Metro

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

Agenda - Final

Wednesday, July 17, 2019

11:00 AM

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

Planning and Programming Committee

Hilda Solis, Chair
Jacquelyn Dupont-Walker, Vice chair
Mike Bonin
Janice Hahn
Ara Najarian
John Bulinski, non-voting member

Phillip A. Washington, Chief Executive Officer

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(ALSO APPLIES TO BOARD COMMITTEES)

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b. A breach of the peace, boisterous conduct or violent disturbance, tending to interrupt the due and orderly course of said meeting.
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NOTE: ACTION MAY BE TAKEN ON ANY ITEM IDENTIFIED ON THE AGENDA

CALL TO ORDER

ROLL CALL

5. SUBJECT: METROLINK ANTELOPE VALLEY LINE STUDY 2019-0429

RECOMMENDATION

RECEIVE AND FILE status report on Motion 47 from the July 2017 Board of Director's meeting regarding the Metrolink Antelope Valley Line study (Refer to Attachment A).

Attachments: Attachment A - July 2017 Board Motion 47
Attachment B - Antelope Valley Line Study Presentation

6. SUBJECT: SOUTH BAY SMART NET PROJECT 2019-0451

RECOMMENDATION

RECEIVE AND FILE status report on Motion 6.1 from the April 25, 2019 Board of Directors meeting regarding the South Bay SMART-Net project.

Attachments: Attachment A - Project Summary Table
Attachment B - Project Fact Sheets
Attachment C - Letters of Commitment

7. SUBJECT: VALUE CAPTURE STRATEGY 2019-0463

RECOMMENDATION

RECEIVE AND FILE Value Capture Strategy (Attachment A).

Attachments: Attachment A - Value Capture Strategy
Presentation.pdf

8. SUBJECT: VERMONT TRANSIT CORRIDOR 2019-0506

RECOMMENDATION

RECEIVE AND FILE response to Motion 16.1 (File #: 2019-0259, Attachment A), regarding the Vermont Transit Corridor.

Attachments: Attachment A - Motions 16 and 16.1
Attachment B - Vermont TC Board Report

9. SUBJECT: CALIFORNIA HIGH SPEED RAIL SOUTHERN CALIFORNIA SEGMENTS 2019-0507

RECOMMENDATION

RECEIVE AND FILE status report on California High Speed Rail Southern California Segments.

Attachments: Attachment A - May 2019 Metro Board Motion

10. SUBJECT: LOS ANGELES - GLENDALE - BURBANK FEASIBILITY STUDY 2019-0509

RECOMMENDATION

RECEIVE AND FILE report on Item #9 at the October 2016 Board Meeting regarding the Los Angeles - Glendale - Burbank Feasibility Study.

Attachments: Attachment A - Board Report.pdf
Attachment B - LAGB Corridor Map.pdf
Attachment C - LAGB Options Results Summary.pdf

11. SUBJECT: ADOPTION OF MICRO MOBILITY VEHICLES PILOT PROGRAM AT METRO STATIONS 2019-0085

RECOMMENDATION

CONSIDER:

A. ADOPTING the 2-year Micro Mobility Vehicles Pilot Program at Metro stations; and

B. AMENDING Metro's Parking Ordinance (Attachment A) and Parking Rates and Permit Fee Resolution (Attachment B) in support of the implementation of the Micro Mobility Vehicles Pilot Program.

Attachments: Attachment A - Metro Parking Ordinance
Attachment B - Metro Parking Rates and Permit Fee Resolution
Attachment C - Micro Mobility Vehicle Feasible Location List
Presentation

12. SUBJECT: WEST SANTA ANA BRANCH TRANSIT CORRIDOR PROJECT 2019-0218

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to:

A. EXECUTE Modification No. 7 to Contract No. AE5999300 with WSP USA Inc. for additional environmental technical work to be included in the Draft Environmental Impact Statement/Environmental Impact Report (EIS/EIR) in the amount of $6,476,982, increasing the total contract value from $21,529,734 to $28,006,716; and

B. INCREASE Contract Modification Authority (CMA) specific to Contract No. AE5999300 in the amount of $647,698, increasing the total authorized CMA amount from $1,828,422 to $2,476,120 to support additional environmental assessment work.

Attachments: Attachment A - WSAB Alignment Map
Attachment B - WSAB Freight Interface
Attachment C - Procurement Summary
Attachment D - Contract Modification Log
Attachment E - DEOD Summary
Presentation

13. SUBJECT: COUNTYWIDE CALL FOR PROJECTS 2019-0461

RECOMMENDATION

CONSIDER:

A. RECERTIFYING $75.2 million in existing Fiscal Year (FY) 2019-20 commitments from previously approved Countywide Call for Projects (Call) and AUTHORIZING the expenditure of funds to meet these commitments as shown in Attachment A;

B. DEOBLIGATING $12.3 million of previously approved Call funding, as shown in Attachment B, ALLOCATING $11 million to fulfill the countywide light rail yard cost allocation commitment and hold the remaining $1.3 million in RESERVE;

C. AUTHORIZING the CEO to:
   1. Negotiate and execute all necessary agreements and/or amendments for previously awarded projects; and
   2. Amend the FY 2019-20 budget, as necessary, to include the 2019 Countywide Call Recertification and Extension funding in the Subsidies budget;

D. APPROVING changes to the scope of work for:
   1. City of Burbank - San Fernando Bikeway (#F1502);
   2. City of Los Angeles - LADOT Streets for People: Parklets and Plazas (#F7814);
   3. City of Long Beach - 1st Street Pedestrian Gallery (#F9628);
   4. City of San Fernando - San Fernando Pacoima Wash Bike Path (#F1505);
   5. City of South El Monte - Civic Center and Interjurisdictional Bicycle Lanes (#F5516); and

E. RECEIVING AND FILING:
   1. Time extensions for 63 projects shown in Attachment D;
   2. Reprogramming for eight projects shown in Attachment E; and
   3. Update on future countywide Call considerations

Attachments: Attachment A - FY 2019-20 Countywide Call Recertification
Attachment B - FY 2018-19 Countywide Call Deobligation
Attachment C - Background Discussion of Each Recommendation
Attachment D - FY 2018-19 CFP Extension List
Attachment E - FY 2018-19 Countywide Call Reprogram
Attachment F - Result of TAC Appeals Process

14. SUBJECT: PROGRAM ADDITIONAL FUNDS FOR I-10 HOV LANES PROJECT 2019-0466

RECOMMENDATION

APPROVE:

A. $10,910,051 in Congestion Mitigation and Air Quality Improvement Program (CMAQ) Funds savings in the I-10 High Occupancy Vehicle (HOV) Lanes Project from I-605 to Puente Avenue (Segment 1) to be programmed to pay for the cost increase in the I-10 HOV Lanes Project from Puente Avenue to Citrus Avenue (Segment 2); and

B. an additional $836,000 in CMAQ Funds for the cost increase in Segment 2.

Attachments: Attachment A - I-10 Express Lanes Extension Board Reprot File # 2019-0129

15. SUBJECT: SEPULVEDA TRANSIT CORRIDOR PROJECT 2019-0490

RECOMMENDATION

CONSIDER:

A. FINDING that use of a Pre-Development Agreement (PDA) approach pursuant to Public Utilities Code Section 130242 will achieve certain private sector efficiencies in the integration of the planning, design, and construction of the Sepulveda Transit Corridor Project (Project); and

(REQUIRES TWO-THIRDS VOTE OF THE BOARD)

B. APPROVING the solicitation of PDA contract(s) with up to two responsible proposer(s), pursuant to Public Utilities Code Section 130242(e), with the proposer(s) chosen by utilizing a competitive process that employs objective selection criteria (in addition to price).

(ALSO ON CONSTRUCTION COMMITTEE)

SUBJECT: GENERAL PUBLIC COMMENT 2019-0538

RECEIVE General Public Comment

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

COMMENTS FROM THE PUBLIC ON ITEMS OF PUBLIC INTEREST WITHIN COMMITTEE'S SUBJECT MATTER JURISDICTION

Adjournment

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

Metro

Board Report

File #: 2019-0429, **File Type:** Informational Report **Agenda Number:** 5.

PLANNING AND PROGRAMMING COMMITTEE
JULY 17, 2019

SUBJECT: METROLINK ANTELOPE VALLEY LINE STUDY

ACTION: RECEIVE AND FILE

RECOMMENDATION

RECEIVE AND FILE status report on Motion 47 from the July 2017 Board of Director's meeting regarding the Metrolink Antelope Valley Line study (Refer to Attachment A).

ISSUE

Motion 47 authorized a study of the Metrolink Antelope Valley Line (AVL) between Burbank and Lancaster and directed staff to coordinate with Metrolink and the North County Transportation Coalition to:

a) Determine a range of frequency of service to maximize regional accessibility throughout the day;

b) Assess the condition of the existing rail infrastructure (e.g. tracks, culverts, tunnels, crossings, etc.) that limits operational flexibility and service reliability;

c) Recommend needed infrastructure and capital improvement costs (in level of priority) along with cost benefit analysis to support the range of frequency of service, service reliability, safety, an on-time performance including latest technologies in rail propulsion, controls and rail stock.

In collaboration with Metrolink, the North Los Angeles County Transportation Coalition (NCTC), California State Transportation Agency and LOSSAN, Metro presents the initial results of the Antelope Valley Line Study (Burbank to Lancaster) to incrementally improve rail service along the Antelope Valley Line along with a cost benefit analysis of the corresponding infrastructure and capital improvements.

DISCUSSION

This AVL Study is focused on the 65.2 mile portion of the rail line between the Burbank Downtown Station and the Lancaster Station. A separate study called Los Angeles-Glendale-Burbank study includes the remaining 11.4 mile portion of the route between Los Angeles Union Station to Burbank Downtown Station. In collaboration with NCTC and Metrolink, this AVL study identified six (6) service scenarios that align with the California State Rail 2040 Plan and Metrolink's Southern California

Optimized Rail Expansion Plan (SCORE), which advance more regular service frequencies in the corridor, along with a set of cost-effective infrastructure improvements needed to support each scenario. Furthermore, this study also developed a phased implementation plan and identified potential funding strategies to enhance regional mobility. The intent of the Antelope Valley Line Study is to define the initial steps, in terms of capital investment and improved rail service, that will set this corridor on a trajectory to achieve the State's and region's ambitious goals for rail transportation for the next twenty years.

Background

The Antelope Valley Line (AVL) is a 76.6 mile class 4 rail corridor route owned by Los Angeles County Metropolitan Transportation Authority (Metro) and used by the Southern California Regional Rail Authority (SCRRA) running Metrolink commuter rail service between Los Angeles Union Station and Lancaster as well as Union Pacific Railroad for class 1 freight service. There are up to 30 Metrolink commuter trains and 12 Union Pacific Railroad freight trains per day on the AVL line. The AVL has a variety of service challenges with largely 60% single track along with aging infrastructure, significant grades and curves through mountainous topography.

The average passenger rail travel time between Lancaster and Los Angeles Union Station with 11 station stops is approximately two (2) hours and 15 minutes. To shorten the commute to 1 hour and 40 minutes, Metrolink operates two weekday roundtrip express service from Los Angeles Union Station to Palmdale with service stops to select stations of Burbank Downtown, Sylmar/San Fernando, Santa Clarita and Palmdale. The Antelope Valley Transit Authority runs five (5) round trips with bus service between Santa Clarita and Lancaster. The AVL is currently Metrolink's third-busiest line with approximately 7,000 weekday passengers which is equivalent to removing more than 1 million car trips annually.

Service Scenarios

The AVL Study proposed six (6) service scenarios, each with a corresponding set of infrastructure improvements, which are based on a phased implementation. The different phases provide for flexibility based on demand for rail service.

1. **Service Scenario 1** - Provide additional one (1) late evening train
2. **Service Scenario 2** - Provide additional two (2) late evening trains and provide bi-directional hourly mid-day service
3. **Service Scenario 3** - Provide bi-directional 30 minute service during the regular weekday between Los Angeles Union Station and Santa Clarita.
4. **Service Scenario 4** - It is the same as Scenario 3 with additional express service.
5. **Service Scenario 5** - It is the same as Scenario 4 service during the regular weekday, additional express service and intermediate turns at Santa Clarita.
6. **Service Scenario 6** - It is the same as Scenario 4 with intermediate turns at Sylmar/San Fernando Station.

The service plans for the six (6) service scenarios were analyzed to determine where additional railroad capacity would be needed to enable trains running in opposite directions to pass each other, and where yard storage would need to be increased to accommodate a larger rolling stock fleet serving the AVL. Collectively, the six (6) service scenarios will require the 14 infrastructure

improvements shown in Table 1 below. The capital cost for each of these projects is categorized by project and description to support each service scenario. Each scenario requires a subset of these projects, most of which extend or add a second track in portions of the line that currently have only a single track.

