los Angeles in 2016. Later phases of the bike share program will likely locate kiosks in North Hollywood. The developer shall coordinate with Metro's Bike team to reserve space at the Development for bike share kiosks.

Chandler Cycletrack

The City of Los Angeles has received funding for a 3.1-mile cycletrack on Chandler Boulevard ("The Chandler Cycletrack"), which will complete a connection between the Chandler Bike Path at Vineland Avenue and the Orange Line Busway Bike Path at Leghorn Avenue. The selected developer will be required to coordinate with the City of Los Angeles to incorporate the portion of the Chandler Cycletrack that is adjacent to the Development.



Figure 11: Bicycle Facilities

5. DEVELOPMENT GUIDELINES

Development proposals must carefully follow the Regulatory and Policy Framework documents described in Section 3, as well as the transit facilities requirements described in Section 4. In particular the Design for Development provides specific requirements for the Development of the Project Site which must be incorporated into any developer proposal.

While these requirements are critical to the development of the Project Site, the experience of transit customers, the surrounding community, and visitors to the North Hollywood Station occurs largely at the ground level before entering buildings or heading below ground to access the Metro system. This ground level experience consists of street rights-of-way and other publicly accessible open spaces such as parks, squares, plazas, courtyards, paseos, and alleys and can be described as the “public realm.” This section offers Development Guidelines that address the public realm and programming of the site, and were developed based on the significant public outreach described in Section 1. The guidelines assume the regulations, policies, and needs for transit facilities set a baseline, and offer both requirements and recommendations that complement and enhance the provisions set forth thus far.

At a minimum, proposals received through the RFP process must include the required elements in order to be considered responsive. The RFP will also evaluate developers’ success at addressing recommended components. Metro encourages development proposals to bring a bold and creative approach to both the required and recommended guidelines and to consider Metro a willing partner in identifying third party funding opportunities to implement innovative and iconic design solutions for the public realm.

DEVELOPMENT BLOCKS

Development Recommendations

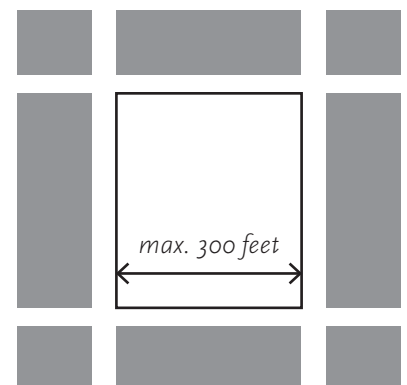
- Development blocks, especially on Parcel 1, should have a maximum dimension of 300 feet between streets, alleys, passages and paseos.
- New streets, paseos, and pathways with existing streets should align and connect with the existing neighborhood block pattern.

CIRCULATION PATHWAYS

Development Requirements

- Clearly signed and intuitive pathways that follow desired pedestrian routes to station entrances are required. Efficient pathways that allow for strategic short-cuts are encouraged.

“I hope that the city, Metro, and all public and private partners take a Human-Centered Design (Design Thinking) approach to all projects, to better serve citizens.”



Block sizes shall be no longer than 300 feet. Parcel 1 is a large block where there is an opportunity to introduce new streets to make block sizes smaller.

Development Recommendations

- Pedestrian pathways, building entrances, signage, fixtures, and furnishings should provide for and anticipate street crossings at each street corner as well as at potential mid-block crossings, especially where aligned with mid-block breaks. Private pathways at the ground level are discouraged.
- Traffic impacted streets, such as Lankershim Boulevard and Chandler Boulevard, should be reconfigured with pedestrian signals, protected crossings, protected bike lanes, and design strategies that reduce pedestrian and vehicular conflicts.

OPEN SPACE

Development Requirements

- Open spaces shall be oriented for high visibility to promote usage.
- At a minimum, public spaces shall be open and accessible to the public during peak operating hours of adjacent transit facilities and should encourage public use throughout the daytime and evening hours. Internal open spaces shall be open to the public and not restricted to private use.
- High-quality materials for pavement areas, seating, furniture, lighting, fences, and signage shall be utilized.
- A variety of open spaces should be integrated into the Project Site including (but not limited to) public gatherings, performing arts events, active social and recreational functions, and passive uses and public art, or places for changing artwork.
- A programming plan for activation of larger public open spaces is required, including a variety of programs serving a diverse community of users.
- Design of public and private spaces shall support all modes of active transportation and remain accessible to individuals dependent on mobility support devices, from canes to wheeled push walkers and electric mobility scooters.

Development Recommendations

- New development should establish North Hollywood as a landmark location with exciting, whimsical, and distinctive landscape features and ambitious architecture at all open spaces for users from various demographics.
- New development should provide a network of publicly accessible open space at the ground level that connect to all station entrances, pedestrian pathways, bicycle facilities, and retail in order to activate the open space and increase passive surveillance of these areas.

- Ground floor spaces should be designed to allow and encourage building uses to spill out into open spaces with features such as restaurant/cafe seating, and outdoor displays of retail merchandise.
- Open spaces in the Project Site should provide seating, trash receptacles, drinking fountains and, where feasible, public restrooms.
- Open space should allow for stroller access, child appropriate public art, and comfortable places for families to gather. Playgrounds are not required, however child-sized and child-appropriate amenities that encourage play and imagination should be incorporated where possible.
- Abundant and mature shade trees should be incorporated into open space, especially where seating is provided. Native landscaping that is drought tolerant and cooling is encouraged.
- Public spaces should incorporate water features that provide evaporative cooling.
- Open spaces should provide shade to protect from the heat of the San Fernando Valley.
- Pet-friendly open spaces are encouraged.

"We should model our city like any European city, with a public "square," community events, and pet and child-friendly spaces."



Photo: Grand Park



Photo: The Square PDX

STREETSCAPE DESIGN

Development Requirements

- Commonly accepted crime prevention through environmental design strategies shall be used whenever possible to provide a safe streetscape environment for all people that visit and use the development areas.
- Streetscape design shall be used to connect activities along the north/south Lankershim Boulevard spine.

Development Recommendations

- Streetscape design and materials should improve walking and rolling facilities that cater to a growing range of mobility devices. Surfaces should be smooth and free of obstacles.
- Where street parking is not provided, streets plantings, furnishing, paving, and other features on the sidewalk should provide a buffer between pedestrian and vehicular traffic.
- Streets, sidewalks, and paths should allow for signage and wayfinding for Metro facilities and community destinations.
- Primary building entrances should open to public streets and development should provide as many pedestrian and bicycle access points from public streets as possible.
- The streetscape should include native landscaping that is drought tolerant and cooling.



Photo: St. Petersburg Tribune

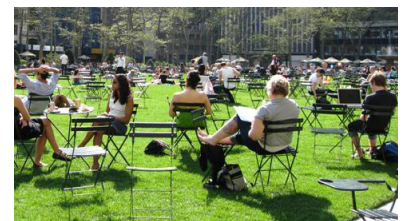


Photo: Bryant Park blog



Photo: La Citta Vitta



Photo: Frances Dinkelspiel

- Shade structures like awnings or canopies and construct shelters for shade and inclement weather should be provided.
- Pavement, street furniture, lighting, and fences should utilize high quality and sustainable materials. Variations in materials, street furniture, and tree and plant species are encouraged if they add to the character and quality of the streetscape.
- Hardscape materials should be selected to reduce the reflection and re-radiation of heat.

BUILDING FRONTAGES

Development Recommendations

- The street frontage should be designed to activate the development edge and create a playful and enjoyable environment.
- Along Lankershim Boulevard and Chandler Boulevard, ground floor space for retail and cultural uses should be oriented to the street. Storefronts and entrances along the sidewalks should be maximized in order to sustain street level interest and promote pedestrian traffic.
- Buildings should be designed with entrances that allow for access from multiple sides to provide more efficient walking paths. Secondary entrances for buildings that face onto a secondary street, pathway, or paseo as well as onto a public street are encouraged.
- Support should be provided to retail tenants to allow and encourage façade, signage, interiors, and other tenant improvements that add to the unique and eclectic identity of the neighborhood.

PUBLIC ART

Development Requirements

- The North Hollywood Redevelopment Plan and the Design for Development require that 1% of the development cost must be set aside for public art. Refer to http://www.crala.org/internet-site/Other/Art_Program/ for more details.
- The City of Los Angeles requires that a commercial or industrial building for which the total value of all construction or work is \$500,000 or more, is required to pay an arts fee. Refer to the Arts Development Fee Ordinance Summary (Municipal Code 91.107.4.6.) for specific details.
- Metro staff is conducting research to determine if the art fees referenced above are overlapping or, instead, independent of each other and therefore to be considered cumulative. Metro will issue an addendum to this Guide for Development as soon as this information is confirmed.

Development Recommendations

- Subject to the above requirements, art may be integrated into the architectural and functional aspects of the Project Site, or a separate formal element of the site.
- The inclusion of dance studios, a theater, or other performing art facilities into the Project Site is encouraged.
- Pedestrian-scaled public art should be integrated into the streetscape, open spaces, and passageways.

BUILDING DESIGN AND MATERIALS

Development Recommendations

- Building architecture should feature high-quality, extraordinary, and iconic design, consistent with community feedback summarized in the Appendix, creating the Lankershim Core as a unique destination within the region.
- A variety of architectural styles should be incorporated throughout the site and should reflect the NoHo identity as an artistic community.
- Utility areas and boxes should be located out of sight from public streets and pathways and should be integrated in the overall design.

SUSTAINABILITY

Development Requirements

- New construction must meet sustainability criteria developed by the United States Green Building Council (“USGBC”) for Leadership in Energy and Building Design (“LEED”) at a minimum at the “Silver” level.
- Site landscaping shall be drought tolerant.

Development Recommendations

- Developers should explore technologies, designs, and programs that promote environmental stewardship, reduce greenhouse gas emissions, and conserve or restore natural resources.
- Proposals that integrate demonstration of emerging practices and technology in sustainability, community cohesion, environmental design, and civic engagement are encouraged.

RETAIL

Development Recommendations

- Mixed-use projects are encouraged and should include neighborhood serving retailers with price points that serve a variety of household income levels.
- First consideration should be given to community-preferred retail categories identified in the Appendix.
- Local businesses are encouraged over nationally branded chains.

MIX OF USES

Development Recommendations

- Mixed-use buildings should combine public and private uses and encourage circulation among these uses to increase functionality and customer patronage.
- The site and building design should encourage shared use of public facilities such as loading, trash, utilities, parking, etc.
- This growth in activity along with proximity to the Burbank Airport may establish demand for a hotel at the new development.

PARKING REQUIREMENTS (FOR BOTH TRANSIT AND NON-TRANSIT PARKING)

Development Requirements

- Transit-parking facilities shall be designed to allow for joint use during off-peak hours. Close coordination with Metro's Parking Management team will be required for design of the transit parking facility.
- Designated stalls shall be provided for carshare and carpool cars and be located closest to building entrances and transit stops.
- Designated motorcycle parking stalls should be provided and located in preferential locations to Metro station entrances and street edges.
- Public bicycle parking shall be easily accessible to all Metro station entrances and are highly visible and easy to find through clear signage.

Development Recommendations

- Surface parking is discouraged at the Project Site. If minimal surface parking cannot be avoided, locate surface parking at the rear of buildings away from street edges.

- Underground parking is encouraged where it is physically and economically feasible.
- Parking structures should be architecturally compatible in terms of size, scale, and bulk as it relates to adjacent properties and the overall design of the project.
- Parking structures should be placed behind buildings and should not face on to Lankershim Boulevard or Chandler Boulevard.
- Any exposed parking structure façade that faces a street should either be wrapped with active uses, designed with a high-quality, layered façade, or incorporate public art.
- Above-ground parking structures should be placed in the center of the block and wrapped with occupiable space.
- Exposed roof areas should be used as open space and at least 50% shaded through the use of landscaping (5 years from construction), photovoltaic trellises, or any other appropriate reflective shading techniques.
- Vehicular entrances to parking structures along secondary streets should be provided. Vehicular access and parking should respect pedestrians and public spaces and contribute to the pedestrian-quality of the neighborhood.
- Parking structure entrances should be designed for natural surveillance and maximum visibility with views into the structure from adjacent public areas.



Photo: Xavier de Jaureguiberry



Photo: Architizer - Behnisch Architekten

AFFORDABLE HOUSING

Development Recommendations

- Consistent with Metro's Joint Development Policy, we encourage the developer to include 35% of housing units at levels affordable to households earning 60% or less of Area Median Income.
- Community stakeholders expressed a strong interest in workforce, senior, and artist housing types.
- Affordable housing is encouraged to be integrated with market rate housing rather than segregating by income targets, where possible and feasible.
- Options to provide a variety of housing types to families at a variety of income levels, including home ownership, should be explored.

MISCELLANEOUS

There are several additional factors for the Project Site:

- **Federal Bar:** The property immediately east and adjacent to Parcel 2 is built out to the property line and occupied by the Federal Bar. The Development shall provide, at a minimum, space for loading and utilities behind the Federal Bar. Metro currently has a month to month lease with the owner of the property, allowing 23,600 square feet of Parcel 2 to be used for parking for the Federal Bar. As the Federal Bar property has no dedicated parking, the property owner and management of the Federal Bar have expressed a strong interest in accessing shared parking with new development on the Project Site. Opportunities for shared use parking can be explored during the ENA phase.
- **North Chandler Street:** Vacating North Chandler Street at Lankershim Boulevard near the Orange Line terminal is an option, pending approval from the City of Los Angeles. Note that a planned development at the northwest corner of Lankershim Boulevard and North Chandler Boulevard may need ingress/egress access from North Chandler Boulevard, so close coordination will be necessary when exploring this option.
- **Safety and Security Plan:** The selected developer will be required to craft a safety and security plan for the project during the Joint Development Agreement Phase, once project design has progressed.
- **Funding Opportunities:** As part of Metro's TOC Demonstration Program, Metro is seeking a development partner open to exploring creative third party funding opportunities that will support local business participation in the project, creation of new community and arts serving uses, sustainable demonstration projects, and implementation of first/last mile improvements that extend beyond the footprint of the development. The developer should be cognizant of such opportunities and be a willing partner for such collaboration.

APPENDIX

APPENDIX A. SUMMARY OF COMMENTS FROM THE COMMUNITY OUTREACH

Summary of Comments:

North Hollywood Station Joint Development Opportunity Stakeholder Feedback for the Development Guidelines

October 2015

Executive Summary

Metro hosted three focus groups the week of September 14 and one large community workshop on September 24 regarding joint development at the Metro sites surrounding the North Hollywood Station. Metro heard important feedback from community members, neighbors, transit customers, property owners, businesses and other stakeholders about their vision and concerns for future development. Metro asked five questions of our stakeholders at these meetings and also talked one-on-one to hear comments and concerns. In addition, some comments were provided on our webpage. The questions we asked were:

- What are the treasures of this area?
- What is missing?
- How do you use the neighborhood?
- What are some issues that the new development should address?
- What do you want this place to be like?

The feedback included several important reoccurring themes:

- North Hollywood is a unique place whose residents are deeply vested in its future.
- The artistic character of the neighborhood must be preserved and incorporated into the new development.
- Open spaces are needed to balance the density of new buildings.
- Local retailers are preferred to chains.
- Amenities for artists and families should be enhanced.
- Safety and security around the station are of critical important to community stakeholders.
- Adequate transit parking must be provided.
- The development must address and mitigate traffic impacts that may come with new, dense development.

As with any community, there were a variety of opinions. While the majority of feedback regarding the opportunity for denser development around the transit station was positive, there were some strong feelings that the area should not be dense or buildings too tall. There were also concerns about how the impacts of this development will be mitigated to protect the existing residents and businesses.

Metro would like to thank all the participants who came out to the meetings and submitted comments on our website during our first stage of outreach. The feedback we heard is summarized in more detail below.

Treasures / Character of the Neighborhood

Residents and visitors of North Hollywood treasure its artistic and historic character. Unique theaters, shops and restaurants bring a special vibe that sets North Hollywood apart from other parts of Los Angeles and the San Fernando Valley. Metro heard that the neighborhood would like the new development to:

- Celebrate the local art of the NoHo Arts District.
- Elevate the performing arts as a key part of the neighborhood character.
- Include art wherever possible, integrated into the building, into the building program, in the street medians and streetscape.
- Keep the urban street life vibrant and eclectic.
- Support the community's diversity.
- Be urban but not too urban.
- Be special, unique, and different.
- Honor the historic landmarks and funky character of the district.
- Curate the retail, strive to keep local businesses and artists in NoHo and restrict national brand chain stores.
- Be as livable as possible.
- Allow for innovation, co-working, incubation of small new businesses and artists in the district.

“NoHo is the best community in LA. I appreciate that it contains a little bit of everything and provides residents and visitors with a well-rounded city. The Metro stop is definitely a local treasure.”

“The NoHo transit station is a true hub that should remain a busy, active cultural connection to the rest of LA.”

“We really need this station to be a true TOD site. This is the moment and opportunity to really set an example and set the course for a more forward-thinking LA.”

“The best part of NoHo is that it is transit oriented, walkable, and non-corporate. It is nice to be able to walk to mom-and-pop businesses and restaurants and avoid giant corporations.”

“NoHo is a thrilling place to live – we have exciting bars and restaurants, cool businesses, public transit/easy access to other neighborhoods. We have theaters, the library, the pool and the park. You can walk around. You can get a beer outside. You can get to know your neighbors.”

Types of Uses

Participants desired a mix of uses including residential and neighborhood-serving retail. Generally, people responding would like more places to shop, including a grocery store. Metro heard that the community would like to see:

- Mixed-income food choices and grocery stores, particularly Trader Joe's
- Neighborhood-serving retail
- Hotel near the station
- Gyms and fitness centers
- Dance studios
- More nightlife
- Office spaces for the creative workforce
- Visual art galleries
- More “mom and pop” stores
- More options for family – dining, entertainment and recreation

“This city has a lot of freelancers and entrepreneurs who would love a co-working space.”

“I would prefer not to have chains in the development. Examples of locally-owned chains that I would like to see are Tender Greens, Cool Haus, and Dog Haus.”

“That car dealership is not a good use of land. It's pretty lame. The streets around it are scary at night.”

Urban Design

The shape that the development takes will make a big impact on the experience of the area. Most stakeholders understood that the area is zoned for taller buildings and more density, but this density should be balanced with active street life and open space. Stakeholders want to make sure that the development follows these principles:

- Include density but provide a comfortable environment that is human-scaled.
- Balance building height and pedestrian experience with second level setbacks (i.e. terracing).
- Be sensitive to the way tall buildings impact views to the sky, shadows and open space.
- Break up the large parcel with internal streets and passages to allow for pedestrian access and visual connections to inner courtyards and plazas.
- Provide connections at the corners and setback building entrances from the street.
- Use land efficiently and consider integrating transit into buildings.
- Use rooftops for open space.
- Include active ground floor uses in the parking structure.

- Design the development to be as sustainable as possible and set the model for energy and resource efficiency.
- Find ways to bring pedestrian traffic and activity further north on Lankershim.

“We should model our city like any European city, with a public “square,” community events, and pet and child-friendly spaces.”

“I hope that the city, Metro, and all public and private partners take a Human-Centered Design (Design Thinking) approach to all projects, to better serve citizens.”

“A holistic view of the neighborhood would be much appreciated.”

Open Space

Open space is a priority for residents to continue to use the station area as a gathering space and public plaza. Specifically, Metro heard that the development should:

- Include a central open space near the Station entrances for the Red and Orange Lines.
- Include a flexible and public gathering place.
- Make internal plazas open to the public, not restricted for private use.
- Include an element of play to attract families to the central open space.
- Consider a recycled water feature.
- Allow for performances, movies and public gatherings in the open space.
- Provide shade for pedestrians and places to sit.
- Designate parts of the public space for rest and relaxation.
- Include more trees and cooling landscaping.
- Provide pet amenities
- Provide public bathrooms and drinking fountains.
- Where possible, include native landscaping that is drought tolerant and cooling.

“Need for dynamic public spaces that are shaded, with seating, water features, and something whimsical for children.”

Streetscape

The streetscape will be a key place where the development edge meets the community. The street should accommodate bikes, pedestrians, and cars, as well as create a strong connection to the Metro station. To enhance the streetscape, the development should:

- Include wider sidewalks to allow for outdoor seating and walking.

- Have street-facing edges to encourage activity, gathering and street life.
- Design buildings with entrances on multiple sides.
- Ensure full ADA access for people of varying abilities throughout the new development.
- Include better signage and wayfinding on the streets.

Safety and Security

Safety and security are important issues to residents. Stakeholders raised concerns about bicycle theft, loitering, homelessness and pedestrian safety around cars.

In general, stakeholders raised the following concerns:

- Crime in the park and Metro station area make the neighborhood feel unsafe.
- Homelessness is a growing issue; there should be more services to address this.
- There generally needs to be more security and law enforcement.

To address security, the development should:

- Include lighting, pedestrian signals, protected crossings, protected bike lanes and design strategies that enhance pedestrian safety.
- Use environmental design for crime prevention whenever possible, including security cameras at the development and Metro station area.
- Prioritize safety for a family friendly environment.
- Ensure safety and security in parking facilities.

Parking

Parking is a key issue for residents, businesses, and transit riders. Community stakeholders raised concerns about transit parking availability, spillover of transit parking onto commercial meters and residential streets and parking management during construction. Opinions about parking included the following:

- Alternative parking options must be available during project construction, as well as increased shuttle and transit connector services.
- Some doubt the traffic infrastructure can handle 2,000 parking spaces (too many cars spilling onto the streets).
- Overflow parking should not spill over into the neighborhood.
- Parking needs both pedestrian and vehicular access and security control.
- Existing parking lot has issues with RVs parking overnight.
- Parking should not be too expensive so as to have a negative impact on businesses or transit ridership.

- Many prefer below-grade parking.
- Development uses (e.g. a theater) and parking design should be careful not to create traffic during peak hours.
- Metro should coordinate with the City of Los Angeles on the need for street parking policies, including the residential preferential parking program.
- Existing lot does not have enough transit parking after 8:00 am.
- Parking spaces for alternative vehicles, including bicycles, motorcycles and scooters, should be prioritized over those for cars.

“We probably need a paid parking structure, parking is too unpredictable.”

Housing / Affordable Housing

Affordability is a concern for folks who do not want new development to displace longtime residents. Community members particularly expressed:

- Need for workforce, senior, artist and family housing
- Concern that 60% AMI level is too high to accommodate the lower income residents in the area
- Concern that the affordable housing be integrated into the new development and with the market rate housing
- Need for more extremely-low income housing for seniors who earn 20k/year
- Frustration about the high cost of housing in general
- Understanding that homelessness is an issue, but is difficult to solve

Some community members expressed support for more home-ownership in the area: “Home-ownership is important for our community to thrive. We would like to see condominiums built.”

“Create affordable workforce housing for employees who work in NoHo or take transit to work in neighboring areas along the Red/Orange Lines.”

“Provide more affordable housing – be a significant solution to our housing shortage in LA.”

“If the last 30 years have proven that this type of development is much needed in this location, taking everything and everyone into account, then by all means. What is unacceptable is the removal of existing affordable housing and the displacement of residents.”

Active Transportation / Circulation

North Hollywood is already a hub for biking and walking but has great potential to expand bicycle and pedestrian networks and amenities. Participants at the meetings advocated increasing capacity for bicycle parking. They also supported improving safe access to and through the North Hollywood station and surrounding development for cyclists, pedestrians and all users of non-motorized travel.

Community members commented that the development should:

- Bring exciting changes to the area, making it a more walkable/bikeable destination.
- Continue to build on the current bike infrastructure and make it an example for others to learn from; use the development as an opportunity to leverage funding to expand bike lanes and implement the City's bike plan.
- Work with the City to ensure surrounding infrastructure, including streets and sidewalks, are adequate.
- Include walkways so pedestrians are not restricted to the perimeter sidewalks.
- Include more secure bike parking, both for transit riders and to support the new development.

Other general comments about circulation and active transportation in the area included the following:

- Vineland Avenue bike lanes need to be converted into a cycle track.
- The Chandler Cycle Track project will increase traffic congestion as a result of fewer travel lanes.
- More education is needed on using non-vehicular transportation modes to access Metro/the new development, as well as education on proper locking techniques/equipment.
- A map of bus routes should be posted in the area.
- The community would benefit from DASH or a similar shuttle service to take people throughout the neighborhood and bring them to Metro/the development.
- More enforcement is needed to address bad car behavior, such as turning right on red when pedestrians are crossing.

"I am disappointed that the Orange Line is not better integrated with the train/bike path/running path."

"We are building this stuff for kids we have not met yet – kids aren't jumping to get their drivers licenses anymore. Keep the kids in mind and how they plug in to the schools – we want to have safe routes for them."

Concerns

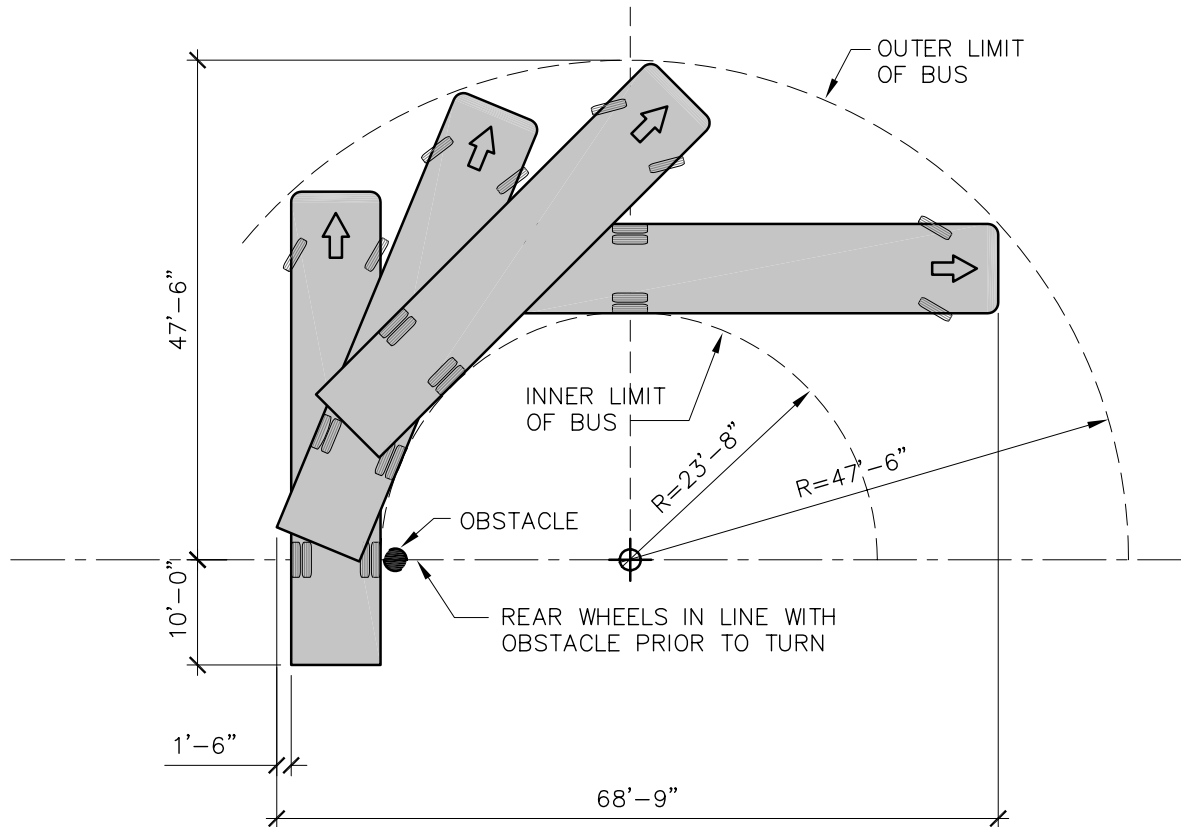
While the majority of comments demonstrated general support of the higher density development anticipated by the zoning at the North Hollywood station, it is important to note that some stakeholders have strong concerns about dense development. The main concerns are:

- Taller and denser buildings will change the character of North Hollywood.
- The impacts of the development will not be properly mitigated.
- The new development will not be affordable to the existing community.
- More traffic!

Conclusion

The North Hollywood Guide for Development will convey this feedback to the Metro Board of Directors and the short-listed developers. The subsequent RFP will include the comments and concerns and will, wherever possible, seek concrete responses. In some instances, the response to a particular concern will be addressed after a developer is selected and during the more detailed design process; for example, determining appropriate mitigations to the impacts of development is identified through the CEQA process, which takes place once a developer is selected and the project progresses through more detailed design. Metro will require a community outreach plan as part of its developer selection, so the conversation with stakeholders will continue throughout the process.

APPENDIX B. BUS TURNING STANDARDS



DESIGN BUS:

LENGTH = 45'
 WIDTH = 8.5'
 WHEEL BASE = 27'-9"

NOTE:

FOR A 90° TURN, MAKE A COMPLETE STOP WITH FRONT WHEELS LOCKED DOWN IN DIRECTION OF TURN.



Metro

LOS ANGELES COUNTY
METROPOLITAN TRANSPORTATION AUTHORITY
FACILITIES - OPERATIONS, ENGINEERING DIVISION

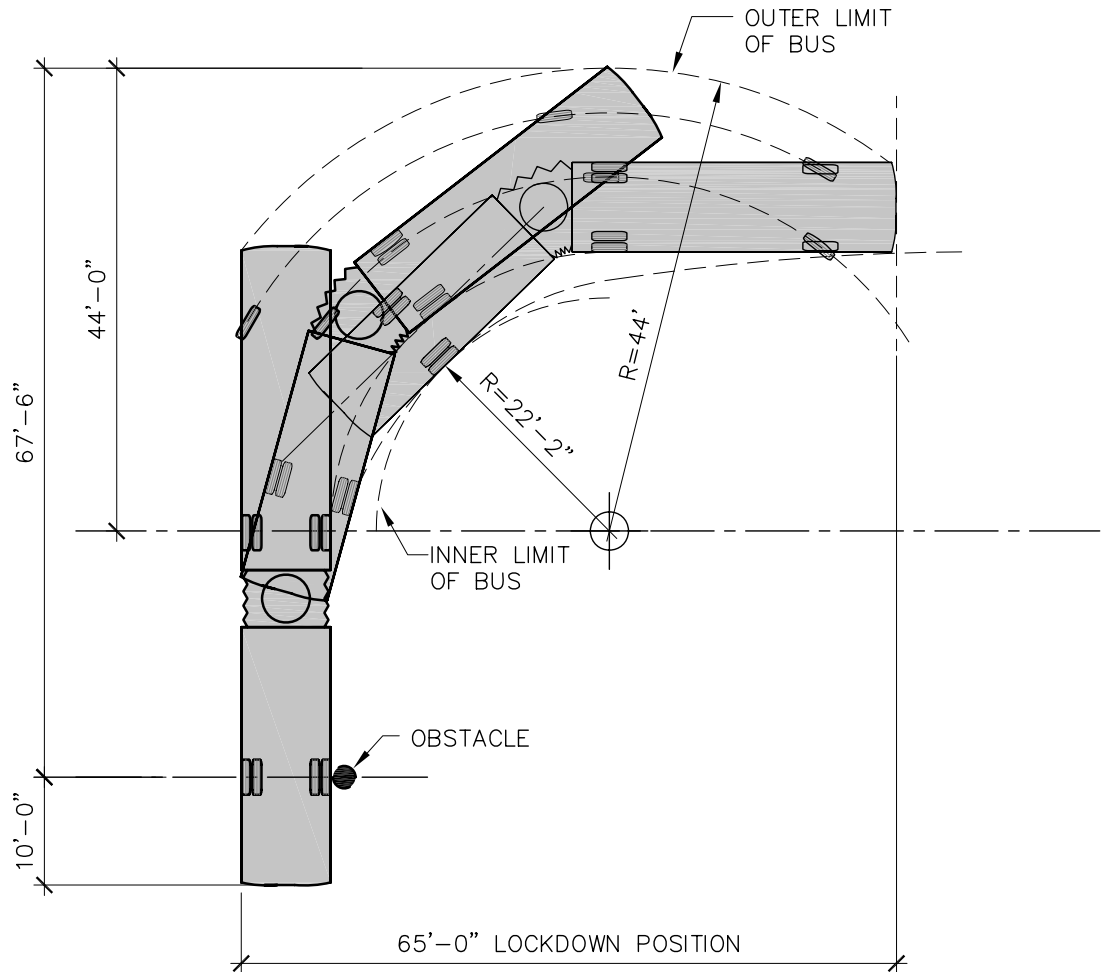
RECOMMENDED BY _____ DATE _____ APPROVED BY _____ DATE _____

STANDARD DATA SHEET

MINIMUM TURNING RADIUS

**90 DEGREE TURN
(45 FOOT BUS)**

FILE NO.
BUS-TURN-02
 SCALE
1/16"=1'-0"
 DESIGNED BY
JW/VDR
 DRAWN BY
VDR
 SHEET NO.
4/11/07



NOTE:

FOR A 90° TURN, MAKE A COMPLETE STOP
WITH FRONT WHEELS LOCKED DOWN IN
DIRECTION OF TURN.



Metro

LOS ANGELES COUNTY
METROPOLITAN TRANSPORTATION AUTHORITY
FACILITIES - OPERATIONS, ENGINEERING DIVISION

RECOMMENDED BY _____ DATE _____ APPROVED BY _____ DATE _____

STANDARD DATA SHEET
MINIMUM TURNING RADIUS

90 DEGREE TURN
(60 FOOT BUS)

FILE NO.
BUS-TURN-03
SCALE
1/16"=1'-0"
DESIGNED BY
JW/VDR
DRAWN BY
VDR
SHEET NO.
4/11/07

APPENDIX C. BUS CONFIGURATION SUMMARY

DIMENSIONS	MINIMUM	MAXIMUM
Length	40 feet	60 feet, 9 inches
Width	102 inches	124 inches with mirrors
Height	120 inches	137 inches
Wheelbase	266 inches	279 inches
Track: Front/Rear	85/77 inches	96/101 inches
Overhang: Front/Rear	72/105 inches	89/123 inches
Ground Clearance	6.2 inches mid. axle	14 inches
Angle of Approach	8 degrees (under wheelchair skip plates)	9 degrees
Angle of Departure	9 degrees	9 degrees
Turning Radius - outside	44 feet	50 feet
Turning Radius - inside	22 feet	30 feet
WEIGHTS		
Curb weights (unladen)	28,000 lbs.	48,000 lbs.
Front axle weight rating	10,000 lbs.	16,000 lbs.
Drove axle weight rating	20,050 lbs.	26,000 lbs.
Third axle weight rating	12,250 lbs.	12,270 lbs.
Gross vehicle weight	29,000 lbs.	65,000 lbs.
CAPACITIES		
Seating	40	57
W/S washer reservoir	3 U.S. gal.	5 U.S. gal.
Cooling system	30 qt.	92 qt.
Engine crankcase	26 qt.	28 qt.
Transmission	16 qt.	36 qt.
Fuel tank	13,400 scf.	27,088 scf.



Board Report

File #: 2015-1434, File Type: Agreement

Agenda Number: 14.

PLANNING AND PROGRAMMING COMMITTEE NOVEMBER 18, 2015

SUBJECT: METRO GOLD LINE - 1st AND SOTO AND CESAR CHAVEZ AND SOTO JOINT DEVELOPMENT PROJECTS

ACTION: AUTHORIZE EXECUTION OF AMENDMENT TO SHORT TERM EXCLUSIVE NEGOTIATION AGREEMENT FOR 1ST AND SOTO AND AUTHORIZE EXECUTION OF AN EXCLUSIVE NEGOTIATION AGREEMENT FOR CESAR CHAVEZ AND SOTO JOINT DEVELOPMENT PROJECTS

RECOMMENDATION

AUTHORIZING the Chief Executive Officer (CEO) to:

- A. AMEND the existing Short Term Exclusive Negotiating Agreement with **Bridge Housing Corporation/East LA Community Corporation for the property at 1st and Soto**; and
- B. EXECUTE an Exclusive Negotiating Agreement with **Abode Communities for the property at Cesar Chavez and Soto**, for 18-months with the option to extend up to 30 months.

ISSUE

In December 2013 the Joint Development team issued separate Requests for Proposals ("RFPs") for three Metro-owned sites in Boyle Heights. Two of the RFPs solicited real estate development proposals for the Development Sites are depicted in Attachments A & B.

At the March 2015 board meeting of the Planning and Programming Committee, the joint development team was authorized to enter into six-month "Short Term" Exclusive Negotiating Agreements ("Short Term ENA") with Bridge/ELACC for property at 1st and Soto, and with Abode for property at Cesar Chavez and Soto, in order to initiate the community outreach process for the proposed mixed-use affordable housing projects located at each site. Since March, the community outreach process has been comprehensive and successful. On October 28, 2015 Abode presented their project to the Boyle Heights Neighborhood Council (BHNC). The BHNC approved having the project move forward and enter into an ENA with Metro. The project at 1st and Soto will go before the BHNC early next year; however the current Short Term ENA will expire on December 26, 2015.

DISCUSSION

1st and Soto Site

The Development Site (Attachment A) is situated immediately adjacent to the Metro Gold Line Soto station on the southwest corner of 1st and Soto streets. The Site totals 1.09 acres, is generally flat and rectangular in shape and contains the portal to the subterranean Gold Line Soto station and a large plaza providing access to the portal from 1st and Soto streets. The plaza and portal (and subterranean station improvements) encumber approximately 0.64 acres of this site. The proposal includes 49 units of affordable housing and ground floor retail. The original proposal did include a second Metro-owned site, located on the southeast corner of 1st and Soto streets totaling 0.29 acres. The developer had proposed acquiring a property adjacent to this second parcel in order to make the development of a mixed-used senior housing facility feasible; however, they were not able to acquire the property. As such, this second parcel is no longer part of the overall proposal. Additionally, the developer has been working with Metro operations staff to evaluate the feasibility of utilizing some of the plaza area closest to the proposed project for outdoor space/ landscaping so long as it does not present a conflict to the operation of the station.

Cesar Chavez and Soto Site

The Metro Gold Line Soto Station is located about one-quarter mile north of the Development Site (Attachment B) for the project at Cesar Chavez and Soto. The Site consists of the 0.60-acre vacant parcel adjacent to the southeast corner of Cesar Chavez Avenue and Soto Street, plus the adjacent 0.77-acre vacant parcel on the southwest corner of Cesar Chavez Avenue and Matthews Street. These vacant parcels were used in connection with Metro Gold Line construction and have been the site of temporary construction trailers for several years.