Table 1: Infrastructure Improvement Capital Costs by Service Scenario

Project	Description	Scenario 1	Scenario 2	Scenario 3	Scenario 4	Scenario 5	Scenario 6	Estimated Rough Order-of-Magnitude Capital Cost[1]
Lancaster Terminal - 6 train sets	**New double track and second station platform, plus two new 1,000-foot storage tracks (4-train sets stored on tracks) OPTION: Conversion to Service Tracks**			X			X	**$ 27.3M Option: $9M**
Lancaster Terminal - 8 train sets	**New double track and second station platform, plus three new 1,000-foot storage tracks (5-train sets stored on tracks) OPTION: Conversion to Service Tracks**				X	X		**$ 30.1M Option: $12M**
Palmdale North	**New double track and 2 platform tracks at station (integrated with HSR)**					X	X	**$ 127.3M**
Acton Siding	**New 13,200-foot siding**				X			**$ 40.2M**
Ravenna South	**Extend existing siding by 13,200 feet (new double track)**					X	X	**$ 56.3M**
Via Princessa-Honby	**Extend existing siding by 5,808 feet (new double track)**				X			**$ 26.4M**
Canyon-Santa Clarita	**Extend double track by 8,448 feet**			X	X	X	X	**$ 48.8M**
Hood-Saugus	**Connect sidings at each end and convert to double track**				X			**$ 41.6M**
Balboa-Tunnel	**Extend double track by 6.336 feet**		X	X	X	X	X	**$ 41.8M**
Sylmar-Roxford	**New 8,976-foot double track**				X			**$ 42.7M**
Sylmar Station	**Second track at station (other costs included in Van Nuys - Sylmar)**						X	**$ 22.9M**
Van Nuys Blvd-Sylmar	**New 12,672-foot double track**							**$ 47.4M**
Sheldon-Van Nuys Blvd	**New 13,200-foot double track**					X	X	**$ 67.0M**
Brighton-McGinley	**Connect double track segments at both ends**			X	X	X	X	**$ 57.3M**

TOTAL TOTAL	**$0**	**$41.8**	**$175.2**	**$328.9**	**$428.6**	**$448.7**	**$ 677.1M**
WITH OPTIONS			**$184.2**	**$340.9**	**$440.6**	**$458**	**$ 698.1M**

NOTE: ESTIMATED CAPITAL COSTS INCLUDE THIRD PARTY AND SOFT COSTS.

Cost Benefit Analysis

The AVL Study employed rail service modeling and operations analysis that led to the identification of required capital improvements for each service scenario considering five (5) criteria: operations, regional connectivity, costs and financial performance, right-of-way impacts and applied technology.

The evaluation process was designed to assess each individual capital improvement on five (5) factors related to their contribution to improving AVL corridor service: (1) degree to which capital improvement supports sequential service scenario; (2) total capital cost; (3) independent utility of the project; (4) environmental or community impact issues; and (5) required right-of-way acquisitions, on a scale of 10 points to 50 points. The first criterion favors projects that preserve future flexibility to increase service according to a variety of possible service scenarios. Given limited available funding and widespread needs for new infrastructure investments across the entire rail network, proposed improvements with relatively low capital costs will be easier to fund and implement quickly. The independent utility criterion assesses the ability of a project to directly support improved rail service and deliver ridership benefits. The impact and right-of-way criteria measure the degree of risk associated with a project, favoring early action projects that minimize these risks.

The resulting cost to benefit evaluation scores are presented in Table 2 listed on the following page. The top scoring project is the Balboa double-track extension, which is required by Service Scenarios 2 through 6. The regular, repeating hourly service pattern on the AVL that this project enables is expected to be the backbone of any long-term future service plan on the AVL. As a result, this project is robust and logical for the first round of capital improvement investment.

The three proposed additional infrastructure improvements that comprise the second round of capital improvement investment also score high in the evaluation, because they support multiple future service scenarios, are relatively straightforward in terms of construction and are not expected to have significant negative impacts. The four combined infrastructure improvements facilitate Service Scenarios 2 and 3.

Table 2: Evaluation and Ranking of Infrastructure Improvements

Project Name	Description	Estimated Rough Order Magnitude Capital	Total Weighted Score
Lancaster Terminal -- 6 train sets	New double track and second station platform, plus two new 1,000-foot storage tracks (4-train sets stored on tracks) Option to convert storage tracks to service and inspection tracks.	$ 27,300,000 Op	37
Lancaster Terminal -- 8 train sets	New double track and second station platform, plus three new 1,000-foot storage tracks (5-train sets stored on tracks) Option to convert storage tracks to service and inspection tracks.	$ 30,100,000 Op	33
Palmdale North	New double track and 2 platform tracks at station (integrated with HSR)	$ 127,300,000	16

Acton Siding	New 13,200-foot siding	$ 40,200,000	24
Ravenna South	Extend existing siding by 13,200 feet (new double track)	$ 56,300,000	23
Via Princessa-Honby	Extend existing siding by 5,808 feet (new double track)	$ 26,400,000	25
Canyon-Sta. Clarita	Extend double track by 8,448 feet	$ 48,800,000	40
Hood-Saugus	Connect sidings at each end and convert to double track	$ 41,600,000	24
Balboa-Tunnel	Extend double track by 6.336 feet	$ 41,800,000	49
Sylmar-Roxford	New 8,976-foot double track	$ 42,700,000	23
Sylmar Station	Second track at station (other costs included in Van Nuys - Sylmar)	$ 22,900,000	29
Van Nuys Blvd-Sylmar	New 12,672-foot double track	$ 47,400,000	21
Sheldon-Van Nuys Blvd	New 13,200-foot double track	$ 67,000,000	24
Brighton-McGinley	Connect double track segments at both ends	$ 57,300,000	43
Total ROM Capital Cost		$ 677,1	

NOTE: ESTIMATED CAPITAL COSTS INCLUDE THIRD PARTY AND SOFT COSTS.

Phased Implementation

Based on the evaluation findings and sensitivity analysis along with input from NCTC and Metrolink, it

became clear that improvements to service on the AVL (and the proposed infrastructure improvements needed to support the service scenarios) should be viewed as an incremental service improvement continuum as funding permits, rather than any one scenario being an end-all objective.

The study determined three (3) successive phases potentially at intervals (5 year, 10 year and 20 year) that are consistent with the California State Rail Plan and Metrolink's SCORE Plan. Each of the three phases identified proposed infrastructure improvements at build out conditions that allow Regional Rail operators to further analyze and determine the order of new services within a given phase. The AVL Study (Burbank to Lancaster) also took into consideration potential future growth passenger rail services and freight services by Union Pacific Railroad. The three phases of service improvement include:

Phase 1 (5 year Plan) - This five year plan considers increase in rail services within the existing rail infrastructure and operations and maintenance costs.

a) Add late-night train departure from Los Angeles Union Station at 11 p.m. on Fridays and Saturdays.

b) Potentially adjust off-peak schedules to improve service frequency and reduce schedule gaps.

c) No capital investments are needed for this phase.

Phase 2 (10 year Plan) - The next ten years consider increase in rail services with defined set of infrastructure improvements needed to support the service.

a) Adds two mid-day service round trips to provide hourly frequency between Los Angeles Union Station and Santa Clarita Valley.

b) Hourly frequency between Los Angeles Union Station and Antelope Valley supported by Antelope Valley Transit Authority bus service. Where the Antelope Valley Transit Authority could reduce the current five round trips of bus service between Santa Clarita and Lancaster to three round trips.

c) Allows for expanding late night service to remaining weekdays and adds a second frequency on selected days, based on ridership demand.

d) Requires a capital investment of $42 million for the Balboa Double Track Extension from Balboa Boulevard to Sierra Highway. Located in the unincorporated Los Angeles County, this project will extend double track to just south of Tunnel 25.

Phase 3 (20 year Plan) - The twenty (20) year plan considers more robust increase in rail service that also includes integration with Metro's San Fernando Light Rail and Sepulveda Corridor.

a) Doubles volume of daily trains compared with existing service (30 daily round trips).

b) Marginally increases peak service frequency and adds morning express train to Los Angeles Union Station.

c) Provides more regular reverse-commute service.

d) Further increase to mid-day service frequency - 30 minutes between Los Angeles Union

Station and Santa Clarita Valley; hourly between Los Angeles Union Station and Antelope Valley.

e) Bus service round trips would double from existing conditions to provide 30 minute between Santa Clarita and Lancaster.

f) Provides more frequent and regular service on weekends and holidays.

g) Requires a capital investment of $133.4 million for three additional capital improvements. (1) Lancaster Terminal Improvements ($27.3 million) shall construct new double track to the end of the corridor, a second station platform and two storage tracks. (2) Canyon to Santa Clarita Double Track Extension ($48.8 million) from Soledad Canyon Road to Golden Oak Road is located within the City of Santa Clarita. (3) Brighton to McGinley Double Track ($57.3 million) is a segment of the Brighton to Roxford double track project that connects completes a gap in double track between Burbank and Sun Valley.

It should be noted, the time frame of the three phases of investments (5, 10 and 20 years) can be accelerated based on funding availability.

Findings

Service scenarios 1, 2 and 3 offer the potential for tangible improvements in AVL service, are all consistent with multiple future 2040 year plans, and are recommended for implementation **if funding has been identified**. The proposed infrastructure improvements identified in this study to support service scenarios 1, 2 and 3 are listed below and estimated at approximately $175.2 million. At a minimum, the Balboa Double Track Extension is required to support service scenario 2 with hourly bi-directional service on the AVL at an approximate cost of $41.8 million.

1. Balboa Double Track Extension - $41.8 million
2. Brighton to McGinley Double Track- $57.3 million
3. Canyon to Santa Clarita Double Track - $48.8 million
4. Lancaster Terminal Improvements - $27.3 million

Staff is working with NCTC and Metrolink to finalize the report by the end of July. It is important to note, the costs shown above only cover the preliminary estimated capital improvements required and does not include annual maintenance costs. Further analysis by each passenger or freight rail operator will be required to implement new service(s).

FINANCIAL IMPACT

This is a Receive and File report for information only with no financial impacts. Implementation of any of the scenarios would require funding to be identified for capital and operations costs.

Impact to Budget

This report has no financial impact.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

Recommendation supports strategic plan goals of the Metro Vision 2028 Strategic Plan:

Goal 1: Provide high-quality mobility options that enable people to spend less time traveling. The incremental service options improve LA County's overall transit network and assets.

Goal 4: Transform LA County through regional collaboration and national leadership. Goal was achieved by partnering with Metrolink, North County Transportation Coalition and the local jurisdictions to identify needed improvements to improve mobility.

NEXT STEPS

Staff will return to the Board on a project by project basis to seek approval to continue to advance any projects or service identified through this study if funding has been identified.

ATTACHMENTS

Attachment A - July 2017 Metro Board Motion 47
Attachment B - Antelope Valley Line Study Presentation

Prepared by: Brian Balderrama, Senior Director, Regional Rail, (213) 418-3177
Jeanet Owens, Senior Executive Officer, Regional Rail, (213) 418-3189

Reviewed by: Richard Clarke, Chief Program Management Officer, (213) 922-7557

Phillip A. Washington
Chief Executive Officer

..Meeting_Body

REVISED
PLANNING AND PROGRAMMING COMMITTEE
JULY 19, 2017

..Preamble

Motion by:

DIRECTORS BARGER & NAJARIAN

Study of Metrolink Antelope Valley Line

The Antelope Valley Line (AVL) plays a critical role in connecting North Los Angeles County, Union Station and cities in between, carrying the third highest ridership in Metrolink's commuter rail system, reducing the equivalent of one lane of traffic from major freeways during peak commute hours, and removing approximately 1,000,000 weekday automobile trips per year. ~~the highest percentage of transit dependent riders.~~

Currently, due to numerous constraints, a trip from the Antelope Valley to Union Station can take over two hours, with speeds averaging just 35 miles per hour from end-to-end. There are also gaps in service throughout the day which ~~may~~ further discourages ridership.

Through previous board actions, progress has been made to address some of the AVL service issues such as the Metrolink *Antelope Valley Line Infrastructure Improvement Strategic Plan* dated March 2012, the *North County Multimodal Integrated Transportation Study* (NCMITS) dated 2013, and the new *Los Angeles-Burbank-Glendale Corridor Feasibility Study*; but ~~to date,~~ a comprehensive study has yet to take place to analyze constraints on the northern segment of the AVL.

~~As Metro embarks on updating its Long Range Transportation Plan,~~ To be compatible with future planning efforts and to best prepare for ~~as~~ new funding sources that will become available to the North County Subregion in the coming years, it is important that stakeholder agencies understand the most cost-effective solutions to break down the constraints that continue to hold back the AVL from maximizing its service potential.

..Subject
SUBJECT: MOTION BY DIRECTORS BARGER AND NAJARIAN

..Heading
RECOMMENDATION

..Title
WE THEREFORE MOVE that the Metro Board:

AUTHORIZE a study of the Metrolink Antelope Valley Line (AVL) between Burbank and Lancaster that determines a range of frequency of service to maximize regional accessibility throughout the day; assesses the status of existing tracks, culverts, tunnels, crossings and other infrastructure which limits operational flexibility & service reliability; recommends needed infrastructure & capital improvements (in level of priority) to support the range of frequency of service, service reliability, safety, and on-time performance, including latest technologies in rail propulsion, controls and rail stock; estimates the costs associated with the aforementioned improvements; and provides a cost-benefit analysis with prioritization of said improvements that ~~can~~ could be used to help guide ~~both~~ Metro, ~~and~~ Metrolink ~~agencies~~ and the North County Subregion in a direction to best achieve the above stated goals, while ensuring compatibility with future planning processes;

DIRECT staff to coordinate with Metrolink and local North County stakeholders on this study and to incorporate any previous or ongoing efforts such as the *Antelope Valley Infrastructure Improvements Strategic Plan*, the *NCMITS,* the *Los Angeles-Burbank-Glendale Corridor Feasibility Study* and Metrolink efforts to address state of good repair, so as to avoid being duplicative;

ACKNOWLEDGE that execution of this study shall not hinder any efforts currently underway by Metro or Metrolink to deliver capital improvements or address state of good repair on the AVL; and

DIRECT the CEO to report back to the board in September with an update on stakeholder outreach, identification of potential funding sources for the study, along with a timeline for study implementation.