The proposed project by Abode is comprised of 77 affordable family apartments and approximately 8,000 square feet of ground floor commercial.

Community Outreach Efforts

Since the board took action in March 2015, both BRIDGE/ELACC and Abode have conducted extensive outreach through a series of community meetings, workshops and focus groups. They have also met with individual stakeholder groups. Below is an outline of activities:

1. An Affordable Housing Workshop 101 was held on May 7, 2015 at Casa del Mexicano in Boyle Heights. Over 200 members of the community attended the workshop;
2. A series of focus group meetings were held between June 16 and June 23, 2015:
 - Tenant Focus Group - June 16, Boyle Heights City Hall
 - Community Organizations - June 16, Boyle Hotel, Boyle Heights
 - Small Business Owners and Street Vendors - June 17, Sol y Luna Apartments, Boyle Heights
 - Arts/Culture/History Groups - June 17, Sol y Luna Apartments, Boyle Heights

- Youth and Education Groups - June 23, Sol y Luna Apartments, Boyle Heights
- Home Owners and Commercial Property Owners - June 23, Sol y Luna Apartments, Boyle Heights

3. An interactive community workshop was held on August 13, 2015 at PUENTE Learning Center in Boyle Heights. The purpose of the workshop was to present findings from the community-based focus groups and to provide additional input.

Each of the developers has been meeting with individual stakeholders in the community and has been fine-tuning their projects to better reflect stakeholder feedback.

Abode recently obtained a recommendation from the BHNC to move forward and enter into an ENA with Metro. As a result of community outreach efforts, Abode is in discussions with the Boyle Heights based nonprofit Self Help Graphics for their ground floor space, exploring the potential for a satellite youth program. Abode will continue to engage the community as they enter into this next phase with Metro. BRIDGE/ELACC is preparing to meet with the Planning and Land Use Committee of the BHNC in November and will go before the full BHNC early next year.

DETERMINATION OF SAFETY IMPACT

Approval of this item will have no impact on safety. Metro's operations staff will continue to review and comment on the proposed development to ensure that the proposals have no adverse impact on the station, portal and public areas on Metro's property.

FINANCIAL IMPACT

Funding for joint development activities related to the Short Term ENA/ENA, and the proposed projects is included in the FY16 budget in Cost Center 2210 (New Business Development), under Project 610011 (Economic Development).

Impact to Budget

Metro project planning activities and related costs will be funded from General Fund local right-of-way lease revenues and any deposits secured from the Developers, as appropriate. Local right-of-way lease revenues are eligible for bus/rail operating and capital expenses. Execution of the Short Term ENA and the ENA will not impact ongoing bus and rail operating and capital budget, Proposition A and C and TDA administration budget or Measure R administration budget.

ALTERNATIVES CONSIDERED

The Board could choose not to proceed with the recommended action and could direct staff to (a) not extend the existing Short Term ENA with BRIDGE/ELACC and an ENA with Abode Communities, (b) not proceed with any of the proposed projects, or (c) not proceed with any of the proposed projects and seek new development options via a new competitive process.

Staff does not recommend proceeding with these alternatives because the recommended action:

- 1) Moves forward the project at Cesar Chavez and Soto which has received the backing of the community to enter into the next phase of negotiations with Metro and obtained approval from the BHNC and;
- 2) Adds additional time to the outreach process for the project at 1st and Soto which is integral to the community engagement process, and BRIDGE/ELACC has been thorough and committed in their outreach efforts to date. The added time will ensure that the original feedback and desires of the community stakeholders are being understood. Further, if the continued outreach and community engagement during this extension period for the Short Term ENA does not create a proposal suitable to the community or the Board for this site, the Board will be in a position to allow the extended Short-term ENA to expire.

NEXT STEPS

Upon approval of the recommended action, the Short-Term ENA with BRIDGE/ELACC will be amended to add an additional 6 months and will be executed; and, Metro will enter into an ENA with Abode Communities. Both the Adobe and ELACC team, together with the joint development staff, will continue the outreach and community engagement process. If successful, staff will return to the Board for the authority to execute a full term ENA with ELACC that includes the project scope defined by the community outreach process. After the initial 18-month ENA process with Abode, staff will update the Board on the status of the project.

ATTACHMENTS

Attachment A - 1st and Soto Development Site

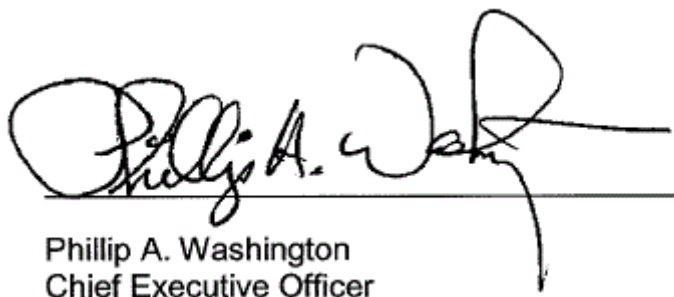
Attachment B - Cesar Chavez and Soto Development Site

Prepared by: Vivian Rescalvo, Director, (213) 922-2563

Jenna Hornstock, Deputy Executive Officer, (213) 922-7437

Cal Hollis, Managing Executive Officer, (213) 922-7319

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



Phillip A. Washington
Chief Executive Officer

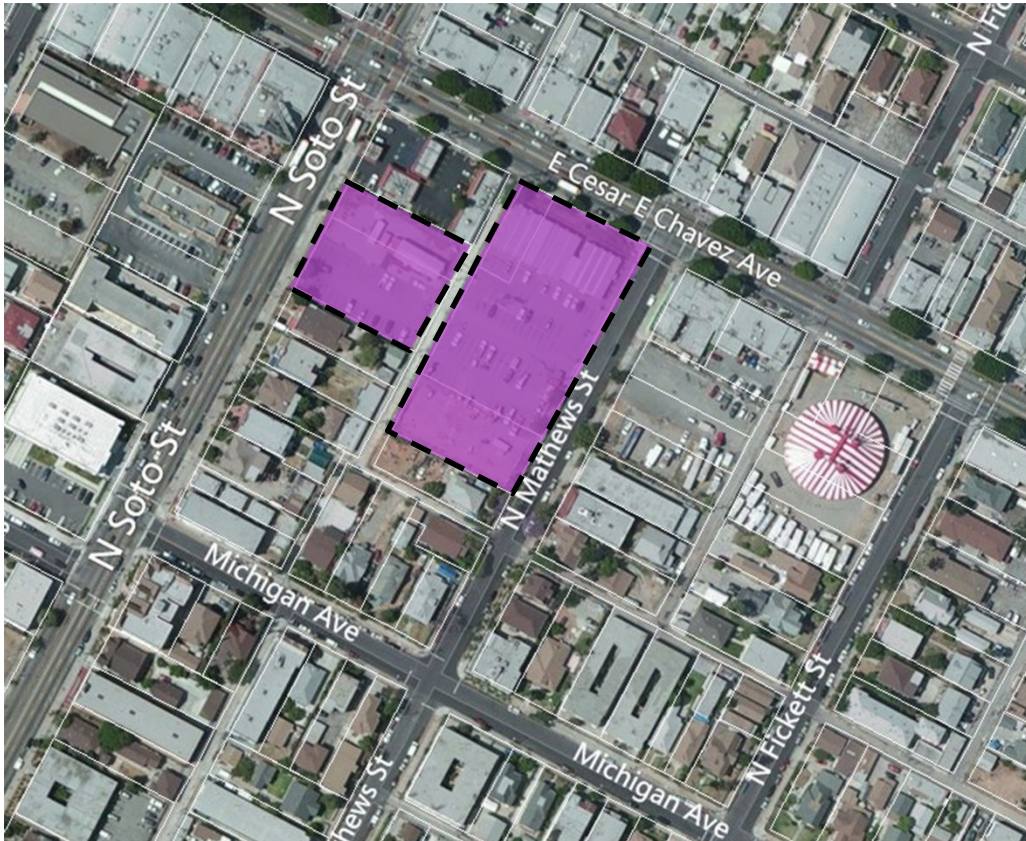
Development Site Map

1st and Soto



-  Proposed Development
-  Additional Metro Property

Development Site Map
Cesar Chavez and Soto Station



 Metro Development
site

Metro Joint Development Sites: 1st/Soto and Cesar Chavez/Soto

Overview of Sites and Project Proposals



Metro

Summary of Community Outreach – 2015

Affordable Housing 101 (5/7)

- Overview of Affordable Housing needs and development process
- 150 attendees

Focus Groups (June)

- Tenants
- Homeowners and Property Owners
- Small Businesses and Street Vendors
- Arts, Culture, History
- Youth and Education
- 200 attendees total

Meetings w/ Community Organizations (July)

- Calo Youthbuild
- Self-Help Graphics
- Proyecto Pastoral
- Multicultural Communities for Mobility
- Boyle Heights Historical Society
- From Lot to Spot
- Legacy LA
- Inner City Struggle


Community Workshop (8/13)

- Presented feedback from focus groups, collected income information from participants
- 81 attendees

Community Meetings (September, October)

Cesar Chavez and Soto



 Development site

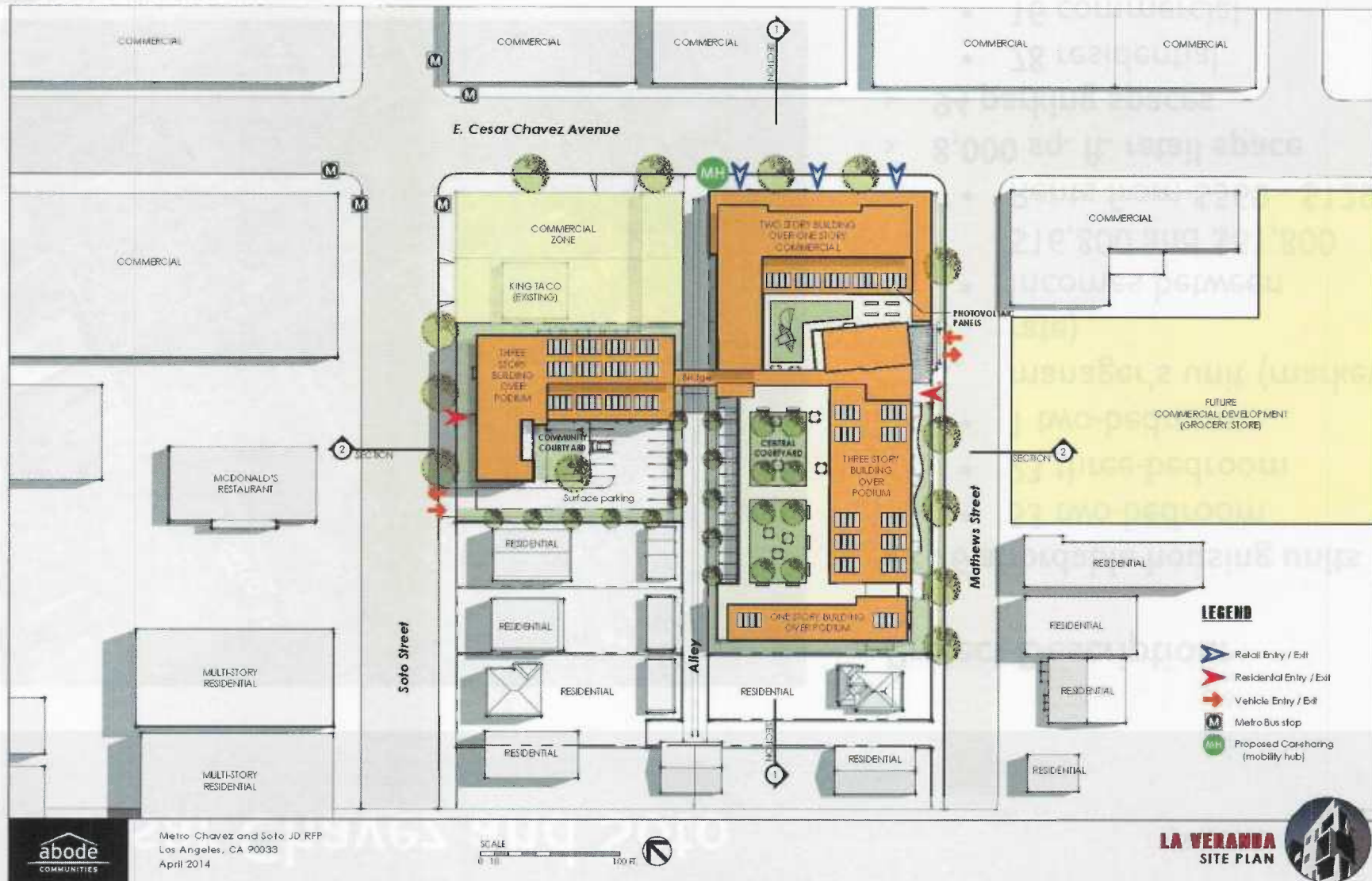
Site: Two adjoining parcels separated by an alley and totaling approximately 1.37 acres

Project Description:

- › **76 affordable housing units**
 - 53 two-bedroom
 - 23 three-bedroom
 - 1 two-bedroom manager's unit (market-rate)
 - Incomes between \$16,800 and \$61,800
 - Rents from \$560 - \$1295
- › **8,000 sq. ft. retail space**
- › **94 parking spaces**
 - 78 residential
 - 16 commercial


Developer: Abode Communities

Cesar Chavez and Soto – Proposed Site Plan



1st & Soto Station



 Development site

Site (Two Parcels):

- Station Site – on southwest corner, 1.09 acres
- Vacant parcel – on southeast corner, 0.29 acres

Project Description:

- › **65 affordable housing units**
 - 14 studios
 - 19 one-bedrooms
 - 12 two-bedrooms
 - 21 three-bedrooms
 - Incomes between \$13,050 and \$51,500
 - Rents from \$435 - \$1079
 - 1 manager's unit (market-rate)
- › **5,000 sq. ft. commercial space**
- › **65 parking spaces**
 - 51 residential
 - 14 commercial

Developer: East Los Angeles Community Corporation (ELACC)

1st and Soto – Proposed Site Plan



GONZALEZ GOODALE ARCHITECTS
10.08.2015





Board Report

File #: 2015-1512, **File Type:** Agreement

Agenda Number: 15.

PLANNING AND PROGRAMMING COMMITTEE NOVEMBER 18, 2015

SUBJECT: 1ST AND LORENA JOINT DEVELOPMENT

ACTION: AUTHORIZE AMENDMENT TO EXTEND EXISTING EXCLUSIVE NEGOTIATING AGREEMENT FOR SIX MONTHS

RECOMMENDATION

AUTHORIZING the Chief Executive Officer to execute an amendment to the Exclusive Negotiating Agreement with **A Community of Friends to extend its term for an additional 6 months, for the joint development of Metro-owned property at 1st and Lorena Street along the Metro Gold Line Eastside Extension.**

ISSUE

In November 2014, the Board authorized an amendment to grant a 12-month extension to the Exclusive Negotiating Agreement (ENA) with A Community of Friends (ACOF) (Developer) for a 49-unit mixed-use affordable housing project at 1st and Lorena Street (See Attachment A, Site Map). This extension is due to expire on December 27, 2015. At its completion, the ENA timeframe will have been for 30 months. The current Joint Development Policy stipulates that the timeframe for an ENA shall not exceed 30 months. Board action is needed to approve an amendment to extend, as well as to grant an exception to the policy. There has been significant progress made in garnering community support for the project and obtaining City approvals and the additional time will allow the Developer to complete the process and negotiate the terms for a Joint Development Agreement (JDA).

DISCUSSION

On June 27, 2013, the Developer and Metro entered into an ENA to plan and consider the terms and conditions of a potential JDA for development of a transit-oriented mixed-use affordable housing development at 1st and Lorena in Boyle Heights. The original ENA was for 18 months. During that timeframe, the Developer advanced the project through final design, the California Environmental Quality Act (CEQA) submittal process, and associated project approval requirements by the City of Los Angeles. Additionally, numerous community meetings were held, as well as individual presentations to various community groups. Prior to its expiration in December 2014, the Board

granted an additional 12 months in order to allow more time for the City's approval process, continue the community engagement process and negotiate the JDA with Metro staff.

Since December 2014, the Developer has achieved substantial progress in advancing the project through the CEQA process, and all additional City approval requirements. Multiple community meetings were held to further engage the community and obtain their input. These include:

- May 4 Resurrection Church
- May 14 BHNC Planning and Land Use Committee (public comment)
- May 16 Boyle Heights Historical Society
- May 27 BHNC (public comment)
- May 30 Boyle Heights Beat community meeting
- June 6 ACOF Community meeting at Salesian High School
- June 9 Boyle Heights Chamber of Commerce
- June 13 ACOF Open house at Amistad/Lincoln Heights
- June 17 Hollenbeck Community Policing Advisory Board
- July 14 Boyle Heights Neighborhood Council Planning & Land Use Committee
- July 22 Boyle Heights Neighborhood Council Board (Final approval)
- August 24 Metro Boyle Heights Design Review Advisory Committee

The original project scope included 48 affordable housing units - 24 units for special needs and 24 family units, with one manager's unit, and 10,000 square feet of ground floor commercial. However, due to the community outreach process, and the input of various stakeholders, the project scope has been modified to meet the needs and wishes of the community. The project will now have 24 units of affordable housing for disabled/homeless veterans, and 24 units of affordable family housing (Attachment A). Furthermore, the commercial component has been further defined to address the specific desires of the various stakeholders. Currently, the Developer seeks to include child care and fitness facilities, and approximately 5000 square feet of general retail business services. This modified scope, as well as the final design, was presented to the Boyle Heights Neighborhood Council on July 22nd. The Council enthusiastically approved the project 15-1. Their testimony spoke to the need for housing for veterans and low income families. Sixty percent of the units will be for individuals/families with 30% AMI.

It is expected that a Mitigated Negative Declaration (MND) will be issued in late fall and final City approval in early winter. Despite all this progress and concerted efforts by the Developer, we will not be able to complete the JDA before the ENA expires on December 27, 2015.

The recently updated Joint Development Policy allows for up to 30 months for an ENA, therefore Board authority is required for a further extension, as well as to grant an exception to the policy.

DETERMINATION OF SAFETY IMPACT

Approval of this item will have no impact on safety as it only seeks a time extension for the ENA. No improvements will be constructed during the exclusive negotiations period. An analysis of safety impacts will be completed and submitted to the Board if negotiations result in a Joint Development Agreement and a Ground Lease.

FINANCIAL IMPACT

Funding for joint development activities is included in the FY16 budget under Project 610011.

Impact to Budget

There is no impact to the FY15-16 budget. Staff costs are budgeted to negotiate the proposed transaction, supervise any related design, review environmental documents and provide Metro oversight during construction. However, no new capital investment or operating expenses are anticipated to implement this project. Revenues from the ground lease, holding rent and Developer deposit will offset continued staff and project related professional services costs.

ALTERNATIVES CONSIDERED

The Board could choose not to extend the ENA and solicit a new developer. Staff does not recommend this alternative due to current Developer's longstanding commitment to and financial investment in the project, substantial progress achieved towards project development and overall community benefits to be derived from the proposed project. Moreover, the Developer has engaged the community, culminating in obtaining approval from the BHNC in a 15-1 vote. This project will serve the needs of those with the lowest income - one of the most needed assets in the Boyle Heights community.