Metrolink Antelope Valley Line

Metro Board Motion 47 authorized a study of the Metrolink Antelope Valley Line (AVL) between Burbank and Lancaster and directed staff to coordinate with Metrolink and the North County Transportation Coalition to:

a) Determine a range of frequency of service to maximize regional accessibility throughout the day;

b) Assess the condition of the existing rail infrastructure (e.g. tracks, culverts, tunnels, crossings, etc.) that limits operational flexibility and service reliability;

c) Recommend needed infrastructure and capital improvement costs (in level of priority) along with cost benefit analysis to support the range of frequency of service, service reliability, safety, an on-time performance including latest technologies in rail propulsion, controls and rail stock.

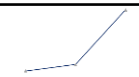
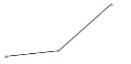
Metro Planning and Programming Committee Meeting
July 17, 2019

AVL Study Context

1. Strong Ridership and Mode Share Growth

a) Daily AVL trips could increase from 6,500 in FY19 to 15,000 by FY30

b) Projected 9% growth per annum through 2042

Station	FY15	FY19	2042	Growth Trends
GLENDALE	609	718	1,568	
BURBANK	832	925	1,689	
BURBANK AIRPORT-NORTH	—	79	727	
SUN VALLEY	76	102	899	
SYLMAR / SAN FERNANDO	462	642	4,598	
NEWHALL	295	394	1,942	
SANTA CLARITA	263	401	1,566	
VIA PRINCESSA / VISTA CANYON	421	546	944	
ACTON / VINCENT GRADE	95	130	425	
PALMDALE	342	499	8,241	
LANCASTER	349	475	4,295	
TOTAL	3,744	4,911	39,025	

Existing AVL Stopping Patterns

Existing net cost to operate and maintain the Antelope Valley Line is $34.5 million with 15 daily round trips using 6 train sets and AVTA bus support.

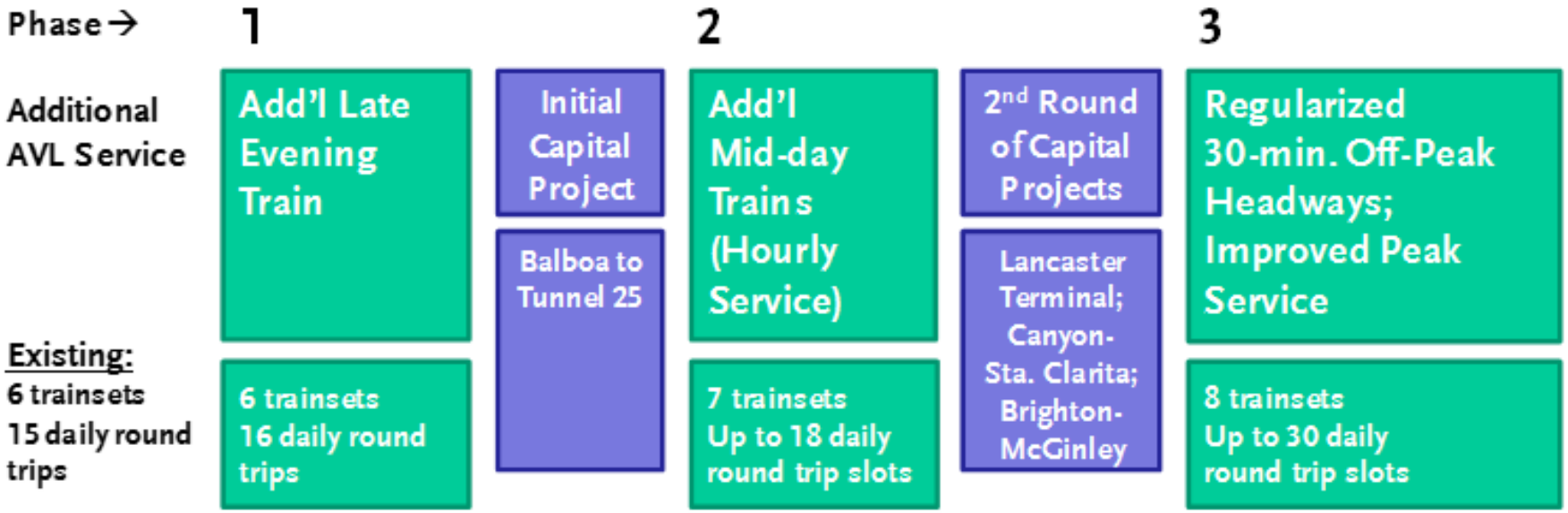
Metro

Service Scenario Plan

1. **Study identified a phased incremental plan for improving AVL service, if funding is identified.**

   a) Planning years provided are build out conditions due to multiple service options and capital project scheduling.

   b) New/Available round trips can be filled by current operators (Metrolink or Union Pacific Railroad) or future potential operators (Amtrak –Pacific Surfliner, California High Speed Rail Authority or Virgin Trains USA)



Service Scenario Plan

Five Year Plan

Scenario 1: 1 additional late evening train

Ten Year Plan

Scenario 2: 2 additional off-peak round trips to provide hourly mid-day service

Twenty Year Plan

Scenario 3: Improved peak service and semi-hourly off-peak service

Future Year Plan Options

Scenario 4: Semi-hourly service plus express service

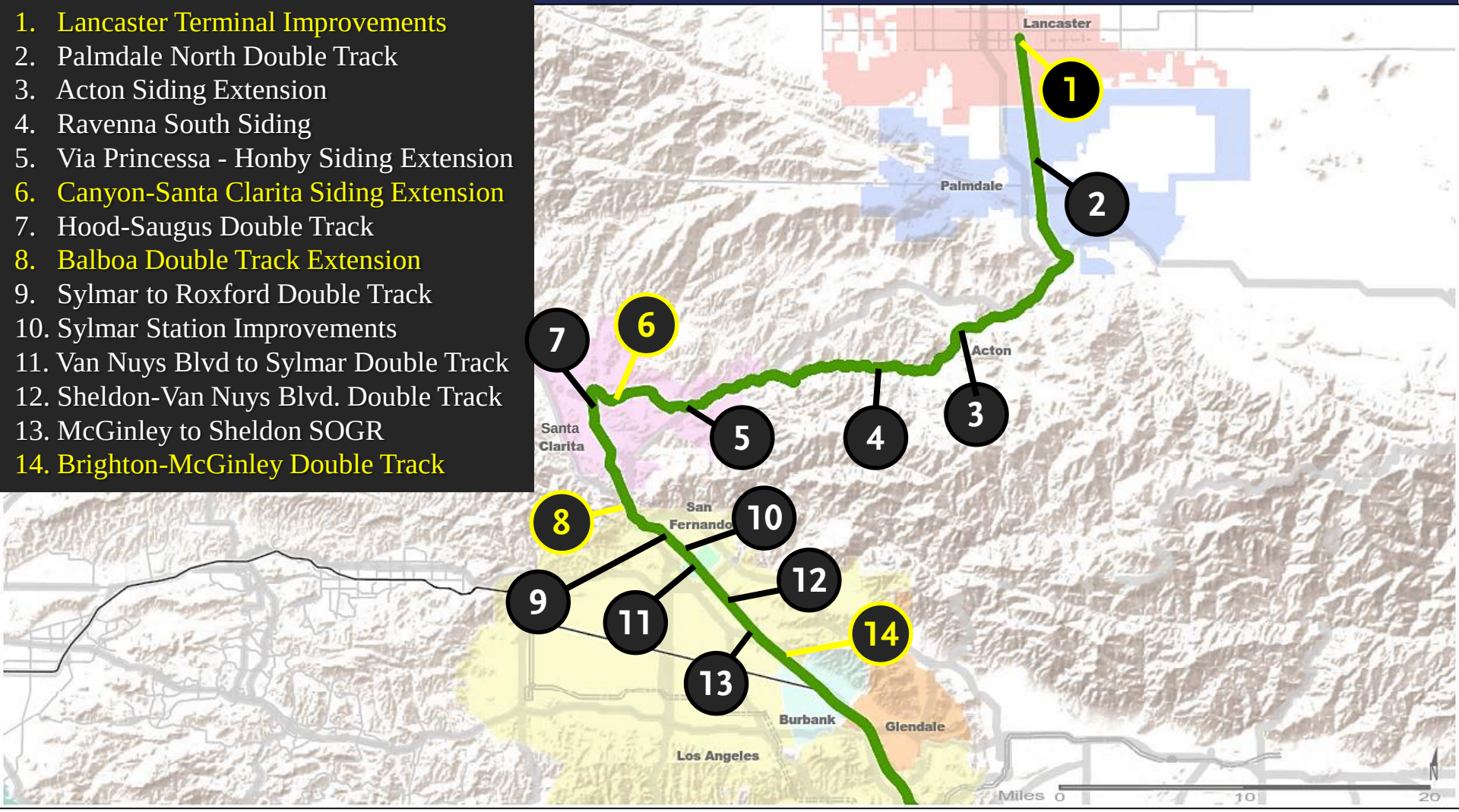
Scenario 5: Same as (4), with intermediate turns at Santa Clarita

Scenario 6: Same as (4), with intermediate turns at Sylmar/San Fernando

1. **Collectively, the 6 service scenarios will require 14 capital projects.**
2. **Antelope Valley Line Stakeholders advised the team to move forward with service scenarios 1, 2 and 3**

Scenario Infrastructure Project Overview

1. Lancaster Terminal Improvements
2. Palmdale North Double Track
3. Acton Siding Extension
4. Ravenna South Siding
5. Via Princessa - Honby Siding Extension
6. Canyon-Santa Clarita Siding Extension
7. Hood-Saugus Double Track
8. Balboa Double Track Extension
9. Sylmar to Roxford Double Track
10. Sylmar Station Improvements
11. Van Nuys Blvd to Sylmar Double Track
12. Sheldon-Van Nuys Blvd. Double Track
13. McGinley to Sheldon SOGR
14. Brighton-McGinley Double Track



Metro

Scenarios 1, 2 and 3 require 4 of 14 capital projects highlighted above.

Capital Project Investments for Scenarios 1, 2 & 3

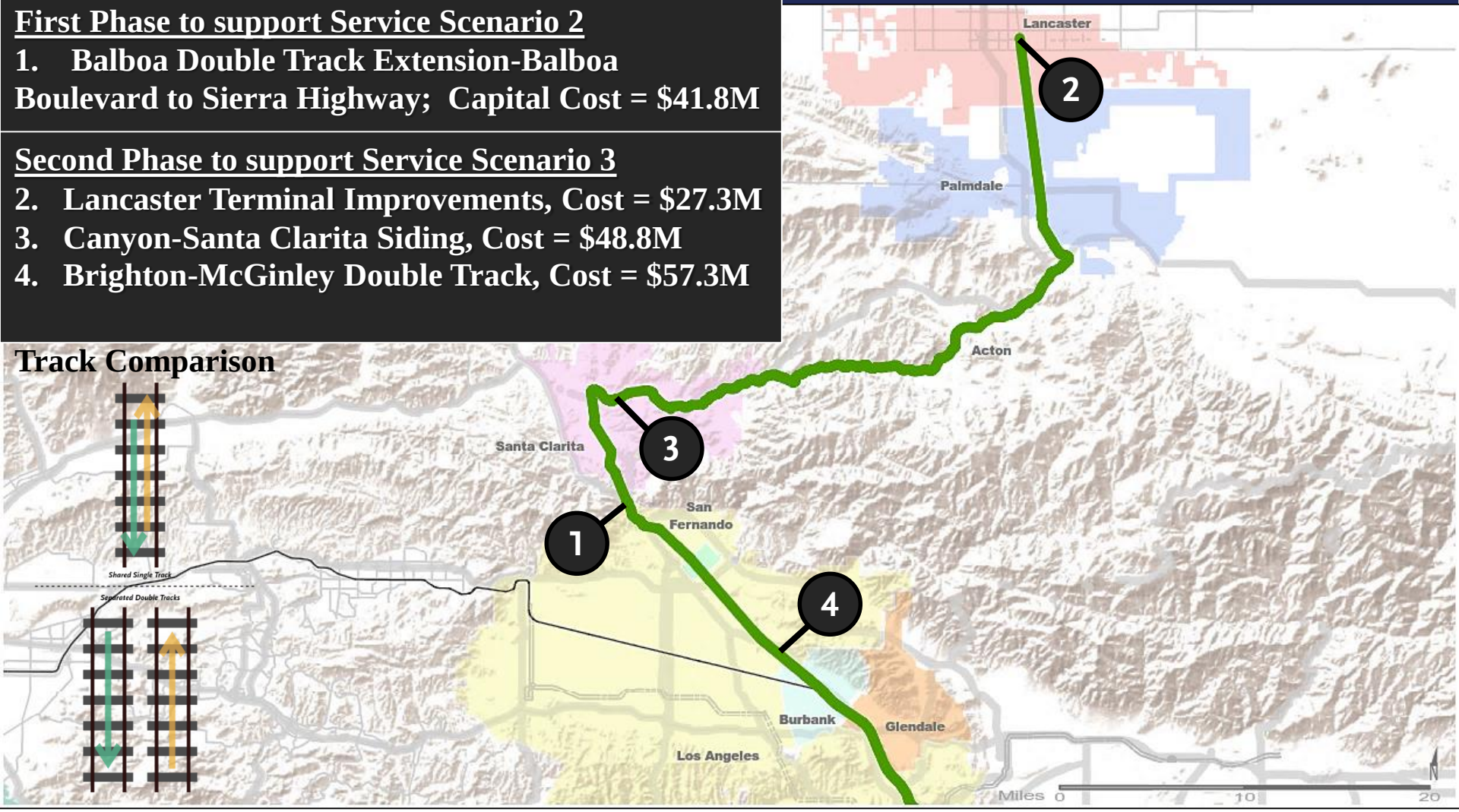
First Phase to support Service Scenario 2

1. **Balboa Double Track Extension-Balboa Boulevard to Sierra Highway; Capital Cost = $41.8M**

Second Phase to support Service Scenario 3

2. **Lancaster Terminal Improvements, Cost = $27.3M**
3. **Canyon-Santa Clarita Siding, Cost = $48.8M**
4. **Brighton-McGinley Double Track, Cost = $57.3M**

Track Comparison



First phase capital investment allows for hourly mid-day service and existing peak service

Second phase capital investment allows for 30 minute bi-directional service to Santa Clarita and hourly service from Santa Clarita to Lancaster.