NEXT STEPS

Upon approval of the recommended action, staff will complete and execute a 6-month term extension for the current ENA. Staff will continue working with the Developer to finalize negotiations for a JDA and Ground Lease, and these terms will be brought to the Board for consideration.

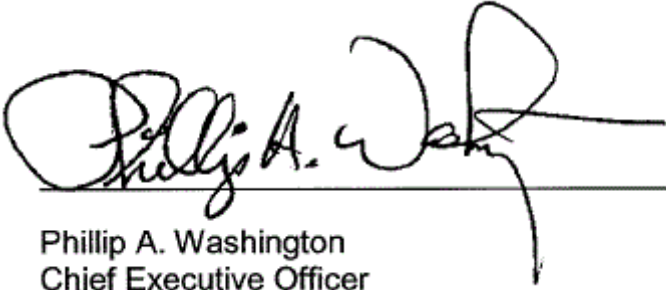
ATTACHMENTS

Attachment A - 1st and Lorena Site Map

Prepared by: Vivian Rescalvo, (213) 922-2563

Jenna Hornstock, Deputy Executive Officer, (213) 922-7437
Cal Hollis, Managing Executive Officer, (213) 922-7319

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

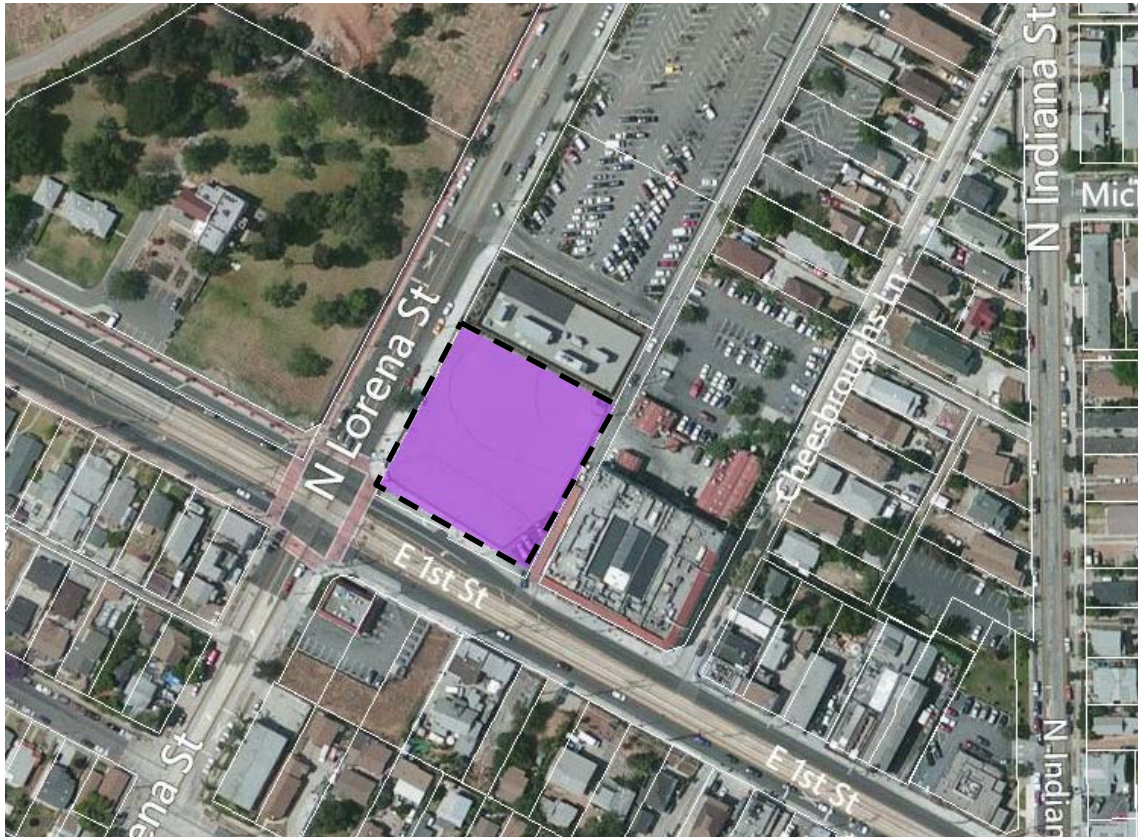


Phillip A. Washington
Chief Executive Officer

ATTACHMENT A

Development Site Map

1st and Lorena



 Development site

Metro Joint Development Site: 1st/Lorena


Overview of Site and Project Proposal



Metro

1st and Lorena



 Development site

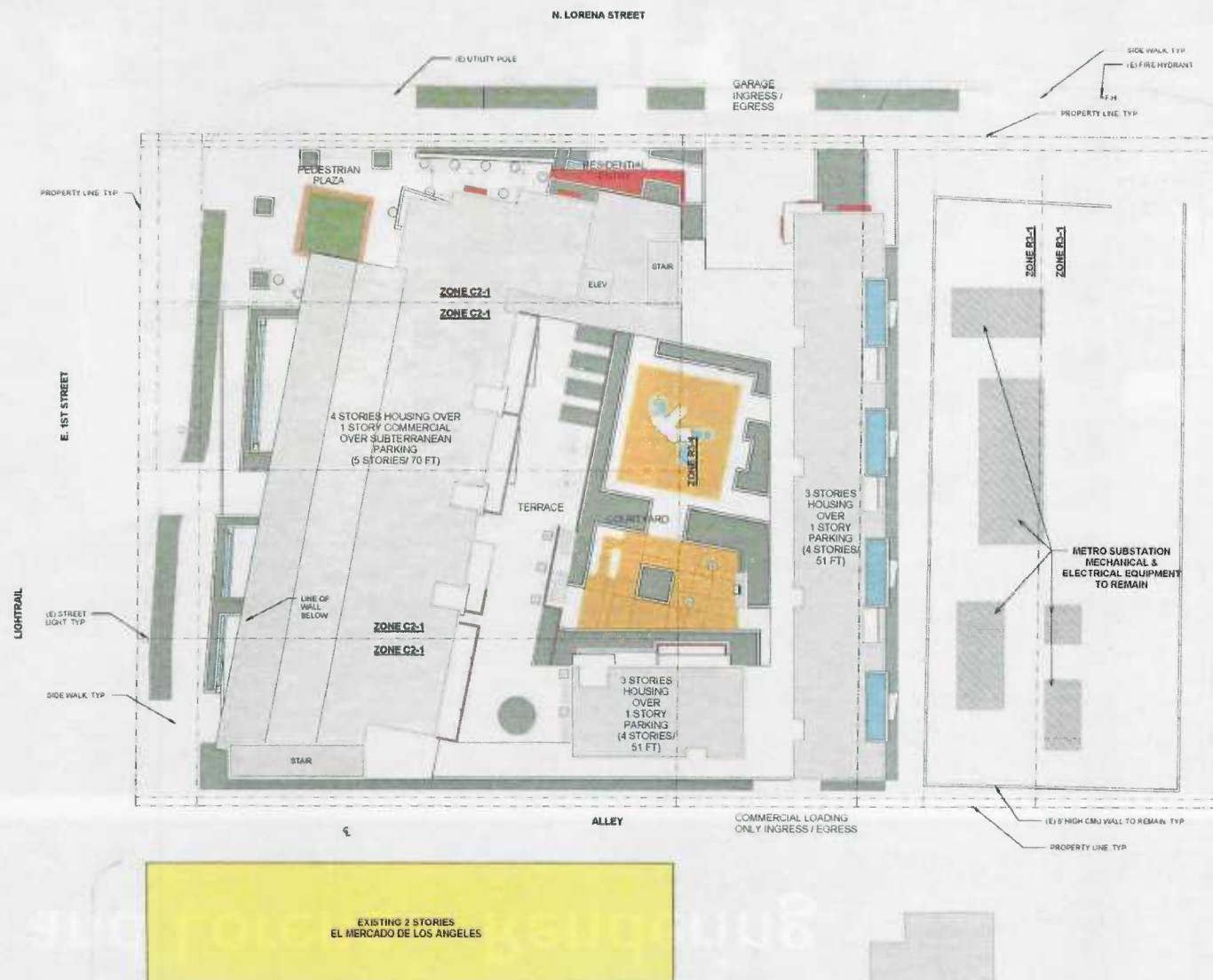
Site: Approximately 0.7 acres

Project Description:

- › **48 affordable housing units**
 - 24 units for disabled homeless veterans
 - 24 units affordable family housing
- › **10,000 sq. ft. retail space**
- › **66 parking spaces**
 - 35 residential
 - 20 commercial

Developer: A Community of Friends (ACOF)

1st and Lorena – Proposed Site Plan



1st and Lorena – Rendering



1st and Lorena – Rendering



1st and Lorena – Rendering





Board Report

File #: 2015-1507, File Type: Project

Agenda Number: 16.

PLANNING AND PROGRAMMING COMMITTEE NOVEMBER 18, 2015

SUBJECT: VERMONT / SANTA MONICA JOINT DEVELOPMENT AND CESAR CHAVEZ / FICKETT EXCESS PROPERTY SITES

ACTION: APPROVE RECOMMENDATIONS REGARDING TWO UNSOLICITED JOINT DEVELOPMENT PROPOSALS

RECOMMENDATION

- A. RESCINDING prior authority to enter into an **Exclusive Negotiations and Planning Agreement with McCormack Baron Salazar for the Metro-owned property at Cesar Chavez and Fickett** and;
- B. ~~AUTHORIZING staff to move forward with the **federally defined unsolicited proposals process for an unsolicited proposal received from a development team led by McGregor Brown for the Metro-owned property at the red line Vermont/Santa Monica station.**~~

ISSUE

In 2004 the Joint Development (JD) staff received unsolicited proposals for two Metro-owned sites: the Vermont / Santa Monica Station on the Red Line and the excess property at Cesar Chavez/ Fickett in Boyle Heights. While both proposals were evaluated in different ways, the Metro Board ultimately approved ENAs for each of the sites. In the past year, the Federal Transit Administration (FTA) provided direction suggesting that the JD staff evaluate the procurement processes for its active negotiations on properties purchased with federal funding. The JD team worked with County Counsel to thoroughly review federal solicitation requirements and vet three projects generated from unsolicited proposals against the federal guidelines and policies. Two of the three projects reviewed require actions to ensure compliance with FTA regulations, and the actions in this Board report will clear the path for Metro to proceed with the sites in accordance with FTA regulations. Based on this research and review, the JD staff will bring a new Joint Development Unsolicited Proposals Policy to the Board for consideration in January 2016.

DISCUSSION

Cesar Chavez/Fickett Site

In 2004, Metro received two unsolicited proposals for the development of three Metro-owned sites in

Boyle Heights, including the Cesar Chavez/Fickett site. Metro JD staff evaluated the proposals against the current JD Policy and recommended to move forward with one developer for all 3 sites. It should be noted that the Cesar Chavez/Fickett site is not considered a joint development site by federal policy, it is considered an excess property (not to be confused with surplus property, a state definition). Metro can follow the Joint Development process for this excess property, but it will go through a slightly different federal process for implementation and final approval of the ultimate development and the disposition of proceeds will in part be credited to the federal government.

Between 2004 and 2013, the original developer changed the proposal for the Cesar Chavez/Fickett site from market rate to affordable housing, and brought in MBS to develop the affordable housing component. The original developer subsequently decided to abandon their interest in all 3 sites, leaving MBS as the developer for the Cesar Chavez/Fickett site. Based on feedback from the local Council Office and community stakeholders, MBS then changed the scope of development from affordable housing to a standalone supermarket (it was determined that the site was not large enough to accommodate both housing and a market). In January 2013, the Board authorized staff to enter into an Exclusive Negotiations Agreement and Planning Document (ENA) with MBS for the Cesar Chavez/Fickett site, for the development of a standalone supermarket (without undertaking a competitive process). The authorized ENA was never executed.

Based on the recent review of the solicitation process and both Federal sole source and unsolicited proposals policies, staff recommends that the prior ENA authorization be rescinded for the following reasons:

- After a thorough review of federal procurement policies, there is no justification for a sole source development agreement, which would be the only way to approve MBS as the developer for this site;
- Based on recent outreach efforts in the Boyle Heights community, where the subject site is located, Staff believes that development on these Metro-owned sites should be procured by a community-driven and competitive process;
- While the current proposal includes a supermarket, much needed in the community, the Cesar Chavez/Fickett proposal does not include additional land controlled by a third party proposer or any other unique betterments that would make an unsolicited proposal superior to another proposal.

Staff recommends re-starting the joint development process from the beginning for the Cesar Chavez /Fickett site which would mean engaging the community to create Development Guidelines, bringing these Guidelines to the Board for approval, and issuing an RFP for the development of the site. If the subject recommendation is approved by the Board, this process would begin in early 2016.

Vermont/Santa Monica Site

Metro first received an unsolicited proposal for the Vermont/Santa Monica Station site in May 2004. The proposal from a development team led by McGregor Brown included adjacent properties controlled by the proposing developer and would be combined with the Metro properties to make a superior development site than would be possible with only the Metro-owned parcels. The JD team

evaluated the proposal according to the Joint Development Policies and Procedures current at the time, and the Board authorized an ENA with the Developer in January 2005. Following the economic recession, the Developer withdrew from the ENA. The Developer re-assessed the project scope and submitted a new proposal, and the Board authorized a new ENA in January 2013. After a review of the federal unsolicited proposals policies, staff determined that the procedures followed were not consistent with FTA unsolicited proposal policies as Metro did not advertise its receipt of the proposal and offer others the opportunity to submit. The resulting ENA expired under its terms earlier this month and the Developer was notified of Metro's intent to allow the ENA to expire.

The same development team then submitted a new unsolicited proposal for the site. The new unsolicited proposal is similar to the most recent proposal, and includes 114 rental apartments with approximately 26,000 square feet of ground floor retail and 191 parking spaces at grade and on one subterranean level. The proposal includes a letter of intent from Walgreens for a portion of the ground floor retail and continues to include two neighboring properties. In this updated proposal, the development team has committed to adhering to Metro's guidelines regarding affordable housing. Attachment A is a site map showing the Metro-owned and adjacent privately-owned properties. In response to this proposal, Staff recommends moving forward with the unsolicited proposal process outlined in Federal Circular 4220.1F, Chapter VI (see Attachment B), for the following reasons:

- The development team brings additional properties that allow for more meaningful development around the Vermont Santa Monica Station
- The development team has committed to exploring inclusion of affordable units in the proposed development.

The basic steps for the unsolicited proposals process include:

- Publicize the receipt of and an adequate description of the property or services offered;
- Publicize Metro's interest in acquiring the property or services described in the proposal;
- Provide an adequate opportunity for interested parties to comment or submit competing proposals;
- Publicize the intention to award a contract based on the unsolicited proposal or another proposal submitted in response to the publication.

Prior to this Board action, the JD Team met with the Offices of Los Angeles City Councilmember O'Farrell and Director Kuehl, the East Hollywood Neighborhood Council, the East Hollywood Business Improvement District Board of Governors, the East Hollywood Chamber of Commerce and the Los Angeles Promise Zone Neighborhoods Working Group to inform them of the receipt of the unsolicited proposal and staff's intention, pending Board authorization, to utilize the federal unsolicited proposals process. These local stakeholder groups will be informed once Metro releases the unsolicited proposal for public competition, along with a broader publication through larger media outlets. Staff expects to allow 45 days for submission of response to the unsolicited proposal.

Any recommendation for award of an Exclusive Negotiations Agreement (ENA), with any proposer, will be brought to the Metro Board for consideration. Any ENA will require that the selected developer provide a Community Outreach plan to engage stakeholders in the further conceptualization and

programming of the proposed project.

DETERMINATION OF SAFETY IMPACT

Approval of this item will have no impact on safety. Any future development resulting from these items will be carefully reviewed by Metro Operations and Safety.

FINANCIAL IMPACT

Funding for joint development activities related to both sites and any subsequent, related development activity, including the RFP process, is included in the FY16 budget in Cost Center 2210 (New Business Development) under Project 610011 (Economic Development).

Since development of the properties is a multi-year process, the project manager will be accountable for budgeting any costs associated with such development in future years.

Impact to Budget

The source of funds for joint development activities is local right-of-way lease revenues, which are eligible for bus/rail operating and capital expenses. Adoption of the Development Guidelines will not impact ongoing bus and rail operating and capital costs, the Proposition A and C and TDA administration budget or the Measure R administration budget.

ALTERNATIVES CONSIDERED

The Board could choose not to authorize these actions. That is not recommended because (1) for Cesar Chavez/Fickett, it would leave the property in an indeterminate state, with an authorized but not executed ENA and a procurement process not in alignment with federal policies and (2) for Vermont/Santa Monica, it would delay action on an unsolicited proposal that includes adjacent properties and a commitment to affordable housing.

NEXT STEPS

Upon approval of the actions in this report, staff will (1) at Cesar Chavez/Fickett, re-start the Joint Development process, as detailed in the Joint Development Policy and (2) follow the federal unsolicited proposals process for the Vermont/Santa Monica station site and report back to the Board with recommendations. In addition, Staff will bring a Joint Development Unsolicited Proposals Policy to the Board for consideration at the January 2016 meeting.

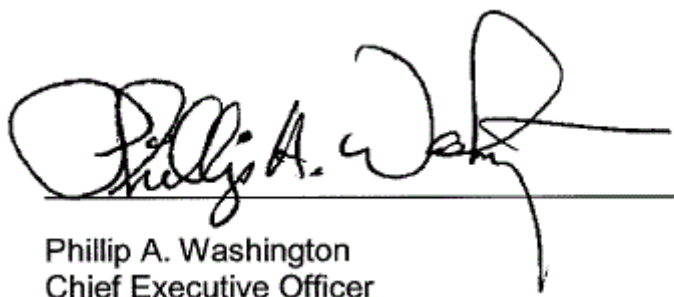
ATTACHMENTS

Attachment A - Vermont/Santa Monica Station Unsolicited Proposal - Metro-owned and adjacent properties

Attachment B - FTA Guidance on Unsolicited Proposals - Excerpt from Circular 4220.1F

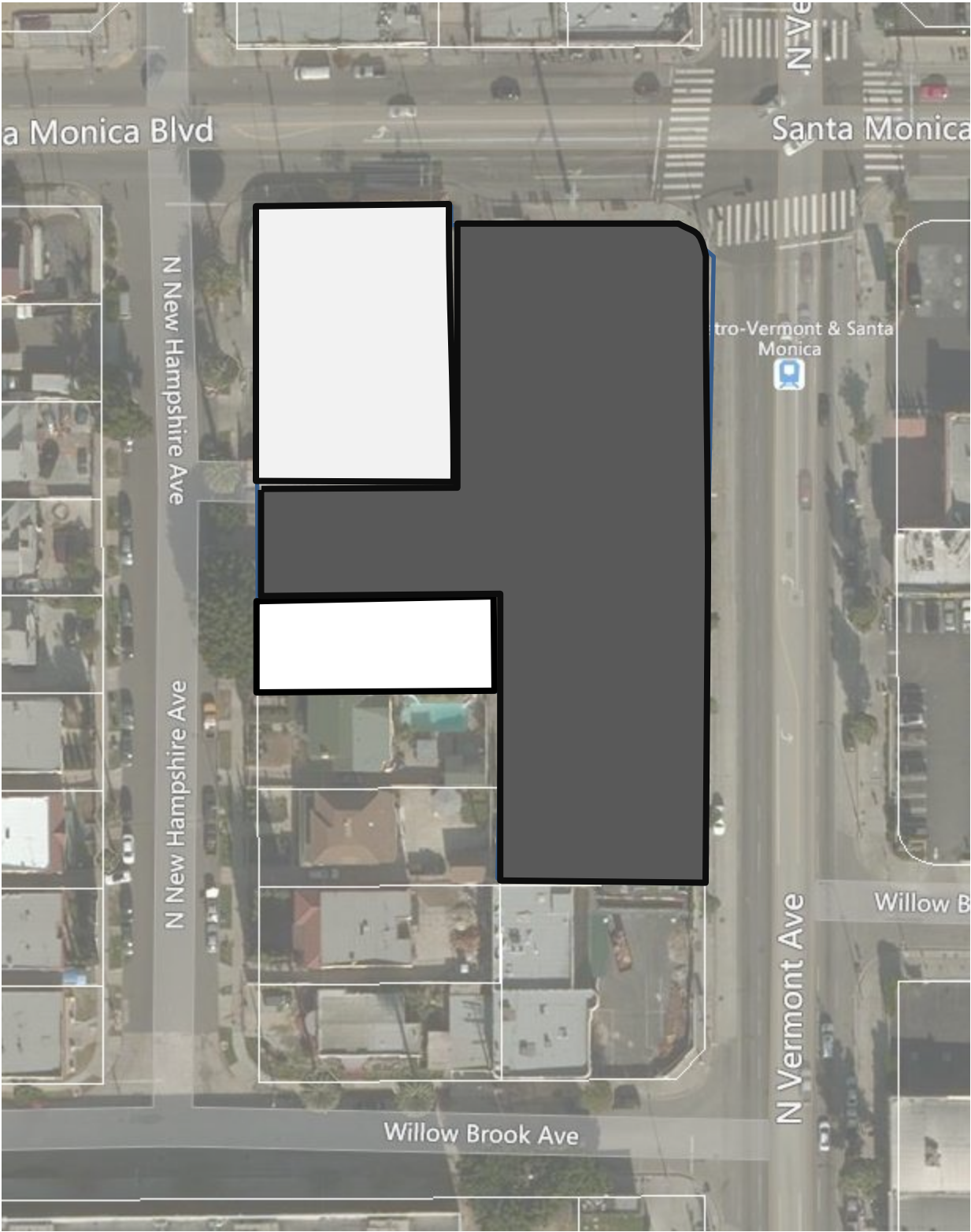
Prepared by: Jenna Hornstock, Deputy Executive Officer, (213) 922-74
Calvin E. Hollis, Managing Executive Officer, (213) 922-7319


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



Phillip A. Washington
Chief Executive Officer

Vermont / Santa Monica – Unsolicited Proposal – Metro-Owned and Adjacent Properties



-  LACMTA Controlled
-  Developer Controlled

11/01/2008

Rev. 1, 04/14/2009

Rev. 2, 07/01/2010

Rev. 3, 02/15/2011

Rev. 4, 03/18/2013

CHAPTER VI

PROCEDURAL GUIDANCE FOR OPEN MARKET PROCUREMENTS

1. **COMPETITION REQUIRED.** Except as permitted by Federal law or regulations, the Common Grant Rules require a recipient of Federal assistance to use third party procurement procedures that provide full and open competition. The Federal Transit Administration's (FTA) enabling legislation at 49 U.S.C. Section 5325(a), also requires an FTA recipient to conduct all third party procurements financed under 49 U.S.C. Chapter 53 in a manner that provides full and open competition as determined by FTA. The recipient may make third party contract awards on the basis of:
 - a. **Solicitation by the Recipient.** Compliance with the solicitation procedures described in this Chapter will fulfill FTA requirements for "full and open competition."
 - b. **Unsolicited Proposals.** A recipient may also enter into a third party contract based on an unsolicited proposal, as defined in Chapter I of this circular, when authorized by applicable State or local law or regulation. Receipt of an unsolicited proposal does not, by itself, justify contract award without providing for full and open competition. Unless the unsolicited proposal offers a proprietary concept that is essential to contract performance, FTA expects the recipient to seek competition. To satisfy the requirement for full and open competition, FTA expects the recipient to take the following actions before entering into a contract resulting from an unsolicited proposal:
 - (1) **Receipt.** Publicize its receipt of the unsolicited proposal,
 - (2) **Adequate Description.** Publicize an adequate description of the property or services offered without improperly disclosing proprietary information or disclosing the originality of thought or innovativeness of the property or services sought,
 - (3) **Interest in the Property or Services.** Publicize its interest in acquiring the property or services described in the proposal,
 - (4) **Adequate Opportunity to Compete.** Provide an adequate opportunity for interested parties to comment or submit competing proposals, and

- (5) Contract Award Based on Proposals Received. Publicize its intention to award a contract based on the unsolicited proposal or another proposal submitted in response to the publication.

If it is impossible to describe the property or services offered without revealing proprietary information or disclosing the originality of thought or innovativeness of the property or services sought, the recipient may make a sole source award to the offeror. A sole source award may not be based solely on the unique capability of the offer or to provide the specific property or services proposed.



Metro

Board Report

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

File #: 2015-1608, File Type: Policy

Agenda Number: 17.

3rd REVISED
PLANNING AND PROGRAMMING COMMITTEE
NOVEMBER 18, 2015
EXECUTIVE MANAGEMENT COMMITTEE
NOVEMBER 19, 2015

**SUBJECT: LONG RANGE TRANSPORTATION PLAN - POTENTIAL BALLOT MEASURE
FRAMEWORK, ASSUMPTIONS, AND INPUT**

**ACTION: APPROVE POTENTIAL BALLOT MEASURE FRAMEWORK AND WORKING
ASSUMPTIONS**

RECOMMENDATION

- A. APPROVING the 2017 **Long Range Transportation Plan (LRTP) Update Proposed Performance Metrics Framework** (Attachment A) to be used in analyzing all proposed major transit and highway projects (including Measure R projects not yet under construction) in order to develop a Potential Ballot Measure Expenditure Plan; and,
- B. RECEIVING AND FILING the LRTP Potential Ballot Measure Framework Working Assumptions in Attachment B, the Stakeholder Process Input (through an On-Line Link) in Attachment C, the Subregional Stakeholder Project Priorities in Attachment D, the Regional Facility Provider Needs Lists in Attachment E, and the Roadmap for LRTP Potential Ballot Measure Process in Attachment F.

KUEHL AMENDMENT to move “increased access to parks and open space” from Quality of Life to Accessibility category.

ISSUE

Since Fall 2012, Metro has explored the feasibility of pursuing a new potential ballot measure in conjunction with updating the 2009 LRTP. By participating in over 190 meetings, Metro staff has worked with subregional representatives and other stakeholders including, but not limited to, business, public health, labor, environmental groups, Active Transportation stakeholders, and numerous other groups. These various stakeholders were asked to submit their priorities and policy input by September 1, 2015.

Adoption of the recommended performance metrics framework, working assumptions, and acceleration parameters is essential to conducting the substantial travel demand and financial

analytical staff work that comprises the next steps in our Roadmap process shown in Attachment F. For example, the travel demand modeling we are about to conduct requires complex system coding tasks that will enable us to provide a performance based recommendation to the Metro Board of Directors. Also, while all projects submitted are anticipated to be included in the LRTP update, they must be categorized in one of two ways: financially constrained (funding plan) or financially unconstrained (no funding plan). These financial constraints are defined in federal planning regulations as revenues that can be reasonably expected to be available. Deferring these analytical tasks will compromise our ability to provide the proper feedback necessary for a bottoms-up process.

BACKGROUND

Through various correspondences, meetings, and actions, the Metro Board directed that a proposed ballot measure follow a “bottoms-up” process that began with the Mobility Matrix process. The Mobility Matrices, as directed by the Board in February 2014, were completed in collaboration with the subregions and received by the Board in April 2015. The work began with an inventory of projects that was drawn from prior planning processes, such as the LRTP Strategic (unconstrained) Plan, but went further to identify any new needs not identified previously. In January 2015, the Metro Board also created a Regional Facilities category that includes Burbank Bob Hope Airport, Los Angeles World Airports (LAX), Long Beach Airport, Palmdale Airport, the Ports of Long Beach and Los Angeles, and Union Station. Continuing discussions are being held with Regional Facilities representatives and other Stakeholders on the appropriate role for Metro in addressing the presence of these facilities within Los Angeles County. In the end, this process identified over 2,300 projects totaling over \$273 billion in 2015 dollars.

Concurrent with the work of the subregional and regional facilities groups, staff worked closely with other stakeholder groups described above to determine their priorities and policy considerations. Metro executives attended several productive meetings with coalitions of leadership representatives from environmental, active transportation, business, and disadvantaged community organizations. These leaders jointly expressed significant support for a potential ballot measure, if it properly balances their mobility, economic development, and environmental justice concerns.

DISCUSSION

Mobility is an essential ingredient necessary to support economic growth spurring job creation and the movement of goods. While Metro is fundamentally responsible for developing a transportation plan that best addresses the county’s mobility needs, this goal is intrinsically linked with the several policy objectives and the accessibility needs of its most vulnerable citizens. The LRTP Potential Ballot Measure Framework and Assumptions were first presented in draft form October 2015. The 2017 LRTP Proposed Performance Metrics Framework now found in Attachment A, if approved, will serve as the basis for evaluating the acceleration of existing major projects and the addition of new major highway and transit corridors in the LRTP.

Metro Travel Demand Model

The staff has identified a set of highway and transit corridors to model after reviewing the 2,300 projects submitted by subregional agencies in the Mobility Matrix process. To achieve mobility and

other policy goals, Metro's Travel Demand Model outputs will require the Performance Metrics Framework to guide staff's recommendations. The Metro Travel Demand Model will be used to evaluate major transportation projects submitted through the Mobility Matrix process including major transit projects (bus rapid transit, light rail, or heavy rail transit corridor projects) and major highway projects (carpool lanes, managed lanes, or mixed flow lanes). We note that of the 2,300 projects submitted by subregional agencies in the Mobility Matrix process, many are not major projects, and therefore cannot be modeled. Those projects that cannot be modeled may be considered as part of other funding categories or for inclusion based on the priorities from the subregional priority setting process.

In addition to evaluating the performance of these new projects submitted by the subregions, we will also model major Measure R transit and highway projects that are not yet in construction, to use the performance measure analysis to inform the opportunity to accelerate Measure R projects.

Best Practices Framework

The recommended Framework draws from best practices of work done elsewhere in the nation and California. We reviewed performance measures used nationally to implement MAP-21 and the federal Clean Air Act and found that the best of these were modeled on work first performed in California. Specifically, the performance measure process used by the Southern California Association of Governments and the San Francisco Bay Area's Metropolitan Transportation Commission and others were the best fit for the Metro Board's policy objectives. For example, California is now again at the cutting edge of greenhouse gas performance analysis initiated by SB 32 and various state laws. Our work builds on these best practices.

Performance Measure Weights

The performance measures are organized under various themes, including accessibility, economy, mobility, safety, and sustainability/quality of life. Each of these theme groupings have been assigned percentage weights for the purpose of evaluating project performance of new highway and transit corridors, as follows:

- Mobility 35%
 - Easing congestion, increasing active transportation, and improving travel times, system connectivity, throughput, and reliability are all key Metro objectives addressed by mobility improvement. This weight reflects that emphasis.
- Economy 15%
 - Economic output, job creation and retention, goods movement, and addressing disadvantaged communities are goals that can be better achieved by implementing projects and services that address these needs. This weight enables us to identify the project's contribution to economic development.
- Accessibility 20%
 - The needs of the transit dependent, cyclists, youths, pedestrians, seniors, and people with disabilities are addressed here by increasing the population served by Metro

facilities. This weight reflects the strong relationships Metro has built with these populations and need to retain and improvement the services provided to them.

- Safety 15%
 - Safety is fundamental to the design, construction, and operation of highway and transit corridors, but it must also be considered in evaluating new highway and transit projects against each other. The relative safety benefit of major transportation capacity enhancement projects is accounted by this theme's weight.
- Sustainability and Quality of Life 15%
 - An important criteria for evaluating a project's impact on reducing greenhouse gases and improving air quality, improving public health, and improving the quality of life, including eliminating urban heat islands, storm water runoff, biological and habitat impact, noise mitigation, and access to parks and open space. This theme has been weighted to identify the project's contribution to addressing sustainability and quality of life.

Purpose, Use, and Limits of Performance Metrics

This evaluation process is intended to evaluate whether to include and how to sequence new projects to be added to the plan relative to other new projects. In addition, the Performance Metrics will be used to guide recommendations regarding the potential acceleration of some Measure R projects already in the LRTP relative to other Measure R projects. We are recommending that the Metro Board stipulate that these acceleration recommendations be considered by staff only to the extent that other existing LRTP projects remain on their current LRTP funding schedules and no later. The intent here is to prevent any existing LRTP project delays, while at the same time enabling the possible acceleration of highly beneficial major projects as a result of the potential replacement of the Measure R tax when it sunsets in 2039.

Authorizing Legislation and Expenditure Plan Requirements

The authorizing legislation for the potential ballot measure, SB 767 (de León), requires that an expenditure plan be developed using a transparent process to determine the most recent cost estimates for each project and program identified in the expenditure plan. Metro's transparent, inclusive, and bottoms-up process to date provided high and low cost estimates to aid stakeholders in making their priority setting decisions. Staff will continue to refine these costs in that same transparent manner and plans to use the performance metrics to guide our ultimate recommendations.

SB 767 (de León) was passed on September 15, 2015 and the Governor announced his approval on October 7, 2015. In addition to transparent process requirements, SB 767 (de León) requires that the expenditure plan include the following elements: the most recent cost estimates for each project and program; the identification of the accelerated cost, if applicable, for each project and program; the approximate schedule during which Metro anticipates funds will be available for each project and program; and, the expected completion dates for each project and program within a three-year range. To meet these requirements and the bottoms-up process requirements

originally directed by the Metro Board, a number of assumptions must be used in developing the expenditure plan, including a tax increase, tax extension, tax sunset, project cost inflation, revenue growth, subregional revenue targets, and population and employment data as described in Attachment B, the Framework Working Assumptions.

Potential Ballot Measure Process Characteristics and Results

The Potential Ballot Measure Funding Targets examined current (2017) and projected (2047) population and employment figures, which were given to each subregion to inform their ultimate funding target. As discussed in detail in Attachment B, if current population was the highest percentage figure for a specific subregion, that figure was used to develop that subregion's target. If another subregional percentage figure was higher, such as future employment, that figure was used instead. This funding allocation formula was deemed feasible because Metro staff anticipates that a portion of existing funding resources will be available beyond the year 2039. For example, Proposition A and Proposition C do not sunset, and no planning has yet occurred in the year 2040 and beyond for these taxes. Since our working assumption is a 40-year tax measure ending in 2057, there will be about 18 years of Proposition A and Proposition C resources for planning purposes. After establishing a consensus with all the subregional representatives on the Potential Ballot Measure Funding Targets earlier this year, Metro staff initiated the next steps in the process by requesting subregional priorities that were constrained to the Framework Funding Targets.

As of September 1, 2015, Metro received the project priority and policy input found in Attachment C to this report. Attachments D and E contain draft Stakeholder Input project lists that staff has attempted to synthesize in order to summarize the subregional and Regional Facilities priorities. Together, these attachments complete one phase of a multi-phase stakeholder and public input process summarized in the Roadmap in Attachment F. In addition to the input identified in Attachment C, many stakeholders also provided policies for Metro's consideration going forward. These are included in Attachment C as well. These attachments, previously presented to the Board in October 2015, have since been updated as indicated within the attachments.

If the Metro Board of Directors and/or the voters ultimately determine that additional taxes are not necessary at this time, the current LRTP will be updated consistent with that decision. Our LRTP process is scheduled to conclude in the fall of 2017, well after the potential vote, to permit either eventuality.

DETERMINATION OF SAFETY IMPACT

The proposed approval will not have any adverse safety impacts on employees and patrons.

FINANCIAL IMPACT

Approval of the LRTP Potential Ballot Measure Framework in Attachment A and Assumptions in Attachment B has no financial impact for the agency as the necessary funds remain budgeted for FY 2016.

Impact to Budget

Staff will continue to work within existing budgeted resources for development and outreach related to the LRTP update and potential ballot measure. Potential success of such a ballot measure would have a positive impact to future budgets if placed on the ballot and approved by voters.

NEXT STEPS

Non-Project Needs and Contingencies

Further defining the other funding priorities not captured in the input process to date must now begin. This was reiterated in some of the Stakeholder Input received as part of Attachments C. These needs include, but are not limited to, transit operating and state-of-good repair needs; countywide bus system, Metrolink and paratransit services; local return, including local streets and roads and local transit; highway innovation and operating needs such as ExpressLane system improvements, highway systems and operations management, and other transportation needs not captured in any other way.

In addition to non-capital project needs, a contingency strategy will be needed to handle fluctuations in project costs and revenue forecasts that will arise over a four decade planning horizon. A reliable strategy to make allowances for variations in revenue and cost uncertainties, contingencies, escalation and assumptions in debt service costs will be developed within the recommended sequencing plan and then incorporated as necessary in the recommended Expenditure Plan to support the potential ballot measure and LRTP update.

Roadmap Process

Consultant support for the LRTP process was secured and kicked-off on September 15, 2015 and staff is now working on travel demand modeling and other related tasks to enable the Potential Ballot Measure Framework in Attachment A and the subsequent Expenditure Plan and Ordinance processes to be completed by June 2016. Though staff proposes a final decision by the Metro Board of Directors on whether to support the agendizing of a November 2016 Ballot Measure in June 2016, the Metro Board must make a go/no go decision no later than the regularly scheduled meeting in July 2016 in order to ensure placement on the November 2016 ballot. The next steps in the LRTP and potential ballot measure framework are as follows:

1. Continue stakeholder outreach;
2. Finalize non-project needs assessment and constraints in January 2016;
3. Conduct final needs and performance metrics and project scheduling analysis February 2016;
4. Release preliminary Expenditure Plan and Ordinance in March 2016;
5. Subregional and stakeholder outreach in April/May 2016;
6. Approve final Expenditure Plan and Ordinance in June 2016; and
7. Submit final Expenditure Plan and Ordinance to the County of Los Angeles Board of Supervisors in July/August 2016.

The LRTP update will be finalized and provided to the Board for adoption in 2017, after the results of the potential ballot measure process are known.

ATTACHMENTS

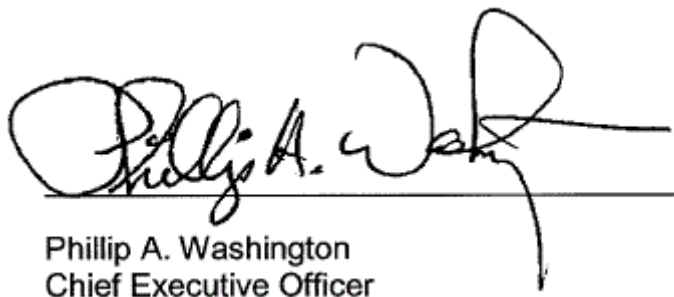
Attachment A - LRTP Potential Ballot Measure Performance Metrics Framework;
Attachment B - LRTP Potential Ballot Measure Framework Working Assumptions;
Attachment C - Stakeholder Process Input (through an On-Line Link);
Attachment D - Subregional Stakeholder Project Priorities;
Attachment E - Regional Facility Provider Needs Lists; and
Attachment F - Roadmap for LRTP Potential Ballot Measure Process.