Funding Opportunities

1. Local funding has not yet been identified for the capital infrastructure required to achieve the twenty year plan, Total Cost: $175.2 M
   a) Phase I, First Ten Years: $41.8 M, Team to work with State and Local Partners to identify funding.

   b) Phase II, Second Ten Years: $133.4M, Team to work with Local, State and Federal Partners to identify funding.

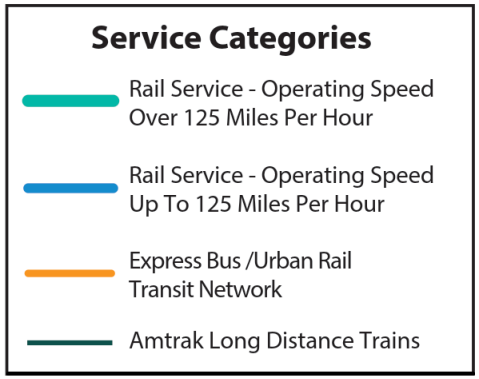
Metro

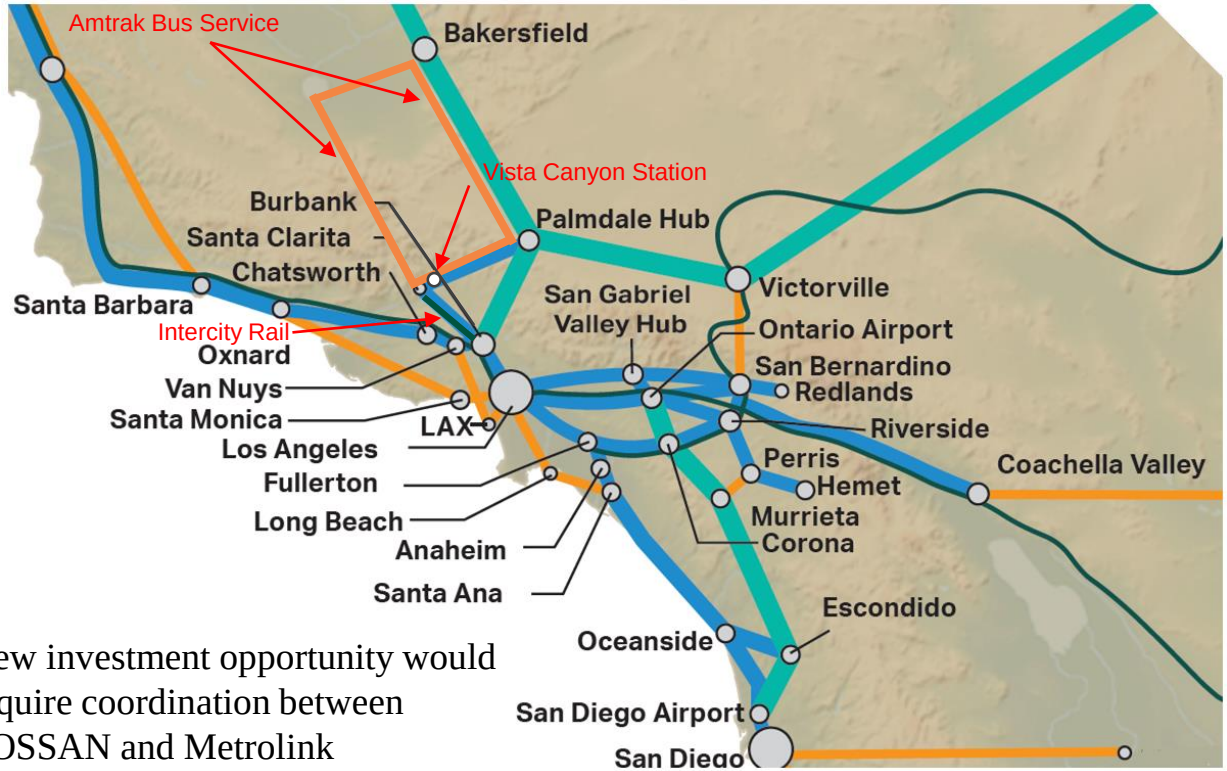
Future Passenger Service with multiple Operators

A. Potential New Operator Along the Corridor

1. The State is considering an extension of intercity passenger rail service to Santa Clarita to connect with the Pacific Surfliner service in Los Angeles. This could present an opportunity for through service between Santa Clarita and San Diego with Amtrak bus service to shorten the commute to Bakersfield from the current 3 hours to about 90 minutes(LAUS to Bakersfield).

*This exhibit modified the 2018 State Rail Plan





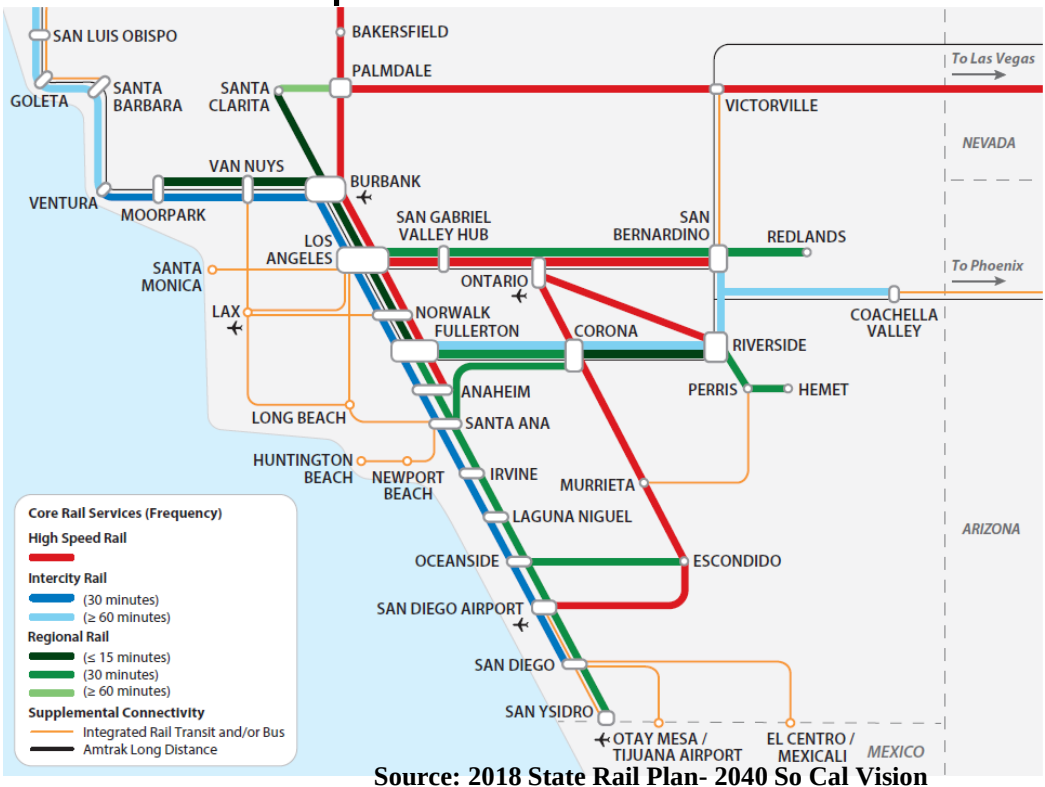
New investment opportunity would require coordination between LOSSAN and Metrolink

Metro

Future Passenger Service with multiple Operators

HSR Blended Service/ Blended Operations:

1. Current Limitations on HSR between Palmdale and Los Angeles
   a) Original HSR Plan for dedicated alignment extremely costly; funding unlikely
   b) Blended service on the AVL route offers potential benefits for CHSRA, Virgin Trains USA, Amtrak and Metrolink rail services
2. Further analysis required for additional capital investment
   a) Identify line electrification constraints for CHSRA such as vertical clearance and curve straightening projects.
   b) Identify and evaluate additional capacity projects to support blended service



Source: 2018 State Rail Plan- 2040 So Cal Vision

Metro

Future Passenger Service with multiple Operators

1. Rail Multiple Unit Technology – Rail Multiple Units
   a) Diesel Multiple Unit (DMU) – One Power Car required for four cab cars
   b) Electric Multiple Unit (EMU, similar to HSR) – 1:3 ratio for powering
   c) Metrolink is developing a Fleet Modernization Plan (Fall 2020) to plan for a zero emissions future.

2. Travel Time Improvement
   a) 100 mph maximum capability for both
      (79 mph CA max speed)
   b) Tilting train capability for both DMU and EMU

Source: Redlands Passenger Rail Project (SBCTA)

3. Compatibility with Future High Speed Rail

   Continue to evaluate the extent to which the EMU service supports future development of HSR in the corridor

Metro

Thank You!

Metrolink Antelope Valley Line

On July 19, 2017, Directors Barger and Najarian issued a motion for the study of the Metrolink Antelope Valley Line to:

a) Determine a range of frequency of service to maximize regional accessibility throughout the day;

b) Assess the condition of the existing rail infrastructure (e.g. tracks, culverts, tunnels, crossings, etc.) that limits operational flexibility and service reliability;

c) Recommend needed infrastructure and capital improvement costs (in level of priority) along with cost benefit analysis to support the range of frequency of service, service reliability, safety, an on-time performance including latest technologies in rail propulsion, controls and rail stock.

Metro Planning and Programming Committee Meeting
July 17, 2019

Antelope Valley Line Study Context

1. Strong Ridership Growth with Fare Discount Program

a) In April 2015, the Board approved a motion to reduce fares 25% on the Metrolink Antelope Valley Line. Since that program's launch in July 2015, the AVL Fare Discount Pilot Program has been successful in growing ridership, **an increase of 29% as of June 2019**.

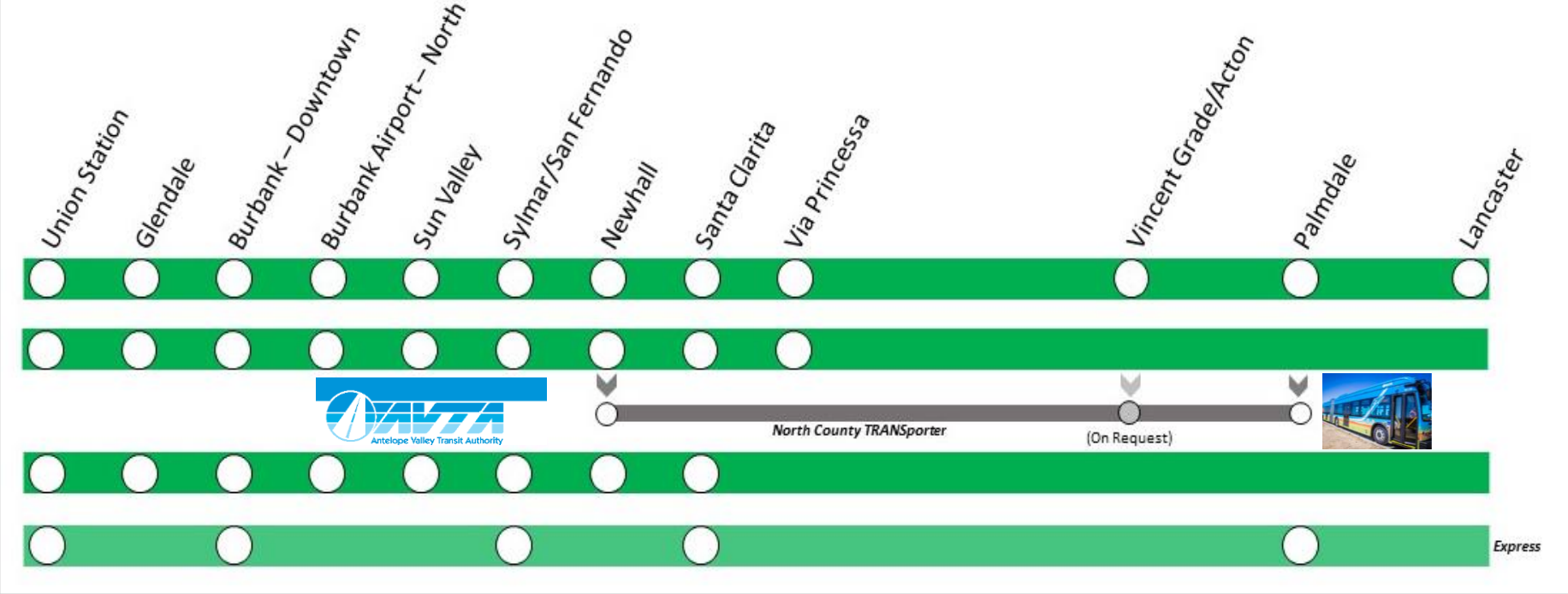
b) In July 2018, Metro stopped subsidizing the Fare Discount Program and spent about $2 Million, **well under the $5.46 Million programmed**.