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Phillip A. Washington
Chief Executive Officer

Attachment A

2017 LRTP Update Proposed Performance Metrics Framework for Major Projects

Metro Theme	Goals and Objectives	System Performance Measures	Weight (%)	Highway Project Performance Measures	Transit Project Performance Measures
Mobility	<ul style="list-style-type: none"> • Relieve <u>Ease</u> congestion • Increase travel by transit, bicycle, and pedestrians • Improve travel times • Improve system connectivity • Increase person throughput • Improve effectiveness & reliability for core riders • <u>Address operating & life cycle costs</u> • <u>Extend life of facility & equipment</u> 	<ul style="list-style-type: none"> • Reduced person hours of delay • Increased person throughput • Reduced single-occupant vehicle mode share • Increased annual boardings per mile • Increased annual hours of delay savings/mile • <u>Improve roadway condition rating</u> • <u>Reduced portion of transit assets past useful life</u> 	<p>35% 45%</p>	<ul style="list-style-type: none"> • Increased person throughput • Reduced person hours of delay² 	<ul style="list-style-type: none"> • Increased transit ridership • Increased person throughput • Improved system <u>travel time</u> reliability • Improved service frequency
Economy	<ul style="list-style-type: none"> • Increase economic output • Support job creation & retention • Support goods movement • Invest in disadvantaged communities 	<ul style="list-style-type: none"> • Improved linkages to major employment/activity centers¹ • Increased number of jobs • Improved REMI Model economic benefit results • Reduced vehicle hours of delay for trucks • Dollars invested in <u>transportation projects in</u> disadvantaged communities 	<p>15% 12.5%</p>	<ul style="list-style-type: none"> • Reduced truck vehicle hours of delay² • Improved job access • Dollars invested in <u>transportation projects in</u> disadvantaged communities 	<ul style="list-style-type: none"> • Increased transit oriented development • Improved job access • Dollars invested in <u>transportation projects in</u> disadvantaged communities

¹ Employment/activity centers include major employment centers, retail centers, education facilities, and healthcare facilities

² Reduced person and truck hours will serve as the best proxy available for person and truck travel time reliability for Highway projects.

Attachment A

Metro Theme	Goals and Objectives	System Performance Measures	Weight (%)	Highway Project Performance Measures	Transit Project Performance Measures
Accessibility	<ul style="list-style-type: none"> • Increase population served by facility • Increase service to transit-dependent, cyclist, pedestrian populations including youth, seniors, and people with disabilities • Improve first-last mile connections • <u>Utilize technology</u> 	<ul style="list-style-type: none"> • Job accessibility by population subgroup • Mode choice by income quintile • SB 535 Disadvantaged Communities mapping (CalEnviroScreen) • Increased number of households with access to transit • Increased number of households with access to bicycle infrastructure • Increased number of households with disabled persons with access to transit • <u>Increased access to parks and open space areas</u> 	<p>20% <u>17.5%</u></p>	<ul style="list-style-type: none"> • Increased number of disadvantaged population served • Improved access or system connectivity • <u>Improved access to parks and open space</u> • <u>See note 3</u> 	<ul style="list-style-type: none"> • Increased number of households <u>population</u> served by frequent transit • Increased number of transit dependent households served • Improved system connectivity • <u>Improved access to parks and open space</u> • <u>See note 3</u>
Safety	<ul style="list-style-type: none"> • Reduce incidents • Improve personal safety 	<ul style="list-style-type: none"> • Fatalities by mode • Injuries by mode • Fatalities per capita 	<p>45% <u>12.5%</u></p>	<ul style="list-style-type: none"> • High <u>fatal and severe injury</u> collision area addressed • Reduced safety conflicts 	<ul style="list-style-type: none"> • Improved transit system safety • High collision area addressed ⁴

³ Metro considered measuring “increased network connectivity for walking and biking” and found that while major highway and transit projects may offer accommodations for bicycling and walking, the improvements to bicycle and pedestrian system connectivity will likely be minimal and impossible to compare effectiveness quantitatively from one project to another.

⁴ The Statewide Integrated Traffic Records System (SWITRS) is maintained by the California Highway Patrol (CHP) and does not log fatalities and severe injuries on the transit system.

Attachment A

Metro Theme	Goals and Objectives	System Performance Measures	Weight (%)	Highway Project Performance Measures	Transit Project Performance Measures
Sustainability & Quality of Life	<p>Improve environmental quality</p> <ul style="list-style-type: none"> • Reduce greenhouse gas (GHG) emissions • Reduce urban heat island effect • Reduce storm water runoff impacts • Reduce biological and habitat impact <p>Improve public health</p> <p>Improve quality of life</p> <ul style="list-style-type: none"> • Improve access to parks and recreation • Reduce noise impacts 	<p>Improve environmental quality</p> <ul style="list-style-type: none"> • Reduced VMT per capita • Reduced GHG per capita • Reduced impact on habitat preservation and open space areas <p>Improve public health</p> <ul style="list-style-type: none"> • Reduced EPA air quality conformity criteria pollutants • Increased bike, pedestrian, and transit trips <p>Improve quality of life</p> <ul style="list-style-type: none"> • Increased access to parks and open space areas 	<p>15% <u>12.5%</u></p>	<p>Reduced impact on environment</p> <ul style="list-style-type: none"> • Reduced GHG emissions • Reduced urban heat island effect • Reduced storm water runoff impact • Reduced impact on habitat preservation and open space areas <p>Improved public health</p> <ul style="list-style-type: none"> • Support for active transportation • Improved access to healthcare facilities <p>Improve quality of life</p> <ul style="list-style-type: none"> • Reduced noise impacts • Improved access to parks and open space 	<p>Reduced impact on environment</p> <ul style="list-style-type: none"> • Reduced GHG emissions • Reduced VMT • Reduced urban heat island effect • Reduced storm water runoff impact • Reduced impact on habitat preservation and open space areas <p>Improved public health</p> <ul style="list-style-type: none"> • Support for active transportation • Improved access to healthcare facilities <p>Improve quality of life</p> <ul style="list-style-type: none"> • Reduced noise impacts • Improved access to parks and open space

Long Range Transportation Plan and Potential Ballot Measure Framework Working Assumptions

October 1, 2015

Augment, Extend, and Sunset Assumptions

The 2017 LRTP is currently assumed to cover the time period from 2017 – 2057 (forty years) and incorporate projects funded by the Metro Board in the 2009 LRTP that sunsets in the year 2039 with Measure R. The three principle alternatives to this assumption revolve around these decisions: extend the existing tax or not; augment the existing tax or not; and place a sunset on the new tax or not.

SB 767 (de León) provides the Metro Board maximum flexibility for all three of these alternatives. For example, the Metro Board could alternatively elect to propose an extension only, like Measure J, or it could elect to propose only an increase, without an extension, like Measure R. Finally, the Metro Board could change the sunset year of the tax (now tentatively assumed to be 2057) or eliminate it altogether, like Proposition A and Proposition C.

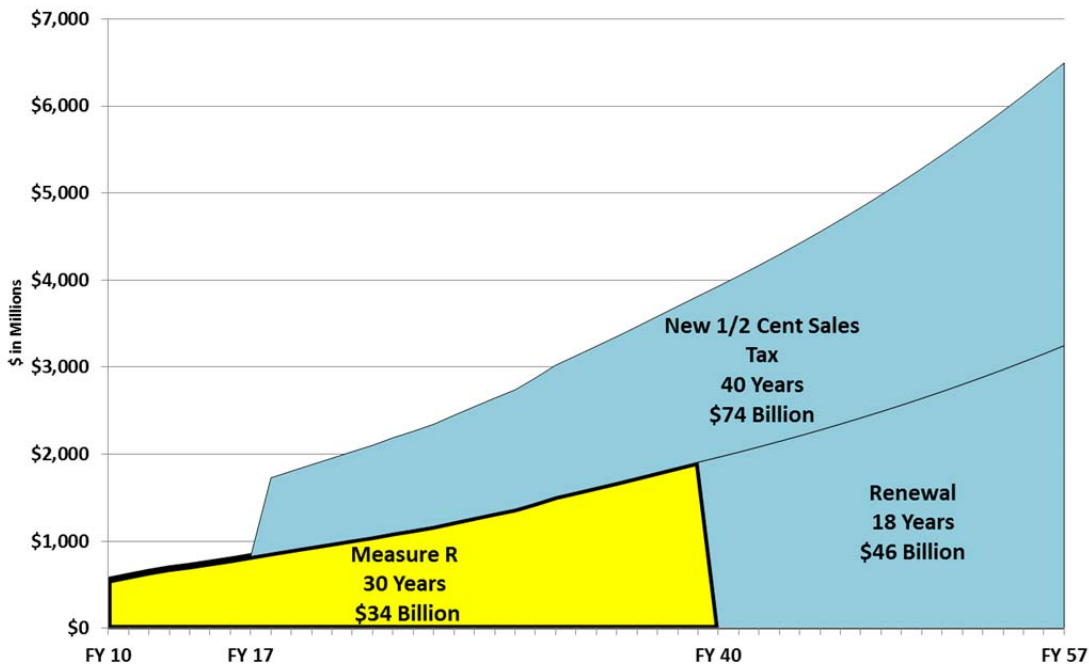
The following considerations led staff to the 2057 LRTP augment, extend, and sunset assumption, as follows:

- Unmet transportation infrastructure improvement needs: The Mobility Matrix process concluded that the entire inventory of needs for transportation capital improvements countywide was between \$157 and \$273 billion (in 2015 dollars). Shorter sunsets did not provide enough resources to develop the necessary level of consensus given this need;
- Market research indicates public support for transportation improvements: Past statistically reliable quantitative surveys conducted found no significant advantage to including a sunset clause in a Los Angeles County transportation sales tax ballot measure;
- Alameda County super majority: In November 2014, 70% of voters in Alameda County approved a ballot measure that augmented an existing ½ cent transportation sales tax while at the same time extending the original ½ cent transportation sales tax when it expired; and
- Subregional feedback included a desire to accelerate existing Measure R priority projects, which could be facilitated, in part by replacing the Measure R tax when it sunsets.

As a result of these considerations, the LRTP Framework assumes an augment and extend approach similar to the Alameda County strategy, as shown in Table 1 below:

Potential Ballot Measure Structure

Sales Tax Increase with Renewal of Existing



Augmenting Metro's existing transportation sales taxes for at least a 40 year period (through the year 2057) and also extending an existing sales tax (Measure R) expiring in 2039 will provide the best opportunity to secure the necessary resources to address the public's desire for transportation improvements. Prior to making a final decision next year, the results of further market research will be provided to the Metro Board.

Project Cost Inflation and Sales Tax Revenue Growth Assumptions

The SB 767 (de León) expenditure plan requirement to schedule projects and show approximate completion dates raises the need to assume the impact of inflation over time on project and program costs. The initial project costs were requested in 2015 dollars and our cost inflation assumption is 3% per year.

The sales tax revenue growth assumption is 3.8% per year through 2040 and 3% thereafter. The difference between inflation cost growth and revenue growth through 2040 is primarily economic growth from the UCLA Anderson School Forecast of taxable sales for Los Angeles County. Countywide Planning staff has found the UCLA Anderson School Forecast to be the best available for our long term planning needs.

Optimal Subregional Target Assumptions

The transparent process required by SB 767 (de León) and the bottoms-up process directed by the Metro Board required Countywide coordination of subregional revenue assumptions. To prioritize the enormous unmet transportation capital needs identified in the Mobility Matrix process, the subregions needed to know roughly what they could

expect for capital improvements from the assumed augment and extend approach to the potential ballot measure.

Staff worked with the subregions to develop subregional revenue targets they could use for their priority setting process. To divide revenues into subregional targets, staff considered prior discussions with the subregions before developing a new approach. The purely current population and employment approach in Measure R led to later disagreements about extending that approach beyond 2039 in Measure J. Representatives from high population and/or employment growth areas felt the 2005 data used for Measure R was inequitable for taxes that would extend well beyond 2039, as proposed in Measure J.

To respond to these very valid concerns, staff interpolated Southern California Association of Governments 2008 population and 2035 employment information to establish 2017 and 2047 population and employment data points, as shown in Table 2:

Basis for Optimal Targets Vary by Subregion

Optimization Will Require Supplemental Non-Measure Funds by the LRTP Horizon Year							
40 Years		12.11% =				\$4.5 billion	
Subregion	Population		Employment		Pop/Emp, 2017/2047 Blend	Optimal Sub- Regional Share %	Δ%
	2017	2047	2017	2047			
Arroyo Verdugo	4.99%	4.79%	7.54%	7.82%	6.28%	7.82%	1.53%
Central Los Angeles	18.98%	19.12%	18.05%	18.01%	18.54%	19.12%	0.58%
Gateway Cities	19.84%	19.27%	16.63%	16.15%	17.97%	19.84%	1.87%
Las Virgenes/Malibu	0.85%	0.81%	1.38%	1.42%	1.12%	1.42%	0.30%
North Los Angeles County	7.42%	9.40%	5.42%	6.84%	7.27%	9.40%	2.13%
San Fernando Valley	14.66%	14.19%	14.21%	14.09%	14.29%	14.66%	0.37%
San Gabriel Valley	16.17%	16.14%	13.10%	12.76%	14.54%	16.17%	1.63%
South Bay	10.62%	10.13%	10.60%	10.16%	10.38%	10.62%	0.24%
Westside Cities	6.46%	6.14%	13.06%	12.75%	9.60%	13.06%	3.46%
Grand Total	100.00%	100.00%	100.00%	100.00%	100.00%	112.11%	12.11%

- Source Data: SCAG RTP12 Socio-economic Data (SED)
- 2017 and 2047 year data interpolated/extrapolated from SCAG 2008 and 2035 Projections. Back-up data available on request.
- In this version, Arroyo Verdugo consists of Burbank, La Crescenta-Montrose, La Canada Flintridge, Glendale, Pasadena and South Pasadena. That means both Pasadena and South Pasadena have been taken out of San Gabriel Valley to be included in Arroyo Verdugo subregion.

REVISION #3

As one can see from the data in Table 2, at least one subregion had a credible argument to use each of four differing basis for the targets. To avoid disagreements over the basis of the targets to be used, Metro staff offered a blended approach and an optimal approach. The blended approach added-up to 100%, but the optimal approach would not at 112%. This meant the optimal approach would require approximately \$4.5 billion in non-measure funds from existing taxes beyond the 2009 LRTP planning horizon of 2039, but within the

new LRTP planning horizon of 2057. The subregion's all preferred the optimal target approach and Metro staff found it to be workable and concurred, making the optimal basis the consensus choice for the initial subregional priority setting exercise.

Before calculating the subregional revenue targets, assumptions were also needed about how much of the anticipated revenue from the augment and extend approach might be dedicated to multi-modal capital improvement purposes. Measure R had 55% dedicated to these purposes. It should be emphasized that for discussion purposes, staff assumed that roughly half of the new tax, about \$60 billion, could go for multi-modal capital improvement purposes, though we cautioned that this was ultimately a decision expressly reserved for the Metro Board when more information about all needs were known.

Roughly half the tax, about \$60 billion, is on a year of expenditure basis while the project cost data identified in the Mobility Matrices is based on current year dollars instead. This required that the value of the \$60 billion, again roughly half the tax, be deescalated before being made available to each subregion as a target on a current dollar basis. This enabled the subregions to directly compare their target to the project cost data they already possessed.

Table 3 shows the end result of the target setting consensus, subregional targets in deescalated dollars comparable to project cost data on the same basis:

Table 3, Consensus Subregional Targets:

Optimal Capital Improvement Targets

Year of Expenditure \$'s (includes inflation) vs. Current \$'s (excludes inflation)

Subregion	Optimal Sub-regional Share %	Pay-Go (YOE, No Bonds)			De-escalated to Current 2014 \$		
		Tier 1 - New 1/2 Cent 40 Years (FY 18-57)	Tier 2 - 1/2 Cent Renewal 18 Years (FY 39-57)	Total	Tier 1 - New 1/2 Cent 40 Years (FY 18-57)	Tier 2 - 1/2 Cent Renewal 18 Years (FY 39-57)	Total
Arroyo Verdugo	7.82%	\$ 2,889	\$ 1,772	\$ 4,661	\$ 1,125	\$ 506	\$ 1,631
Central Los Angeles	19.12%	\$ 7,062	\$ 4,332	\$ 11,394	\$ 2,750	\$ 1,237	\$ 3,987
Gateway Cities	19.84%	\$ 7,328	\$ 4,495	\$ 11,823	\$ 2,853	\$ 1,284	\$ 4,137
Las Virgenes/Malibu	1.42%	\$ 525	\$ 322	\$ 842	\$ 204	\$ 92	\$ 296
North LA County	9.40%	\$ 3,472	\$ 2,130	\$ 5,602	\$ 1,352	\$ 608	\$ 1,960
San Fernando Valley	14.66%	\$ 5,415	\$ 3,321	\$ 8,736	\$ 2,108	\$ 949	\$ 3,057
San Gabriel Valley	16.17%	\$ 5,973	\$ 3,663	\$ 9,636	\$ 2,325	\$ 1,046	\$ 3,371
South Bay Cities	10.62%	\$ 3,923	\$ 2,406	\$ 6,329	\$ 1,527	\$ 687	\$ 2,214
Westside	13.06%	\$ 4,824	\$ 2,959	\$ 7,783	\$ 1,878	\$ 845	\$ 2,723
Subregional Total	112.11%	\$ 41,411	\$ 25,399	\$ 66,810	\$ 16,123	\$ 7,255	\$ 23,378

- 1) Optimal targets are each subregion's share of the proposed revenues based on the greatest percentage of four possible measures: i) current population; ii) future population; iii) current employment; or, iv) future employment. The following table has more information.
- 2) Dollars in millions.
- 3) YOE = Year of Expenditure.
- 4) Santa Clarita included in North LA County.
- 5) Arroyo Verdugo includes Burbank, Glendale, Pasadena, So. Pasadena and La Canada-Flintridge, and La Crescenta-Montrose.

Financial Constraints

All projects submitted are anticipated to be included in the LRTP update, they must be categorized in one of two ways: financially constrained (funding plan) or financially unconstrained (no funding plan). These financial constraints are defined in federal planning regulations as revenues that can be reasonably expected to be available. The assumptions focus on revenues reasonably expected to be available. Tax and other revenues not yet authorized in law or by a policy body can only be included if based on reasonable assumptions, such as a pattern of periodic authorizations by the applicable legislature or policy making body. Aggressive assumptions that have no reasonable basis are not permitted by the Clean Air Act and other policy actions of the federal government. For transit agencies seeking New Starts funds, periodic reviews of financial capacity reasonableness are also required. These reviews can be stricter than regulatory reviews stemming from the federal planning regulations.

Cost Effectiveness

One key performance metric that is applied to all major highway and transit projects is an evaluation of costs versus benefits, with the benefits defined as those in the Performance Metrics Framework. While a specific cost effectiveness measure is not shown in Attachment A, it will be calculated through the performance evaluation process using the other measures of project benefit. This explains why a specific weight is not assigned to cost effectiveness, even though it is important that all projects recommended through this process meet cost effectiveness criteria.

ATTACHMENT C

Stakeholder Process Input

Document Available Online at:

http://media.metro.net/projects_studies/images/lrtp_stakeholder_input.pdf

Regional Facility Provider Draft Needs List

ATTACHMENT E

(2015 \$ in thousands)

Project	Notes	Cost Estimate
Bob Hope Airport		
Burbank/Glendale LRT	\$	1,604,000
Clybourn Ave: Grade separation at railroad tracks / Vanowen St / Empire Ave	\$	60,000
Hollywood Way/San Fernando Rd Metrolink station pedestrian bridge	\$	8,350
I-5/Buena Vista Ave: Reconfigure ramps and connect with Winona Ave	a \$	30,000
Metro Red Line Extension: North Hollywood to Burbank Airport	\$	1,800,000
North Hollywood to Bob Hope Airport to Pasadena Transit Corridor	a, b \$	2,550,000
Subtotal	\$	6,052,350
Long Beach Airport		
3138-Bellflower Blvd./ Spring St. Improv.	\$	5,000
9078-Lakewood Blvd./ Rosemead Blvd. (59) signals-San Gabriel Blvd. to Stearns St.	\$	10,325
3137-Lakewood Blvd. / Spring St. Improv.	\$	5,000
9659-LGB Bicycle access improvements	\$	50,000
3082-Wardlow Rd. / Cherry Ave. Intersection Widening	\$	5,000
9094-Willow St. (23) signals from I-710 to I-605	\$	2,450
Subtotal	\$	77,775
Los Angeles Airport		
Automated People Mover (APM) system	\$	175,000
Connection: Manchester Square to I-405 southbound and I-105 eastbound ramp	\$	450,000
Gateway LAXpress Employee Transport: capital cost of existing/new transit vehicles	\$	50,000
Gateway LAXpress Employee Transport: Mobility Hubs at Regional Transit Centers	\$	75,000
Gateway LAXpress Employee IT Platform Services	\$	250
I-405: Construct LAX Expressway	\$	1,120,000
Interstate 405 (I-405) Direct High Occupancy Vehicle (HOV) Connector to LAX	\$	135,000
Provide an on-ramp to I-405 northbound from northbound La Cienega Boulevard	\$	90,000
Trench Cover (Crenshaw/LAX Transit Corridor)		TBD
Subtotal	\$	2,095,250
Palmdale Airport		
Bicycle/Pedestrian Connector from the Palmdale Regional Airport	\$	50,000
High Desert Corridor from SR 14 to 50th Street East	c \$	670,000
People Mover from PTC to the Palmdale Regional Airport	\$	100,000
RVB Roadway Improvements from 15th Street East to 50th Street East	\$	75,000
Rancho Vista Grade Separation Project from Fairway Drive to 15th Street East	\$	100,000
Subtotal	\$	995,000

Regional Facility Provider Draft Needs List

ATTACHMENT E






(2015 \$ in thousands)

Project	Notes	Cost Estimate
Port of Los Angeles (POLA)	POLA Priority	
Terminal Island Container Transfer Facility Expansion (additional loading track)	1	\$ 4,000
West Basin Container Terminal Automated/Electrified On-Dock Railyard	2	\$ 86,000
Alameda Corridor Terminus - West Basin Track (West Basin 2 nd Mainline Track)	3	\$ 5,000
Alameda Corridor POLA/POLB Access Rail (Thenard Junction Connection)	4	\$ 20,000
Pier 300 On-Dock Railyard Expansion (2 additional loading tracks)	5	\$ 35,000
Pier 400 On-Dock Railyard Expansion (2 additional loading tracks)	6	\$ 75,000
Pier 400 Second Lead Track	7	\$ 12,000
Alameda Corridor Terminus - Cerritos Channel Bridge (5004)	8	\$ 170,000
Alameda Corridor Terminus-West Basin Railyard Expansion (additional tracks)	9	\$ 45,000
SR 47/V. Thomas Bridge/Harbor Blvd. Interchange	10	\$ 25,000
SR 47/Navy Way Interchange	11	\$ 50,000
Alameda Corridor Terminus/SR 47 Rail Crossing Advanced Warning System.	12	\$ 5,000
San Pedro Waterfront Regional Access Improvement:	13	\$ 41,000
Alameda Corridor Terminus/California Coastal Trail Extension Grade Separation	14	\$ 15,000
California Coastal Trail - Ports O' Call Promenade	15	\$ 29,000
New Terminal Island On-dock railyard	16	\$ 150,000
Terminal Island Rail Support Yard	17	\$ 50,000
Container Movement Efficiency Program	18	\$ 383,000
Subtotal		\$ 1,200,000
Port of Long Beach		
Coastal Trail Gap Closure Projects (Regional Connectivity)		\$ 21,800
Gerald Desmond Bridge Replacement Project		\$ 200,000
Pico Avenue Freight Corridor Street Improvements		\$ 160,000
Port Area Advanced Transportation Management and Information System 2.0		\$ 6,000
Port Access Road Improvements		\$ 50,015
Rail Efficiency Improvement Project at Pier B		\$ 440,000
Rail Efficiency Improvement at Pier G South Rail Yard		\$ 66,000
Terminal Island On-Dock Rail Efficiency Improvements		\$ 173,710
Subtotal		\$ 1,117,525
Union Station		
Los Angeles Union Station-40 year component State of Good Repair Cost		\$ 106,260
Southern California Regional Interconnector Project (Metrolink Run-Through)		\$ 150,000
Union Station Linkages Program (Connect US Action Plan)		\$ 26,000
Union Station Master Plan (USMP) Stage 2A Multi Modal Passenger Concourse		\$ 300,000
USMP Enabling Development (Stage 2C)		\$ 12,000
USMP Enabling Development and Open Space Network (Stage 2E and 2F)		\$ 114,000
USMP Perimeter Improvements (Stage 1)		\$ 31,111
USMP Relocated Patsaouras Bus Plaza (Stage 2B)		\$ 770,000
Subtotal		\$ 1,509,371
GRAND TOTAL		\$ 13,047,271

- a. Project also identified as priority in Arroyo Verdugo Subregion project list
- b. Project also identified as priority in San Fernando Valley Subregion project list
- c. Project also identified as priority in North County Subregion project list

Transportation Plan Roadmap

Attachment F

	OCTOBER 2015	NOVEMBER— DECEMBER 2015	JANUARY— MARCH 2016	APRIL— JUNE 2016	JULY— SEPTEMBER 2016	OCTOBER— DECEMBER 2016
EXPENDITURE PLAN 	> Plan Framework	> Finalize Framework	> Evaluate Project Sequencing	> Finalize Project Sequencing	> Submit Ballot Measure	 ELECTION NOV 8, 2016
STAKEHOLDER & COMMUNITY OUTREACH 	> COG Coordination > Stakeholder and Sub-Regional Briefings	> Stakeholder and Sub-Regional Briefings	> Public meetings > Survey > Focus Groups > Community Workshops > Stakeholder and Sub-Regional Briefings	> Stakeholder and Sub-Regional Briefings	> Voter Information Begins	
EDUCATION 	> Annual Report > Launch LRTP Website	> Education Campaign Begins	> Quality of Life Report	> Telephone Town Halls	> Voter Information Begins	
BOARD ACTIVITIES 	> Framework Presented	> Action on Framework	> Expenditure Plan Draft Released	> Final Expenditure Plan Action		

Subregional Stakeholder Draft Project Priorities

ATTACHMENT D

(2015 \$ in thousands)

Project	Notes	Cost Assumption	Draft Subregional Target (2015\$)	Difference
Arroyo Verdugo				
North Hollywood to Pasadena Bus Rapid Transit Corridor	a	\$ 283,000	\$ 283,000	\$ -
Active Transportation Projects		\$ 136,500	\$ 136,500	\$ -
Goods Movement Projects		\$ 81,700	\$ 81,700	\$ -
Highway Efficiency, Noise Mitigation and Arterial Projects		\$ 602,800	\$ 602,800	\$ -
Modal Connectivity and Complete Streets Projects		\$ 202,000	\$ 202,000	\$ -
Transit Projects		\$ 257,100	\$ 257,100	\$ -
Unprogrammed		\$ 67,900	\$ 67,900	\$ -
Arroyo Verdugo Subtotal		\$ 1,631,000	\$ 1,631,000	\$ -
San Fernando Valley				
Active Transportation Program	b,c	\$ 65,000	\$ 65,000	\$ -
City of San Fernando Bike Master Plan	b	\$ 5,000	\$ 5,000	
Complete LA River Bike Path Across the Valley	b	\$ 60,000	\$ 60,000	
Complete East Valley Transit Corridor Project as LRT		\$ 1,000,000	\$ 1,000,000	\$ -
North Hollywood to Pasadena Bus Rapid Transit Corridor	a	\$ 230,000	\$ 230,000	\$ -
Orange Line BRT Improvements		\$ 300,000	\$ 300,000	\$ -
Orange Line Conversion to Light Rail		\$ 1,400,000	\$ 62,000	\$ 1,338,000
Sepulveda Pass Transit Corridor	d	\$ 3,390,000	\$ 1,400,000	\$ 1,990,000
San Fernando Valley Subtotal		\$ 6,450,000	\$ 3,057,000	\$ 3,328,000
Westside				
Active Transportation and First/Last Mile Connections Prog.		\$ 650,000	\$ 650,000	\$ -
I-10 Multi-Modal Circulation Improvement Project		\$ 50,000	\$ 50,000	\$ -
Crenshaw Line Extension to West Hollywood/Hollywood	e	\$ 580,000	\$ 300,000	\$ 280,000
Lincoln Blvd BRT		\$ 307,000	\$ 307,000	\$ -
Purple Line Extension to Santa Monica		\$ 2,647,100	\$ 16,000	\$ 2,631,100
Sepulveda Pass Transit Corridor	d	\$ 3,390,000	\$ 1,400,000	\$ 1,990,000
Westside Subtotal		\$ 7,624,100	\$ 2,723,000	\$ 4,901,100
Central City Area				
Crenshaw Line Extension to West Hollywood/Hollywood	e	\$ 1,750,000	\$ 1,185,000	\$ 565,000
Vermont "Short Corridor" Subway from Wilshire to Exposition		\$ 1,700,000	\$ 425,000	\$ 1,275,000
Bus Rapid Transit and 1st/Last Mile Solutions such as DASH	b	\$ 280,000	\$ 280,000	\$ -
Freeway Interchange and Operational Improvements	b	\$ 200,000	\$ 200,000	\$ -
Historic Streetcar	b	\$ 107,000	\$ 107,000	\$ -
LA River Waterway & System Bikepath	b	\$ 370,000	\$ 370,000	\$ -
Los Angeles Safe Routes to School Initiative	b	\$ 250,000	\$ 250,000	\$ -
LA Streetscape Enhancements & Great Streets Program	b	\$ 470,000	\$ 470,000	\$ -
Active Transportation, 1st/Last Mile, & Mobility Hubs	b	\$ 210,000	\$ 210,000	\$ -
Traffic Congestion Relief/Signal Synchronization Program	b	\$ 50,000	\$ 50,000	\$ -
Public Transit State of Good Repair Program	b	\$ 440,000	\$ 440,000	\$ -
Central Cities Subtotal		\$ 5,827,000	\$ 3,987,000	\$ 1,840,000
North County				
Active Transportation Program	b	\$ 264,000	\$ 264,000	\$ -
Arterial Program	b	\$ 726,130	\$ 726,130	\$ -
Goods Movement Program	b	\$ 104,000	\$ 104,000	\$ -
High Desert Corridor (HDC) Right-of-Way		\$ 270,000	\$ 170,000	\$ 100,000
Highway Efficiency Program	b	\$ 128,870	\$ 128,870	\$ -
I-5 North Capacity Enhancements (Parker Rd. + 1.5 miles)		\$ 785,000	\$ 240,000	\$ 545,000
Multimodal Connectivity Program	b	\$ 239,000	\$ 239,000	\$ -
Transit Program	b	\$ 88,000	\$ 88,000	\$ -
North County Subtotal		\$ 2,605,000	\$ 1,960,000	\$ 645,000
Las Virgenes-Malibu				
Active Transportation, Transit, and Technology Program	b	\$ 32,000	\$ 32,000	\$ -
Highway Efficiency Program	b	\$ 133,000	\$ 133,000	\$ -
Modal Connectivity Program	b	\$ 68,000	\$ 68,000	\$ -
Traffic Congestion Relief and Improvement Program	b	\$ 63,000	\$ 63,000	\$ -
Las Virgenes-Malibu Subtotal		\$ 296,000	\$ 296,000	\$ -

Subregional Stakeholder Draft Project Priorities

ATTACHMENT D

(2015 \$ in thousands)

for reference
only - not
draft order

	Project	Notes	Cost Assumption	Draft Subregional Target (2015\$)	Difference
55	Gateway Cities				
56	Gold Line Eastside Extension Phase II - Washington Blvd.	f, j	\$ 1,500,000	\$ 543,000	\$ 957,000
57	Green Line Eastern Extension (Norwalk)	+	\$ 500,000	\$ 500,000	\$ -
58	I-5 Corridor Improvements (I-605 to I-710)		\$ 1,100,000	\$ 1,059,000	\$ 41,000
59	I-605 Corridor "Hot Spot" Interchange Improvements	+	\$ 850,000	\$ 300,000	\$ 550,000
60	I-710 South Corridor Project	g, i	\$ 4,000,000	\$ 500,000	\$ 3,500,000
61	SR 60/I-605 Interchange HOV Direct Connectors	h	\$ 260,000	\$ 200,000	\$ 60,000
62	West Santa Ana Branch (Eco Rapid Transit Project)	+	\$ 2,000,000	\$ 1,035,000	\$ 965,000
63	Active Transportation Program (ATP)	j	To be determined Included above (see footnote j)		
64	Gateway Cities Subtotal		\$ 10,210,000	\$ 4,137,000	\$ 6,073,000
65	San Gabriel Valley				
66	Active Transportation Program (Bicycle/Pedestrian Facilities)	b	\$ 231,000	\$ 231,000	\$ -
67	Bus System Improvement Program	b	\$ 55,000	\$ 55,000	\$ -
68	Goods Movement Program (Improvements & RR Xing Elim.)	b	\$ 33,000	\$ 33,000	\$ -
69	Highway Demand Based Program (HOV Ext. & Connectors)	b	\$ 231,000	\$ 231,000	\$ -
70	Highway Efficiency Program	b	\$ 534,000	\$ 534,000	\$ -
71	I-605/I-10 Interchange		\$ 126,000	\$ 126,000	\$ -
72	ITS/Technology Program (Advanced Signal Technology)	b	\$ 66,000	\$ 66,000	\$ -
73	Metro Gold Line Eastside Transit Corridor Phase II - SR-60	f	\$ 1,500,000	\$ 543,000	\$ 957,000
74	Metro Gold Line Foothill Light Rail Extension - Phase 2B	i	\$ 1,130,000	\$ 1,019,000	\$ 111,000
75	First/Last Mile and Complete Streets	b	\$ 198,000	\$ 198,000	\$ -
76	SR 60/I-605 Interchange	h	\$ 130,000	\$ 130,000	\$ -
77	SR-57/SR-60 Interchange Improvements		\$ 205,000	\$ 205,000	\$ -
78	San Gabriel Valley Subtotal		\$ 4,439,000	\$ 3,371,000	\$ 1,068,000
79	South Bay				
80	South Bay Highway Operational Improvements		\$ 1,100,000	\$ 500,000	\$ 600,000
81	I-405 South Bay Curve Widening		\$ 150,000	\$ 150,000	\$ -
82	I-405/I-110 Int. HOV Connector Ramps & Intrchg Improv		\$ 355,000	\$ 355,000	\$ -
83	I-110 Express Lane Ext South to I-405/I-110		\$ 81,500	\$ 51,500	\$ 30,000
84	I-105 Hot Lane from I-405 to I-605		\$ 350,000	\$ 200,000	\$ 150,000
85	Green Line Extension to Crenshaw Blvd in Torrance		\$ 607,500	\$ 607,500	\$ -
86	Transportation System and Mobility Improvements Program	b	\$ 350,000	\$ 350,000	\$ -
87	South Bay Subtotal		\$ 2,994,000	\$ 2,214,000	\$ 780,000
88	GRAND TOTAL		\$ 42,076,100	\$ 23,376,000	\$ 18,635,100

- Cost Assumption equals subregional funding share proposed by the Arroyo Verdugo and San Fernando Valley areas.
- Cost Assumption equals proposed subregional funding.
- Program includes City of San Fernando Bike Master Plan and LA River Bike Path Across the Valley projects.
- Final cost, scope, and subregional shares will be determined by the environmental process. The working assumption here for any existing available LRTP funding is 50% San Fernando Valley area and 50% Westside.
- Final cost, scope, and subregional shares will be determined by the environmental process. The working assumption here is 75% Central-25% Westside.
- Final cost, scope, and subregional shares will be determined by the environmental process. The working assumption here for any existing available LRTP funding (including Measure R) is 50% Gateway area and 50% San Gabriel Valley area.
- At least \$3.5 B in funding needs for this project is not shown here. We are pursuing a strategy to fund 12.5% from existing resources, 12.5% from State resources, 12.5% from Federal resources, & 12.5% from subregional target. The remaining 50% is to come from private tolls or fees originating from freight.
- Final cost, scope, & subregional shares will be determined by the environmental process. The working assumption here is 2/3 Gateway & 1/3 San Gabriel Valley.
- Subregional target does not include full 25% contingency.
- The ATP is to be based upon the Gateway COG's Strategic Transportation Plan. These Gateway COG projects will include ATP (bicycle/pedestrian) elements. The COG reserves its right to change these priorities as their Strategic Planning Process progresses.

Current as of November 24 16 12, 2015



Long Range Transportation Plan Potential Ballot Measure Framework, Assumptions, and Input

Board Agenda Item 17 – December 3, 2015



Metro®



Potential Ballot Measure Framework

- Transforming transportation will include projects in all sub-regions of Los Angeles County
- Approximately half of the plan will include capital improvement projects
- Evaluating the major transit and highway projects will occur through established Performance Metrics
- The proposed Performance Metrics reflect feedback from Board Members and regional stakeholders



Potential Ballot Measure Assumptions

- The project evaluation process is guided by some assumptions:
 - Augment the current tax
 - Replace the current tax when it expires
 - Extend the sunset year
- These assumptions would generate an estimated \$120 billion (YOE) through 2057
 - Roughly \$60 billion for capital projects
 - Roughly \$60 billion for local investments, operations, etc.