% Change since 25% FARE REDUCTION PROGRAM (Started 7/1/2015)						
15 vs 16	16 vs 17	17 vs 18	18 vs. 19	15 vs 17	15 vs 18	15 vs. 19
4.4%	2.7%	8.7%	7.4%	7.2%	16.5%	25.1%
6.7%	5.2%	4.9%	7.8%	12.2%	17.7%	26.8%
9.3%	8.9%	2.9%	6.5%	19.0%	22.5%	30.5%
17.5%	3.7%	3.8%	6.5%	21.9%	26.6%	34.9%
13.9%	4.5%	4.3%	1.6%	19.0%	24.2%	26.2%
14.8%	4.3%	4.6%	3.6%	19.8%	25.3%	29.8%
17.6%	9.0%	5.9%	1.5%	28.2%	35.7%	37.7%
20.0%	2.7%	3.1%	-1.3%	23.3%	27.1%	25.5%
13.4%	7.7%	1.5%	0.1%	22.1%	23.9%	24.1%
11.3%	7.9%	4.2%	2.4%	20.1%	25.1%	28.2%
12.6%	3.6%	8.0%	3.4%	16.7%	26.0%	30.3%
13.3%	4.4%	9.0%	-0.4%	18.3%	29.0%	28.4%
12.8%	**5.4%**	**5.0%**	**3.3%**	**18.9%**	**24.8%**	**28.9%**

Metro

Antelope Valley Line Study Context

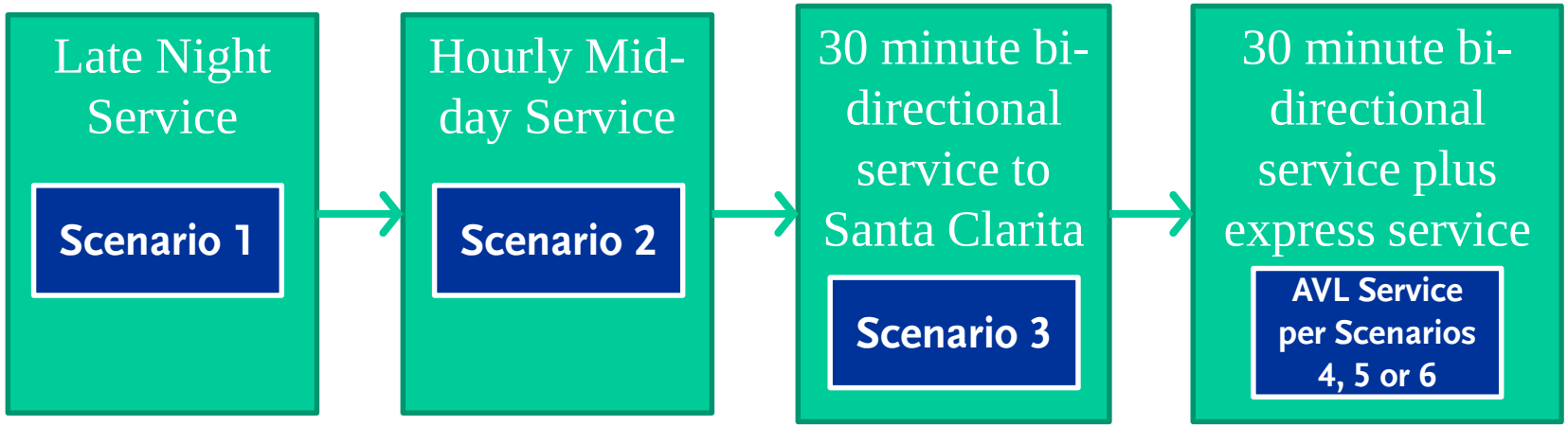
Existing net cost to operate and maintain the Antelope Valley Line is $34.5 million with 15 daily round trips using 6 train sets and AVTA bus support.



Metro

Proposed AVL Service Scenario Plan

1. **Study identified a phased incremental plan for improving AVL service, if funding is identified.**



a) New/Available round trips can be filled by current operators (Metrolink or Union Pacific Railroad) or future potential operators (Amtrak –Pacific Surfliner, California High Speed Rail Authority or Virgin Trains USA)

2. **Proposed Ridership and mode share growth.**

a) Daily AVL trips could increase from 6,500 in FY19 to 15,000 by FY30

b) Projected 9% growth per annum through 2042

Metro

Cost Benefit Analysis and Findings

1. The evaluation process was designed to assess each individual capital improvement on five factors related to their contribution to improving AVL corridor service on a scale of 10 points (lowest) to 50 points (highest):

   (1) Does the capital project directly support improved rail service and deliver ridership benefits?

   (2) Does the capital project support more than one service scenario?

   (3) Is the capital project cost easier to fund and implement faster?

   (4) Is there minimal risk to project impact and right-of-way?

   (5) Is there future flexibility to increase service?

Top Scoring Project: Balboa Double Track Extension (49 out of 50)

This project is required for service scenarios two through six and solely enables hourly service pattern on the AVL

Additional High Scoring Projects: Brighton to McGinley Double Track (43 out of 50)

Canyon to Santa Clarita Siding (40 out of 50)

Lancaster Terminal Improvements (37 out of 50)

These projects are required for service scenarios three through six, minimal impacts and enable 30 minute bi-direction service pattern on the AVL to Santa Clarita.

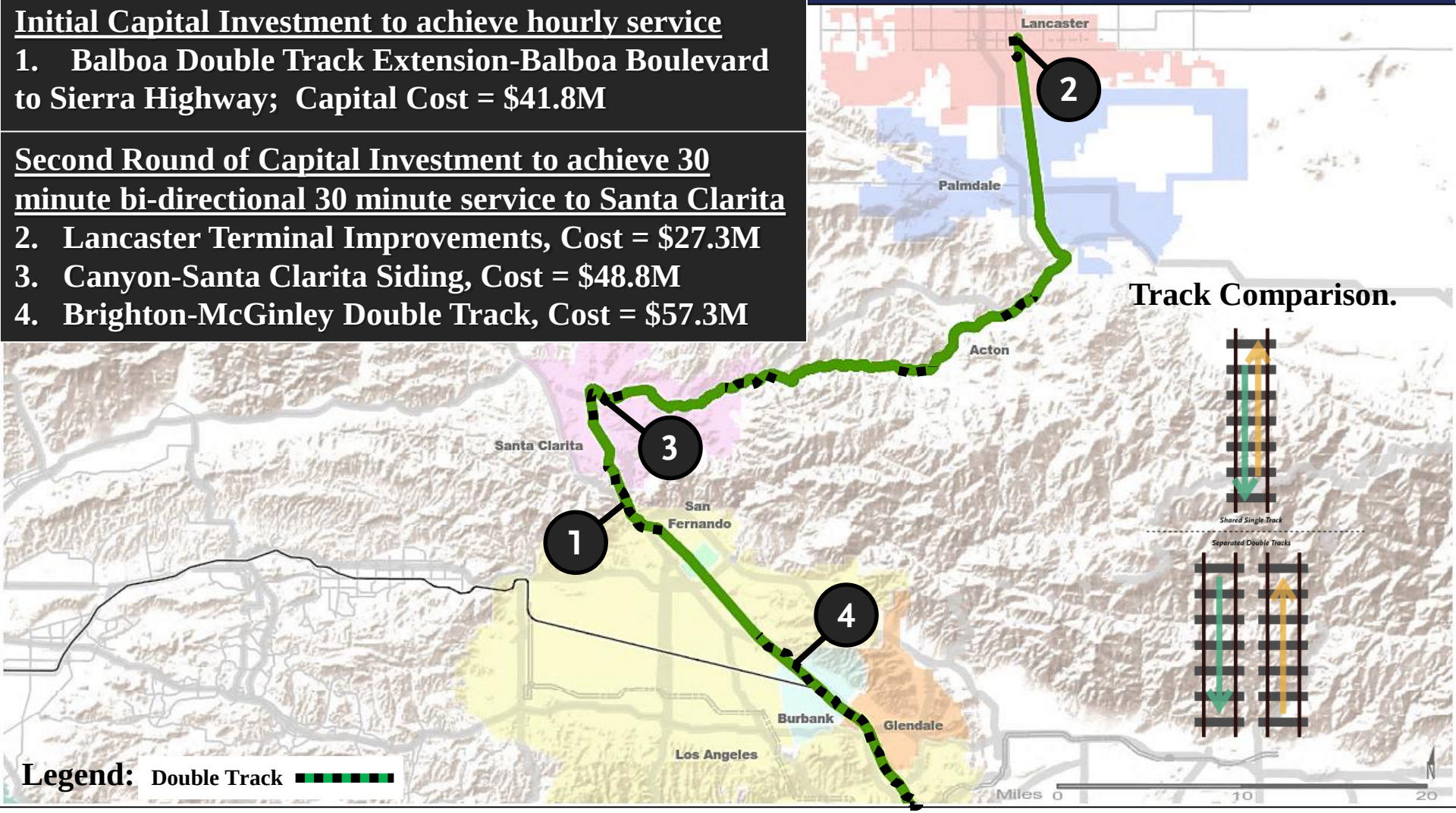
Capital Project Investments for hourly and 30 minute service

Initial Capital Investment to achieve hourly service

1. Balboa Double Track Extension-Balboa Boulevard to Sierra Highway; Capital Cost = $41.8M

Second Round of Capital Investment to achieve 30 minute bi-directional 30 minute service to Santa Clarita

2. Lancaster Terminal Improvements, Cost = $27.3M
3. Canyon-Santa Clarita Siding, Cost = $48.8M
4. Brighton-McGinley Double Track, Cost = $57.3M



The existing **66% single track** will reduce to **58% single track** if these four capital projects are constructed.

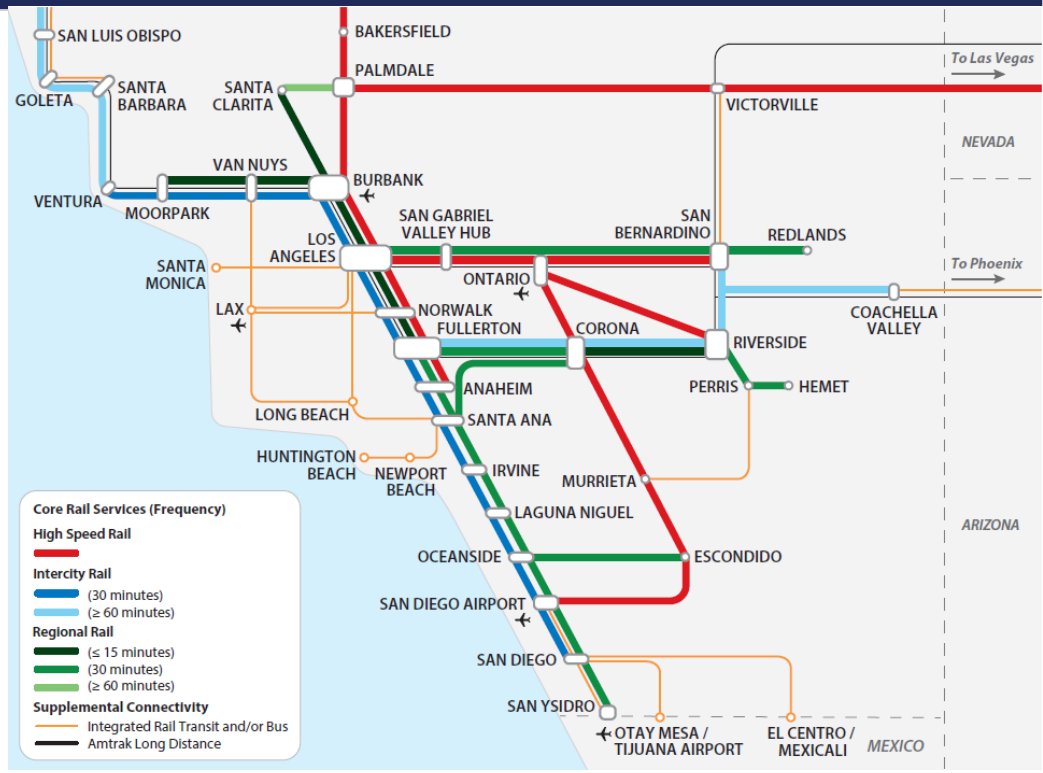
Compatibility with Future Planning Processes

2018 State Rail Plan

1. Findings of this project will enable 2040 Integrated Network Vision for LA County.

High Speed Rail Plan

1. Findings allow HSR blended service/ blended operations with limitations between Palmdale and LA.



Source: 2018 State Rail Plan- 2040 So Cal Vision

a) Original HSR Plan for dedicated alignment extremely costly; funding unlikely

b) Blended service on the AVL route offers potential benefits for CHSRA, Virgin Trains USA, Amtrak and Metrolink rail services

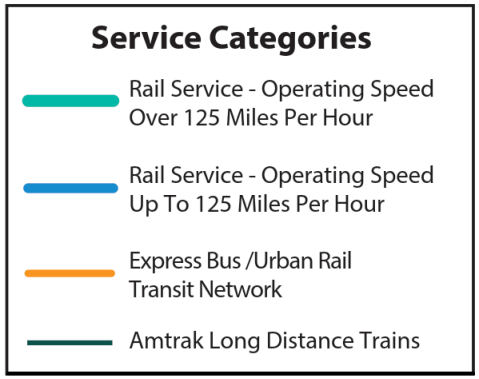
Metro

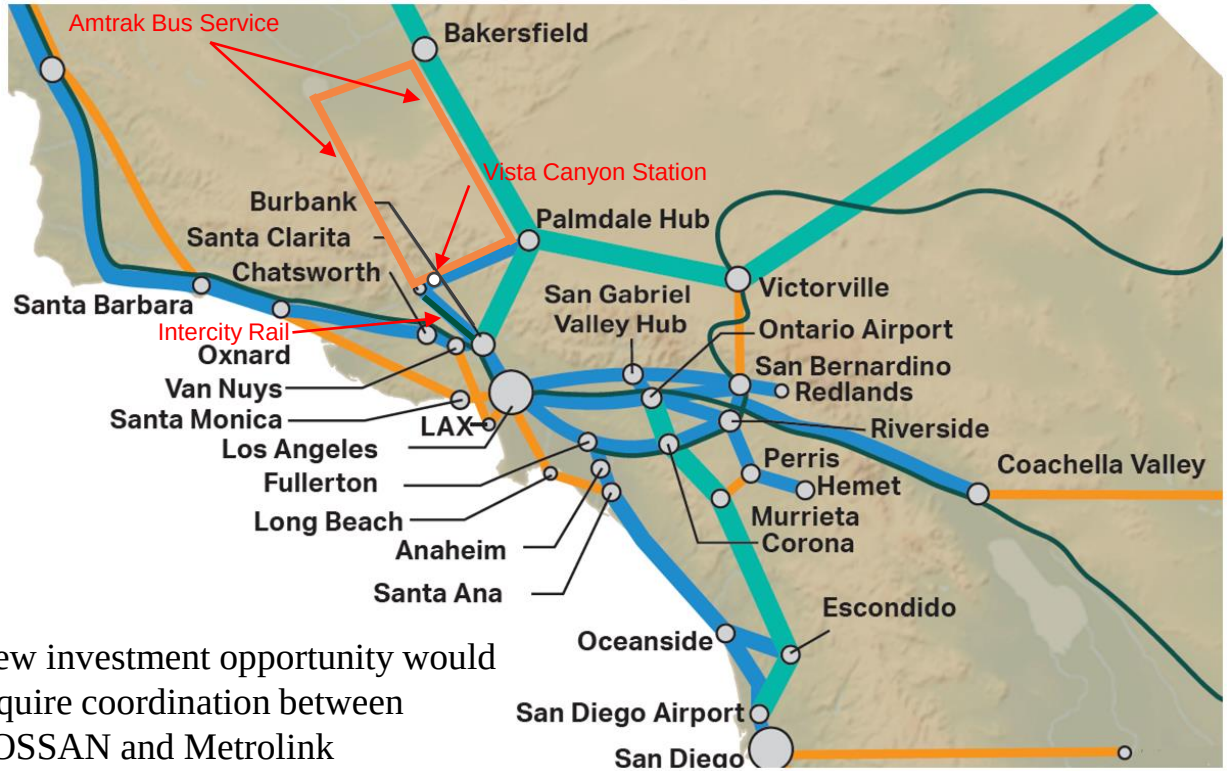
Compatibility with Future Planning Processes

A. Potential New Operator Along the Corridor

1. The State is considering an extension of intercity passenger rail service to Santa Clarita to connect with the Pacific Surfliner service in Los Angeles. This could present an opportunity for through service between Santa Clarita and San Diego with Amtrak bus service to shorten the commute to Bakersfield from the current 3 hours to about 90 minutes(LAUS to Bakersfield).

*This exhibit modified the 2018 State Rail Plan





New investment opportunity would require coordination between LOSSAN and Metrolink

Metro

Compatibility with Future Planning Processes

1. Rail Multiple Unit Technology – Rail Multiple Units (RMU)
   a) Metrolink is developing a Fleet Modernization Plan (Fall 2020) to plan for a zero emissions future.
   b) RMU technology allows for tilting train capability to handle existing tight curves at higher speeds.
   c) Would allow for Metrolink and Other Operators to consider increasing the maximum speed (CA 79 mph)

Source: Redlands Passenger Rail Project (SBCTA)

2. Metrolink
   a) Proposed AVL Capital Projects for the hourly and 30 minute service are consistent with the overall goals of the Southern California Optimized Rail Expansion (SCORE) Program to provide 30 minute service to Santa Clarita and hourly bi-directional service to Palmdale and Lancaster with additional express peak service.

Thank You!

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

Metro

Board Report

File #: 2019-0451, **File Type:** Motion / Motion Response **Agenda Number:** 6.

PLANNING AND PROGRAMMING COMMITTEE
JULY 17, 2019

SUBJECT: SOUTH BAY SMART NET PROJECT

ACTION: RECEIVE AND FILE

RECOMMENDATION

RECEIVE AND FILE status report on Motion 6.1 from the April 25, 2019 Board of Directors meeting regarding the South Bay SMART-Net project.

ISSUE

The Board of Directors authorized the use of up to $4.4 million in South Bay Measure M Multi-year Subregional Program (MSP) Transportation System Mobility Improvement Program (TSMIP) funds to construct the South Bay SMART-Net project. As a condition of funding, Metro staff was directed by the Chief Executive Officer to work with the South Bay Cities Council of Governments (SBCCOG) to develop a viable list of transportation projects within 60 days that could be implemented in conjunction with the South Bay SMART-Net project. These projects would establish the transportation mobility nexus needed to justify the use of MSP TSMIP funds. Transportation projects that leverage the South Bay SMART-Net project have been identified to show benefit to the transportation system. This report presents Metro staff's efforts in adding transportation projects eligible to receive Measure R and M Highway Subregional funds to the South Bay fiber-optic system.

BACKGROUND

The SBCCOG proposed to construct a fiber-optic broadband infrastructure to connect public services in the South Bay subregion. The project would support enhancement for mobility and accessibility systems and networks that serve South Bay residents through services offered by its municipalities. The goals of the SMART-Net project were identified to be enhanced economic development and business retention; wholesale broadband service within the South Bay cities to government buildings and community organizations; and enabling and supporting for public Wi-Fi and Smart City activities.

SBCCOG requested $4.4 million in South Bay Measure M MSP TSMIP funds for the SMART-Net project. Under the Measure M Guidelines for Intelligent Transportation Systems (ITS) and Transportation Technology projects, the SMART-Net project would have been eligible for funding if there was a nexus to the transportation system. The initial project description for SMART-Net did not provide a component of "information sharing for highway/arterial and/or transit systems" as stated in

the Measure M Guidelines. This report recommends transportation projects that can utilize the SMART-Net to improve and enhance traffic operations and communications in the South Bay subregion.

DISCUSSION

Metro Highway Program staff worked with the City of Manhattan Beach, Los Angeles County Department of Public Works (LACDPW), Regional Integration of ITS (RIITS), and SBCCOG to identify projects that can utilize the SMART-Net to improve and enhance the transportation system. The following four transportation projects were developed to leverage the South Bay SMART-Net project.

1) **RIITS SMART-Net Integration** - This project will establish a high-speed connection through the South Bay SMART-Net to connect RIITS with the South Bay subregion. RIITS will become more reliable and resilient with the increase in network redundancy, and would enhance data exchange and increase access to transportation-related operational data to South Bay cities. This data sharing will enhance traffic management operations, system performance evaluation, and regional transportation data distribution.

2) **LACDPW Traffic Control System (TCS) and Information Exchange Network (IEN) SMART-Net Integration** - This project will establish a virtual private network (VPN) connection through the South Bay SMART-Net to connect traffic signal control field elements in ten South Bay cities to the County of Los Angeles (County) traffic management center (TMC). In addition, the VPN connection through the South Bay SMART-Net will provide a secondary high-speed connection to the South Bay cities that are part of the IEN. LACDPW will have a more reliable and redundant network to effectively manage traffic operations on major corridors in the South Bay subregion.

3) **Manhattan Beach TCS SMART-Net Integration** - This project will establish a VPN connection through the South Bay SMART-Net to connect traffic signal control field elements in the City of Manhattan Beach to the County's TMC. This VPN connection will create a secondary high-speed network connection that will enhance central monitoring and control of the local traffic signals. Manhattan Beach will have a more reliable and redundant network to effectively manage traffic operations on major corridors in the city.

4) **Signal Phase and Timing (SPaT) Data Sharing SMART-Net Integration** - This project will establish a secured connection through the South Bay SMART-Net to connect the central TCS of a city to a third-party data server. This high-speed connection will have the ability to share SPaT data to vehicles that are equipped to receive the data. This Connected Vehicle application provides information to drivers on the operation of the intersection, and will maintain safe driving speeds on roadways, improve traffic operations at intersections and corridors, and reduce harsh driving maneuvers. Currently, the City of Torrance and LACDPW are working with a third-party data service provider to broadcast SPaT data to passenger vehicles.

These projects can be implemented in conjunction with the construction of the South Bay SMART-Net project. The planning for the VPN connections should commence at least six months prior to the completion and activation of the SMART-Net broadband service. The City of Manhattan Beach, City of Torrance, LACDPW, RIITS, and SBCCOG have provided concurrence and letters of commitment for these projects, which are included in an attachment.

FINANCIAL IMPACT

Since this is a multi-year project, the Project Managers, the Cost Center Manager, and the Senior Executive Officer, Program Management, Highway Program will be responsible for budgeting the costs in current and future years.

Impact to Budget

The source of funds for this project is Measure M MSP TSMIP. This fund source is not eligible for Metro bus and rail operating and capital expenditures.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

Recommendation supports the following goals of the Metro Vision 2028 Strategic Plan:

Goal 1: Provide high-quality mobility options that enable people to spend less time traveling. The South Bay subregion can increase the mobility for all users by utilizing the South Bay SMART-Net to enhance traffic signal operations on major arterial corridors in the South Bay subregion.

Goal 4: Transform LA County through regional collaboration by partnering with the Council of Governments and the local jurisdictions to identify needed improvements to improve mobility.

NEXT STEPS

Metro will work with the SBCCOG to execute a Letter of No Prejudice to immediately commence work on the SMART-Net project. Upon Board approval of the Measure M MSP TSMIP South Bay Subregional funding, the SBCCOG will be notified and a Funding Agreement will be executed with funds programmed in FY 2019-20. Staff will continue to work with the SBCCOG and the participating agencies to implement the four projects identified in this report.

ATTACHMENTS

Attachment A - Project Summary Table
Attachment B - Project Fact Sheets
Attachment C - Letters of Commitment

Prepared by: Edward Alegre, Senior Manager, (213) 418-3287
Steven Gota, Deputy Executive Officer, (213) 922-3043
Abdollah Ansari, Senior Executive Officer, (213) 922-4781

Reviewed by:

Richard Clarke, Chief Program Management Officer, (213) 922-7557

Phillip A. Washington
Chief Executive Officer

Project Summary Table

Project Title	Regional Integration of Intelligent Transportation Systems (RIITS) South-Bay SMART-Net Integration	Los Angeles County Department of Public Works Traffic Signal Control South-Bay SMART-Net Integration	Manhattan Beach Central Traffic Signal Control South Bay SMART-Net Integration	Signal Phase and Timing (SPAT) Data Sharing SMART-Net Integration
Project Summary	Establish a high-speed connection through the South Bay SMART-Net to connect RIITS to a broadband internet service provider to improve regional transportation data exchange.	Establish a virtual private network (VPN) connection through the South Bay SMART-Net to connect traffic signal control field elements in 10 South Bay cities.	Establish a virtual private network (VPN) connection through the South Bay SMART-Net to connect City of Manhattan Beach traffic signal control field elements to the County TMC.	Establish a secured connection through the South Bay SMART-Net to connect the City of Torrance central traffic control system (TCS) to a third party data server.
Benefits	Enhances traffic management operations, system performance evaluation, and regional transportation data distribution.	Increases ability to centrally monitor and control the signalized intersections along the major arterial corridors in the South Bay.	Allows the County to more consistently leverage the capabilities of the County central traffic control system used in Manhattan Beach.	Reduces harsh driving maneuvers, improved acceleration/deceleration at intersections, and maintain safe driving speeds along streets.
Need	Provides broadband redundancy to improve access to data that supports real-time transportation operations.	Creates necessary communications redundancy to minimize any potential disruption in connectivity to field signal traffic control elements.	Creates a necessary communications redundancy to minimize any potential disruption to central management of signalized intersections.	Establishes high-speed connection between local TCS and third party data providers to support second-by-second SPaT broadcast.
Dependencies	Requires physical SMART-Net connection	Requires physical SMART-Net connection	Requires physical SMART-Net connection	Requires physical SMART-Net connection
Funding	Project is covered under the SMART-Net grant and RIITS program.	Project is covered under the SMART-Net grant and existing Traffic Forum funding.	Project is covered under the SMART-Net grant and future City of Manhattan Beach project.	Project is covered under the SMART-Net grant and through third party support.
Schedule	To be completed within 2 months of establishing SMART-Net broadband connection.	To be completed within 2 months of establishing SMART-Net broadband connection.	To be completed within 2 months of establishing SMART-Net broadband connection.	To be completed within 2 months of establishing SMART-Net broadband connection.
Agency Concurrence	Yes	Yes	Yes	Yes

ATTACHMENT A

REGIONAL INTEGRATION OF INTELLIGENT TRANSPORTATION SYSTEMS (RIITS) SMART-NET INTEGRATION PROJECT

Project Description:

This project will establish a high-speed connection through the South Bay SMART-Net to connect RIITS to a broadband internet service provider. This connection will create a secondary high-speed network connection that will supplement existing and planned fiber connections deployed in the sub-region to enhance data exchange and provide a central storehouse for transportation-related operational data. Several regional partners such the County of Los Angeles Department of Public Works (LACDPW), California Department of Transportation (Caltrans), and others will have reliable access to data that could support planning, policy, and operational decision-making. Attachment A provides a high-level logical diagram illustrating the connections.