Project Evaluation Process

- The evaluation process will be the foundation for developing the Expenditure Plan
- This process provides an opportunity to potentially accelerate some Measure R projects while keeping other existing projects on their current schedule
 - All regional projects, including unbuilt Measure R projects, will be evaluated to provide the Board with a comparative assessment across the County



Recommendation

- ☐ APPROVE the 2017 Long Range Transportation Plan Update Proposed Performance Metrics Framework to be used in analyzing all proposed major transit and highway projects (including Measure R projects not yet under construction) in order to develop a Potential Ballot Measure Expenditure Plan

Proposed Performance Metrics Themes & Weights

❖ **Mobility: Relieve Congestion**

45.0%

- Improve travel times and reliability; increase active transportation

❖ **Accessibility: Provide Access**

17.5%

- Increase service to the transit dependent, cyclists, youths, pedestrians, seniors, and people with disabilities; increase those served by Metro; improve first-last mile

❖ **Economy: Grow Economic Benefits**

12.5%

- Create jobs; increase goods movement; invest in disadvantaged communities

❖ **Safety: Improve Safety**

12.5%

- Enhance personal and public safety; reduce incidents

❖ **Sustainability and Quality of Life: Enhance Quality of Life**

12.5%

- Reduce greenhouse gases; improve air quality; positively impact public health



Metro

Draft Proposed Performance Metrics Framework

Theme	Goals and Objectives	System Performance Measures	Wt. (%)	Highway Project Performance Measures	Transit Project Performance Measures
Mobility	<ul style="list-style-type: none"> • <u>Relieve</u> Ease congestion • Increase travel by transit, bicycle, and pedestrians • Improve travel times • Improve system connectivity • Increase person throughput • Improve effectiveness & reliability for core riders • <u>Address operating & life cycle costs</u> • <u>Extend life of facility & equipment</u> 	<ul style="list-style-type: none"> • Reduced person hours of delay • Increased person throughput • Reduced single-occupant vehicle mode share • Increased annual boardings per mile • Annual hours of delay savings/mile • <u>Improve roadway condition rating</u> • <u>Reduced portion of transit assets past useful life</u> 	35% <u>45%</u>	<ul style="list-style-type: none"> • Increased person throughput • Reduced person hours of delay ² 	<ul style="list-style-type: none"> • Increased transit ridership • Increased person throughput • Improved system <u>travel time</u> reliability • Improved service frequency
Economy	<ul style="list-style-type: none"> • Increase economic output • Support job creation & retention • Support goods movement • Invest in disadvantaged communities 	<ul style="list-style-type: none"> • Improved linkages to major employment/activity centers¹ • Increased number of jobs • Improved REMI Model economic benefit results • Vehicle hours of delay for trucks • Dollars invested in <u>transportation projects in disadvantaged communities</u> 	15% <u>12.5%</u>	<ul style="list-style-type: none"> • Reduced truck vehicle hours of delay ² • Improved job access • Dollars invested in <u>transportation projects in disadvantaged communities</u> 	<ul style="list-style-type: none"> • Increased transit oriented development • Improved job access • Dollars invested in <u>transportation projects in disadvantaged communities</u>

¹ Employment/activity centers include major employment centers, retail centers, education facilities, and healthcare facilities

² Reduced person and truck hours will serve as the best proxy available for person and truck travel time reliability for Highway projects.

Draft Proposed Performance Metrics Framework (continued)

Theme	Goals and Objectives	System Performance Measures	Wt. (%)	Highway Project Performance Measures	Transit Project Performance Measures
Accessibility	<ul style="list-style-type: none"> • Increase population served by facility • Increase service to transit-dependent, cyclist, pedestrian populations including youth, seniors, and people with disabilities • Improve first-last mile connections • <u>Utilize technology</u> 	<ul style="list-style-type: none"> • Job accessibility by population subgroup • Mode choice by income quintile • SB 535 Disadvantaged Communities mapping (CalEnviroScreen) • Increased number of households with access to transit • Increased number of households with access to bicycle infrastructure • Increased number of households with disabled persons with access to transit • <u>Increased access to parks and open space areas</u> 	<p>20% <u>17.5%</u></p>	<ul style="list-style-type: none"> • Increased number of disadvantaged population served • Improved access or system connectivity • <u>Increased access to parks and open space areas</u> • <u>See note 3</u> 	<ul style="list-style-type: none"> • Increased number of households <u>population served by frequent transit</u> • Increased number of transit dependent households served • Improved system connectivity • <u>Increased access to parks and open space areas</u> • <u>See note 3</u>
Safety	<ul style="list-style-type: none"> • Reduce incidents • Improve personal safety 	<ul style="list-style-type: none"> • Fatalities by mode • Injuries by mode • Fatalities per capita 	<p>15% <u>12.5%</u></p>	<ul style="list-style-type: none"> • High <u>fatal and severe injury</u> collision area addressed • Reduced safety conflicts 	<ul style="list-style-type: none"> • Improved transit system safety • High collision area addressed ⁴

³ Metro considered measuring “increased network connectivity for walking and biking” and found that while major highway and transit projects may offer accommodations for bicycling and walking, the improvements to bicycle and pedestrian system connectivity will likely be minimal and impossible to compare effectiveness quantitatively from one project to another.

⁴ The Statewide Integrated Traffic Records System (SWITRS) is maintained by the California Highway Patrol (CHP) and does not log fatalities and severe injuries on the transit system.

Draft Proposed Performance Metrics Framework (continued)

Theme	Goals and Objectives	System Performance Measures	Wt. (%)	Highway Project Performance Measures	Transit Project Performance Measures
Sustainability & Quality of Life	Improve environmental quality <ul style="list-style-type: none"> • Reduce greenhouse gas (GHG) emissions • Reduce urban heat island effect • Reduce storm water runoff impacts • Reduce biological and habitat impact 	Improve environmental quality <ul style="list-style-type: none"> • Reduced VMT per capita • Reduced GHG per capita • Reduced impact on habitat preservation and open space areas 	15% <u>12.5%</u>	Reduced impact on environment <ul style="list-style-type: none"> • Reduced GHG emissions • Reduced urban heat island effect • Reduced storm water runoff impact • Reduced impact on habitat preservation and open space areas 	Reduced impact on environment <ul style="list-style-type: none"> • Reduced GHG emissions • Reduced VMT • Reduced urban heat island effect • Reduced storm water runoff impact • Reduced impact on habitat preservation and open space areas
	Improve public health Improve quality of life <ul style="list-style-type: none"> • Improve access to parks and recreation • Reduce noise impacts 	Improve public health <ul style="list-style-type: none"> • Reduced EPA air quality conformity criteria pollutants • Increased bike, pedestrian, and transit trips Improve quality of life <ul style="list-style-type: none"> • Increased access to parks and open space areas 		Improved public health <ul style="list-style-type: none"> • Support for active transportation • Improved access to healthcare facilities Improve quality of life <ul style="list-style-type: none"> • Reduced noise impacts • Improved access to parks and open space 	Improved public health <ul style="list-style-type: none"> • Support for active transportation • Improved access to healthcare facilities Improve quality of life <ul style="list-style-type: none"> • Reduced noise impacts • Improved access to parks and open space



Framework Timeline

- **Board Action on Framework – December 2015**
- **Performance Metrics and Financial Modeling**
– December 2015-March 2016
- **Recommended Expenditure Plan Presentation to Board – March 2016**
- **Public Comment – March-June 2016**
- **Board Action on Ordinance and Expenditure Plan – June 2016**



Thank you



Board Report

File #: 2015-1626, File Type: Agreement

Agenda Number: 18.

PLANNING AND PROGRAMMING COMMITTEE JANUARY 20, 2016

SUBJECT: BILLBOARD LICENSE AGREEMENT

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

RECOMMENDATION

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

ISSUE

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

Approval of the License Agreement requires board approval.

DISCUSSION

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

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

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

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

Revenue Proposal

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

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

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

DETERMINATION OF SAFETY IMPACT

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

FINANCIAL IMPACT

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

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

ALTERNATIVES CONSIDERED

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

NEXT STEPS

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

ATTACHMENTS

Attachment A - Location of Existing Clear Channel Billboards

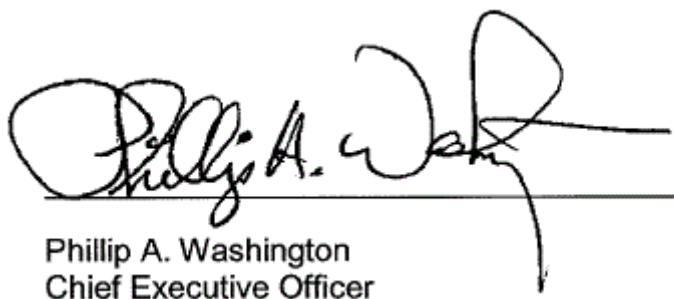
Attachment B - Location of New Digital Billboard Structure

Attachment C - Summary of License Agreement Key Terms

Attachment D - Board Motion 48.1

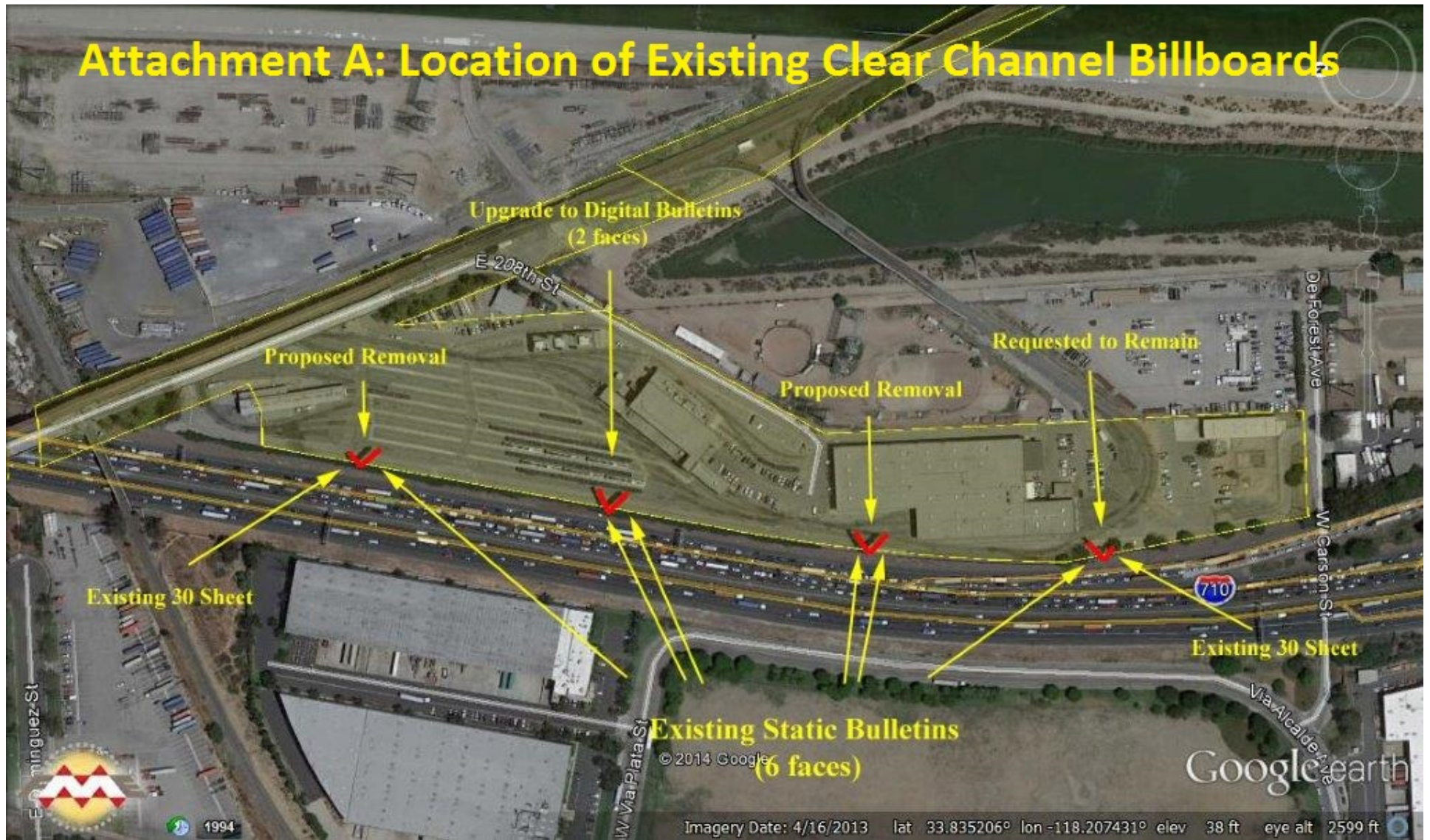
Prepared by: Thurman Hodges, Director, Real Property Management (213) 922-2435
Velma C. Marshall, Deputy Executive Officer Real Estate, (213) 922-2415

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

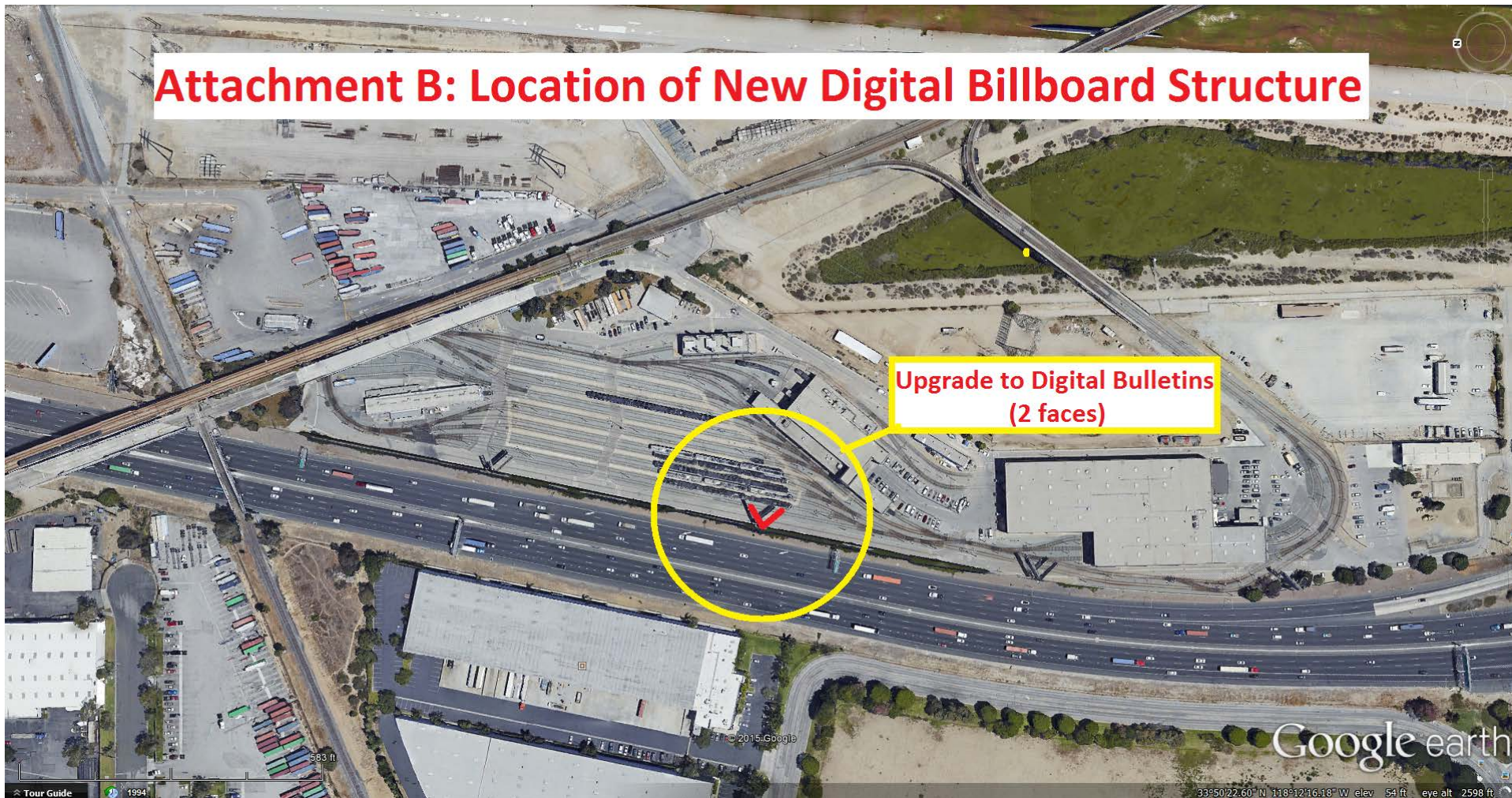


Phillip A. Washington
Chief Executive Officer

Attachment A: Location of Existing Clear Channel Billboards



Attachment B: Location of New Digital Billboard Structure



ATTACHMENT C

SUMMARY OF LICENSE AGREEMENT KEY TERMS

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

AMENDING MOTION TO ITEM #48:

MOTION

DIRECTORS ANTONOVICH AND DUBOIS

AS AMENDED BY KNABE

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

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



Board Report

File #: 2015-1694, **File Type:** Motion / Motion Response

Agenda Number: 52.

**PLANNING AND PROGRAMMING COMMITTEE
NOVEMBER 18, 2015**

Motion by:

Director Antonovich

November 18, 2015

Metrolink Antelope Valley Line Fare Enforcement

The Metrolink Antelope Valley Line (AVL) provides a vital transit service for the communities of the Antelope, Santa Clarita, and the San Fernando Valleys.

In December 2014 the Metro Board approved Motion #14 (Antonovich) to initiate a 100% fare enforcement pilot program on the AVL through December 31, 2015.

This program has proven successful on many fronts, resulting in:

- A drop in fare evasion from 3.4% to 0.5%.
- A decrease of 16% in customer complaints from the prior year.
- A greater gain in customer satisfaction on the AVL than any other line, according to the recent 2015 on-board survey.
- An overall enhanced customer satisfaction for patrons of the AVL

Without approval of a six-month extension of the program by the Metro Board in December, this program will cease on January 1, 2016. Given the success of this program in enhancing customer satisfaction and quality of service on the AVL, it is vital that the program be continued through the remainder of Fiscal Year 2016 (June 30, 2016) and evaluated for inclusion as a baseline program in the FY2017 Metro budget for Metrolink.

MOTION by Antonovich that the Metro Board directs the CEO to provide Metrolink-eligible funding to continue the 100% fare enforcement pilot program for the Antelope Valley Line through the remainder of Fiscal Year 2016 (June 30, 2016).

DECEMBER 4, 2014

MTA BOARD MEETING

MOTION

DIRECTOR ANTONOVICH

Last month Metrolink launched a full fare enforcement pilot program on the Antelope Valley Line to curb fare evasion on the system, adding assistant conductors to trains to help check for tickets, instituting a “street-carring” policy at Los Angeles Union Station to prevent people without a ticket from boarding the train, and providing aggressive fare inspections at the Glendale and Burbank stations to prevent passengers from making “short-buys”, where a passenger buys a ticket for a shorter (and less costly) trip than they intend to make.

So far, the results are promising for the Metrolink Antelope Valley Line. In the first two weeks of the program, Metrolink enforced fares on 328 trains serving the Antelope Valley Line, resulting in 507 people turned away from boarding the train due to “street-carring” and 230 citations issued for fare evasion. Consequently, revenues collected in November are higher than expected and customer satisfaction is higher on the Antelope Valley Line now that fares are being checked more regularly and more security is present on the trains.

To maintain full fare enforcement coverage for the life of the fare enforcement pilot program through the remainder of Fiscal Year 2015, additional funding (\$1.7 million, according to Metrolink) is required to provide the staffing necessary to ensure the integrity and purpose of the program.

I THEREFORE MOVE that the MTA Board allocates an additional \$1.7 million from Metrolink-specific sources (Proposition C 10% and Measure R 3%) for the purpose of ensuring 100% fare enforcement coverage on all Antelope Valley Line trains through the June 30, 2015, conclusion of this Pilot Program.

I FURTHER MOVE that the MTA Board direct the CEO to work with the Metrolink CEO to make a presentation to the MTA Board by the June 2015 Board meeting that provides an evaluation of the program and its effectiveness in improving the quality and security of Metrolink’s Antelope Valley Line service.