Project Benefits:

RIITS coordinates with data-contributing partner agencies and manages, operates, and maintains RIITS. For example, Southern California 511 is the regional traveler information program that operates within RIITS. Additionally, it provides partner agencies with a central repository to exchange data across city and county jurisdictions through the RIITS communication network. The RIITS network provides users with the potential to utilize data for system performance evaluation, planning and policy analysis and the improvement of traffic management operations. With the secondary connection, RIITS becomes more reliable and resilient with increased network redundancy. In addition, SMART-Net would provide increased bandwidth and consequentially allow for

KEY PROJECT ATTRIBUTES & STAKEHOLDERS

1. Leverages SMART-Net to provide high-speed data connections
2. Provides broadband internet connection redundancy at a reduced cost
3. Provides backbone network for future RIITS connections

Los Angeles County Regional Integration of Intelligent Transportation Systems
RIITS

South Bay Cities Council of Governments

Metro

the exchange of high-resolution data at a lower cost. Connection to SMART-Net will not only maintain connection to the Los Angeles County's Information Exchange Network (IEN), City of Los Angeles Automated Traffic Surveillance and Control (ATSAC), and Caltrans' Los Angeles Regional Transportation Management Center (LARTMC), but it permits for possible future data connections (such as connections to traffic management centers, transit operation centers, etc.) through RIITS and other participating South Bay cities.

Project Need:

Currently, the RIITS Program lacks broadband internet redundancy. RIITS loses broadband internet connectivity frequently, leaving RIITS partners vulnerable to unreliable access to data, which also has the potential to adversely affect real-time system operations. With the secondary high-speed connection to SMART-Net's broadband service provider, RIITS will be able to better manage access to transportation data in the region. Additionally, it allows RIITS to ingest high-resolution data flows that require higher bandwidth that is not be possible with its current architecture.

Dependencies:

For this project to move forward, the SMART-Net service provider will need to establish a broadband connection with RIITS, located in the Metro Headquarters in Downtown Los Angeles. RIITS would be established as an additional node on SMART-Net to provide regional communications for transportation organizations.

Cost:

It is anticipated that the fixed costs associated with the establishment of this fiber optic connection can be covered under the South Bay SMART-Net Project, which will deploy regional broadband connections between city nodes in the South Bay Cities subregion. RIITS will work with the South Bay Cities Council of Governments (SBCCOG) to identify any additional costs necessary to establish the RIITS connection that are beyond the scope of the South Bay SMART-Net project and cover the costs under the RIITS Program budget.

Schedule:

This project can be implemented in conjunction with the build-out of the SMART-Net project. Planning for the establishment of the connection should commence 6 months prior to the completion and activation of the SMART-Net broadband service to RIITS. The network design

and implementation should be coordinated by SMART-Net contractor and the RIITS Program Administrator during this period with the connections established and operational within 2 months after the SMART-Net broadband connection is activated.

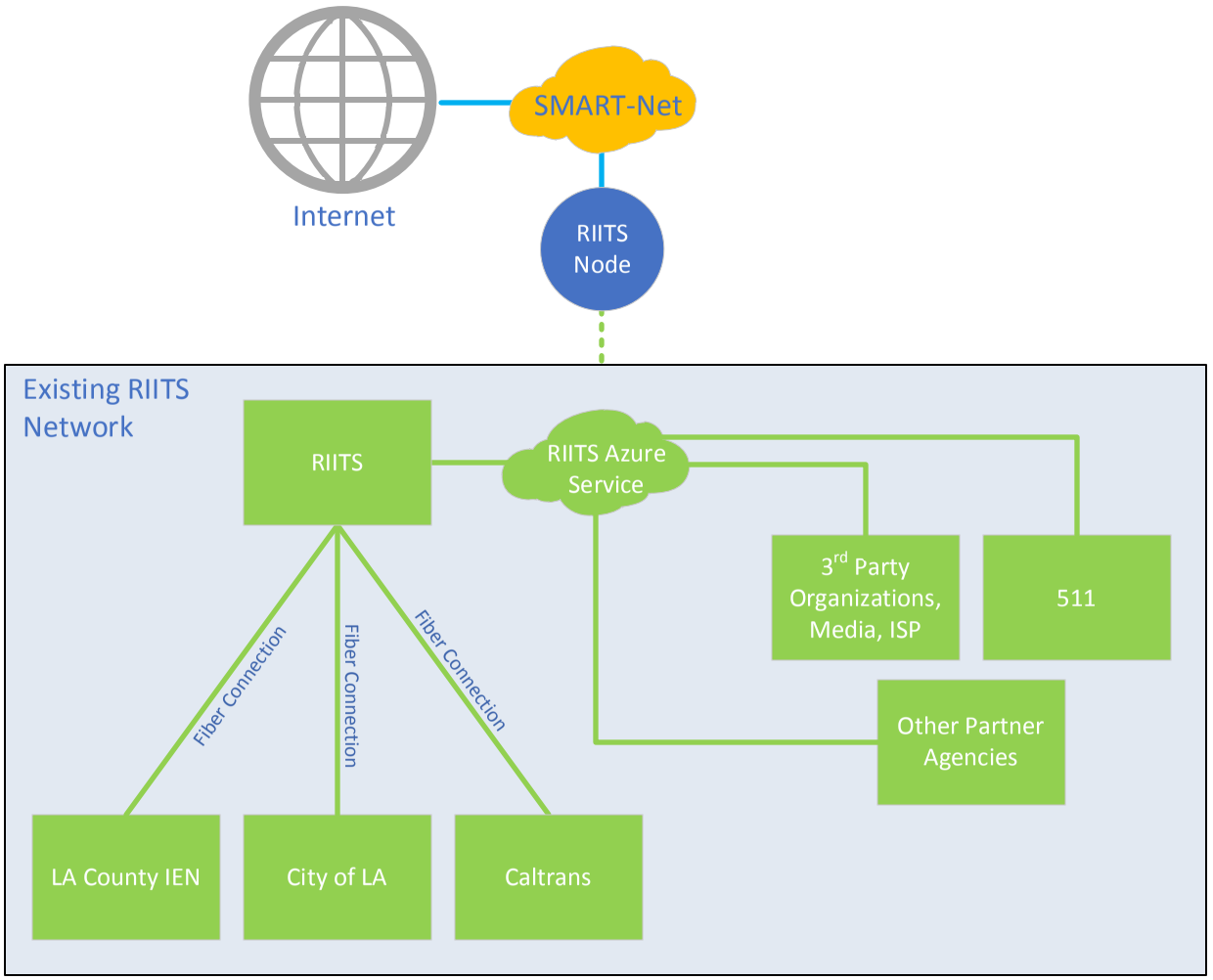
Project Concurrence:

RIITS Program

South Bay Cities Council of Governments

Metro Highway Program, ITS

Attachment A



ATTACHMENT B

LA COUNTY DPW TRAFFIC CONTROL SYSTEM AND INFORMATION EXCHANGE NETWORK SMART-NET INTEGRATION PROJECT

Project Description:

This project will establish a virtual private network (VPN) connection through the South Bay SMART-Net to connect traffic signals in six cities (cities of Carson, El Segundo, Hawthorne, Lawndale, Lomita, and Manhattan Beach) to the County of Los Angeles (County) traffic management center (TMC) in Alhambra. The VPN will also connect traffic control systems (TCS) in four cities (cities of Gardena, Inglewood, Redondo Beach, and Torrance) to the County TMC. The County will also establish a SMART-Net node in Alhambra to make the connection to the South Bay subregion. Attachment A provides a high-level logical diagram illustrating the connections.

The VPN connection will create a secondary high-speed network connection that will supplement existing and planned wireless and wired connections being deployed in the subregion to enhance central monitoring and control of the local traffic signals in six cities in the region (cities of Carson, El Segundo, Hawthorne, Lawndale, Lomita, and Manhattan Beach). The VPN connection through the South Bay SMART-Net will also provide a secondary high-speed network connection to the South Bay cities that are part of the Information Exchange Network (IEN).

Project Benefits:

By establishing a secondary high-speed connection to the SMART-Net, the County of Los Angeles will be able to maintain communications with traffic signal control field elements (traffic signal controllers, detectors, cameras, etc.) in the

KEY PROJECT ATTRIBUTES & STAKEHOLDERS

1. Increases reliability of central traffic signal monitoring and control for multiple cities within the SB region
2. Leverages SMART-Net to provide high-speed data connection to signal control field elements and the County TMC
3. Provides additional traffic signal control communications redundancy at a reasonable cost
4. Leverages SMART-NET to provide high speed data connection to the IEN

City of Manhattan Beach CALIFORNIA

Public Works LOS ANGELES COUNTY

SOUTH BAY CITIES COUNCIL OF GOVERNMENTS

Metro

region when there are service disruptions along the fiber-optic line currently used to connect Los Angeles County Department of Public Works (LACDPW) to the South Bay subregion. The increased communications reliability will allow LACDPW to more consistently and effectively leverage the capabilities of the County's central traffic control system (KITS) that is used to monitor and control the intersections along the major arterial corridors in the region. More reliable communications will ensure the County can monitor the operations of existing traffic signal control assets, centrally adjust traffic signal timing in real-time as needed, provide greater insight into corridor operations and maintenance needs, allow for the exchange of data needed to support the central distribution of signal phase and timing (SPaT) information, and support the growing number of signal-related intersection mobility and safety applications being implemented throughout the County. Additionally, a secondary network will also enable the County IEN to send and push data to the respective IEN sites located in the South Bay subregion.

Project Need:

Currently, the signalized intersections communicating with the County KITS central traffic control system are connected to the County TMC through a fiber-optic communications connection running through the City of Los Angeles ATSAC to the County TMC in the City of Alhambra. When this connection goes down, LACDPW loses the ability to centrally monitor and control the existing South Bay traffic signals managed and maintained by the County, which includes the signals in the cities of Carson, El Segundo, Hawthorne, Lawndale, Lomita, and Manhattan Beach. This project will create necessary communications redundancy that will minimize any potential disruption in service and allow for the central traffic signal control system benefits to be maintained in a more consistent manner. This will effectively allow the County to participate in event and incident management with those that are part of the LA County KITS system.

In addition, the County can properly control system elements and select appropriate timing plans when needed for cities that are part of the LA County KITS system. The secondary high-speed connection will enhance video distribution capabilities to the County who maintains and owns cameras in the South Bay subregion.

Currently, about 70% of the South Bay agencies are connected to the LA County IEN through various connection methods. By establishing a secondary high-speed connection through the

SMART-Net, all IEN sites in the South Bay subregion will have a redundant connection to the County's TMC.

Below is a table of what TCS each agency in the South Bay subregion has, as well IEN details.

	Agency	TCS type	IEN Connection	Connection Method*
1.	Carson	KITS	Yes	T1
2.	El Segundo	KITS	Yes	Fiber
3.	Lawndale	KITS	Yes	Fiber
4.	Lomita	KITS	Yes	Cell Broadband
5.	Hawthorne	KITS	Yes	Fiber
6.	Manhattan Beach	KITS	Yes	Fiber
7.	Gardena	QuickNet	Yes	Fiber
8.	Inglewood	Transparity	Yes	T1->Fiber
9.	Redondo Beach	KITS/Centracs	No	VPN and Fiber
10.	Torrance	Centracs	Yes	Fiber
11.	Hermosa Beach	None	None	N/A
12.	Palos Verdes	None	None	N/A
13.	Palos Verdes Estates	None	None	N/A
14.	Rancho Palos Verdes	None	None	N/A
15.	Rolling Hills Estates	None	None	N/A

* Indicated as a connection method by each city is how the final run of communication is coming back to the County from the Cities. Except for Carson and Lomita, all Cities are making use of the LADOT fiber.

Dependencies:

For this project to move forward the County will need to establish a SMART-Net node adjacent to the County's TMC in Alhambra that will connect the County to the South Bay. In addition, the County will need to establish a VPN connection from the County Node to another SMART-Net node (e.g. City of Manhattan Beach). This VPN connection ensures bi-lateral communications is maintained.

Cost:

It is anticipated that the fixed costs associated with the establishment of the node and VPN connection can be covered under the SMART-Net grant. Additionally, there are funds available

to support center-to center and center-to-field communications in multiple South Bay Traffic Forum Call for Projects grants provided by Metro to LACDPW to support this type of work.

Schedule:

This project can be implemented in conjunction with the build-out of the South Bay SMART-Net project. Planning for the establishment of the VPN should commence 6 months prior to the completion and activation of the SMART-Net broadband service in the City of Manhattan Beach and LACDPW. VPN design and implementation should be coordinated by both all participating agencies during this period with the VPN connection established and operational within 2 months after the SMART-Net broadband connection is activated.

Project Concurrence:

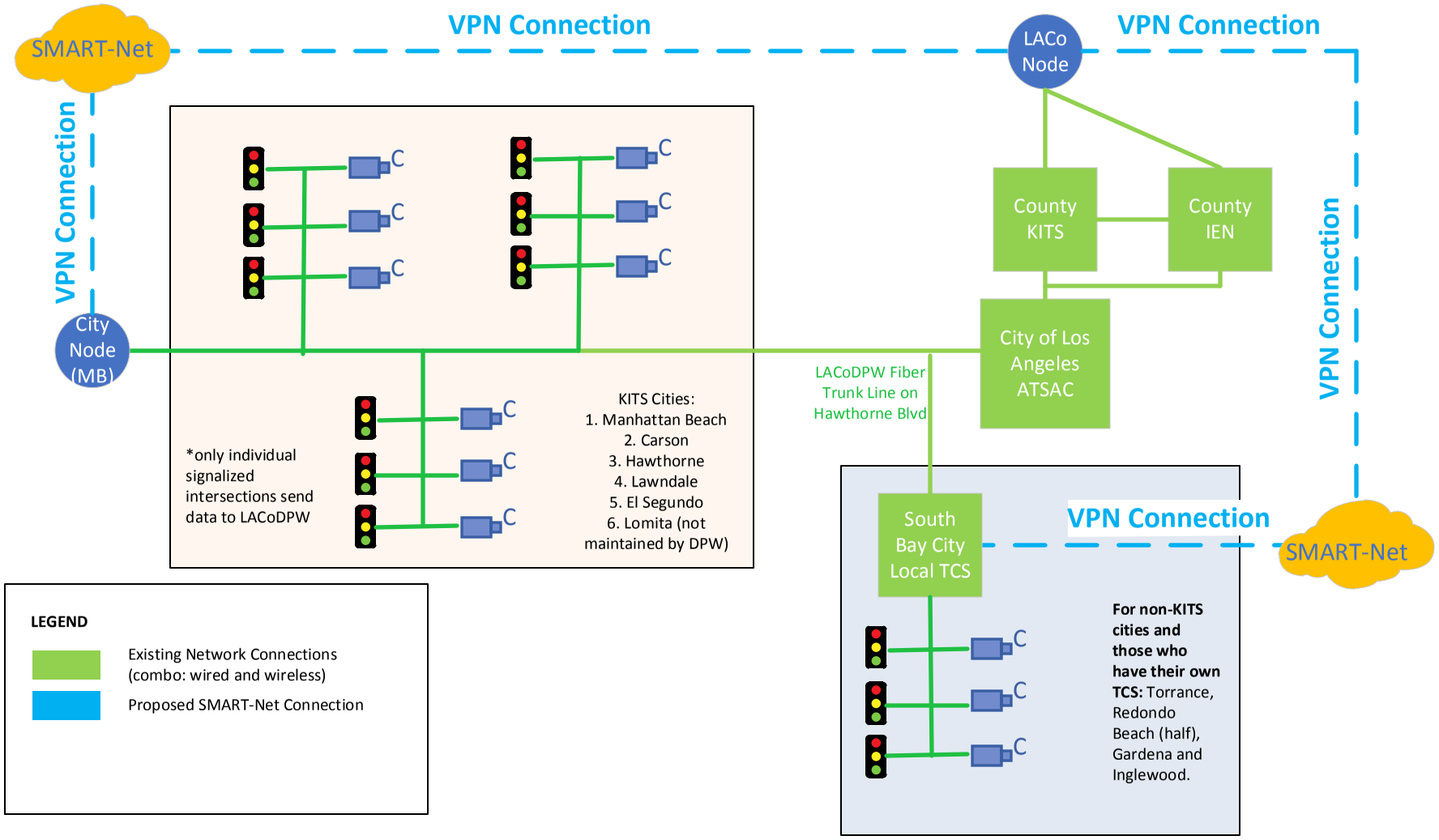
City of Manhattan Beach

Los Angeles County Department of Public Works

South Bay Cities Council of Governments

Metro Highway Program, ITS

Attachment A



ATTACHMENT B

MANHATTAN BEACH TRAFFIC CONTROL SYSTEM SMART-NET INTEGRATION PROJECT

Project Description:

This project will establish a virtual private network (VPN) connection through the South Bay SMART-Net to connect traffic signal control field elements on Artesia Blvd, Aviation Blvd, Highland Ave, Manhattan Beach Blvd, Marine Ave, and Rosecrans Ave Blvd in the City of Manhattan Beach (City) to the County of Los Angeles (County) traffic management center (TMC) in Alhambra. This VPN connection will create a secondary high-speed network connection that will complement existing wireless and fiber connections deployed in the subregion to enhance central monitoring and control of the local traffic signals in the City. Attachment A provides a high-level logical diagram illustrating the connections.

Project Benefits:

By establishing a secondary connection to the fiber-optic local traffic signal control network in Manhattan Beach, the County will be able to maintain communications with traffic signal control field elements (traffic signal controllers, detectors, cameras, etc.) in the City when there are service disruptions along the fiber-optic line currently used to connect LA County Department of Public Works (LACDPW) to the South Bay subregion. The increased communications reliability will allow the County to more consistently and effectively leverage the capabilities of the County central traffic control system (KITS) that is used to monitor and control the intersections along the major arterial corridors in the City. More reliable communications will ensure the County can monitor the operations of existing traffic signal control assets, centrally adjust traffic signal timing in real-time as needed, provide

KEY PROJECT ATTRIBUTES & STAKEHOLDERS

1. Increases reliability of central traffic signal monitoring and control for the major arterial corridors in the City of Manhattan Beach
2. Leverages SMART-Net to provide high-speed data connection to signal control field elements and the County TMC
3. Provides additional communications resiliency for other South Bay County operated intersections.

City of Manhattan Beach CALIFORNIA

Public Works LOS ANGELES COUNTY

SOUTH BAY CITIES COUNCIL OF GOVERNMENTS

Metro

greater insight into corridor operations and maintenance needs, allow for the exchange of data needed to support the central distribution of signal phase and timing (SPaT) information, and support the growing number of signal-related intersection mobility and safety applications being implemented throughout the County.

Project Need:

Currently, the signalized intersections communicating with the County's KITS central traffic control system are connected to the County's TMC through a fiber-optic communications connection running through the City of Los Angeles ATSAC to the County's TMC in Alhambra. When this connection goes down LACDPW loses the ability to centrally monitor and control the existing South Bay traffic signals managed and maintained by the County, including the signals in Manhattan Beach. This project will create a necessary communications redundancy that will minimize any potential disruption in service and allow for the central traffic signal control system benefits to be maintained in a more consistent manner.

Dependencies:

For this project to move forward the City will need to connect to the South Bay SMART-Net and establish a VPN connection through the broadband connection to the County's TMC in Alhambra. Furthermore, LACDPW will need to support the City in establishing the VPN to ensure bi-lateral communications is maintained across the newly established VPN connection. This project will also need to be coordinated with the delivery of the Manhattan Beach Advanced Traffic Signal (MBATS) System project that is being considered to deploy additional detection, CCTV cameras, fiber optic signal interconnect, and new signal control hardware and firmware along major corridors in the City.

Cost:

It is anticipated that the fixed costs associated with the establishment of this VPN connection can be covered under the MBATS System project which will deploy fiber-optic communications to all signalized intersections along the afore mentioned corridors within the city limits. Additionally, there are funds available to support center-to center and center-to-field communications in multiple South Bay Traffic Forum Call for Projects grants provided by Metro to LACDPW to support this type of work. The ongoing costs to maintain the VPN connections will need to be absorbed by the City and LACDPW. There are no additional ongoing recurring costs for the City or the County as the recurring broadband needs to support the VPN will be

covered under existing and future SMART-Net or other broadband service agreements for each respective agency.

Schedule:

This project can be implemented in conjunction with the build-out of the South Bay SMART-Net project. Planning for the establishment of the VPN should commence 6 months prior to the completion and activation of the SMART-Net broadband service in the City. VPN design and implementation should be coordinated by both participating agencies during this period with the VPN connection established and operational within 2 months after the SMART-Net broadband connection is activated.

Project Concurrence:

City of Manhattan Beach

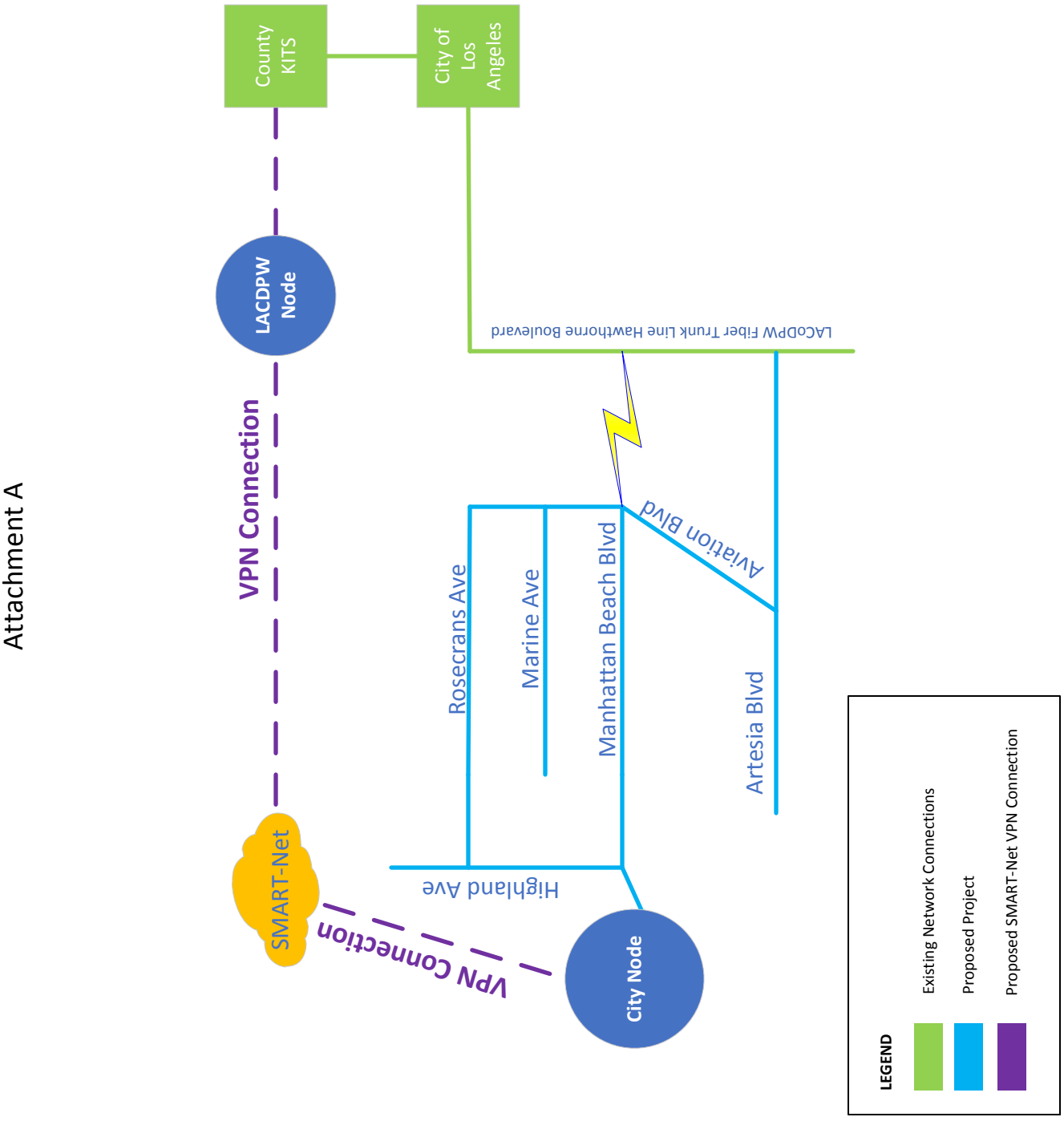
Los Angeles County Department of Public Works

South Bay Cities Council of Governments

Metro Highway Program, ITS

ATTACHMENT B

Attachment A



SIGNAL PHASE AND TIMING (SPAT) DATA SHARING AND SMART-NET INTEGRATION PROJECT

Project Description:

This project will establish a secured connection through the South Bay SMART-Net to connect an agency's central traffic control system (TCS) to a 3rd party data server. This secured connection will create a high-speed network connection that will have the ability to share signal phase and timing (SPaT) data from the TCS to vehicles that are equipped to receive the data. Attachments A and B provides a high-level logical diagram illustrating the connections.

With advances in connected vehicle technology and applications, SPaT data from the traffic signal controller is being used to create applications to provide countdown and/or speed advisories as a vehicle approaches an intersection. The application, known as Eco-Approach and Departure or Eco-Drive, is currently integrated in passenger vehicles (such as Audi). Traffic Technology Services (TTS) is a data provider to automotive OEMs and pushes out the SPaT data through its servers.

Project Benefits:

By providing SPaT data to passenger vehicles, there is the opportunity for drivers to reduce harsh driving maneuvers, accelerate or decelerate accordingly at intersections, and maintain safe driving speed along streets. This may result in managed congestion, reduction in incidents at intersections, and improvement in air quality conditions.

KEY PROJECT ATTRIBUTES & STAKEHOLDERS

1. Ability to share Signal Phase and Timing (SPaT) data to vehicles to manage congestion and acceleration/deceleration at intersections.
2. Leverages SMART-Net to provide high-speed data connection to third-party data service providers (such as Traffic Technology Services [TTS]).
3. Manages congestion, reduces incidents, and improves air quality.

Project Need:

Currently, a secured connection can be established at an agency's traffic management center to share SPaT data with TTS. However, these connections may not offer high-speed capabilities. Since SPaT data needs to be pushed out on a second-by-second basis to ensure accuracy at the intersection, the South Bay SMART-Net project would provide the high-speed connection to TTS.

Dependencies:

While this project will establish a direct secured connection through the broadband connection, there are dependencies with the City of Manhattan Beach Traffic Control System SMART-Net Integration project and Los Angeles County Department of Public Works (LACDPW) Traffic Control System and Information Exchange Network SMART-Net Integration Project. If the City of Manhattan Beach and LACDPW projects are implemented, it will create a communications redundancy for LACDPW to share SPaT data to TTS or 3rd party data service provider.

In addition, the City of Torrance is proposing a Transportation Management System Improvements project through the Measure M Transportation System and Mobility Improvements Program. This project proposes to install managed ethernet switches city-wide at all signalized intersections. The ethernet switches would provide the City of Torrance the ability to communicate and monitor the field devices at each intersection. Also, the City of Torrance would need to establish a SMART-Net node in order to utilize the broadband connection. With this node, the project would allow for the transmitting of SPaT data from each intersection to the City's central traffic control system, and ultimately sharing data with TTS through the secured connection established through SMART-Net.

Cost:

It is anticipated that the fixed costs associated with the establishment of this secured connection can be covered through 3rd party agreements with the respective agency.

Schedule:

This project can be implemented at any time once the agency's TCS can support SPaT data sharing. The design and implementation should be coordinated by both participating agencies and TTS or 3rd party data service provider.

Project Concurrence:

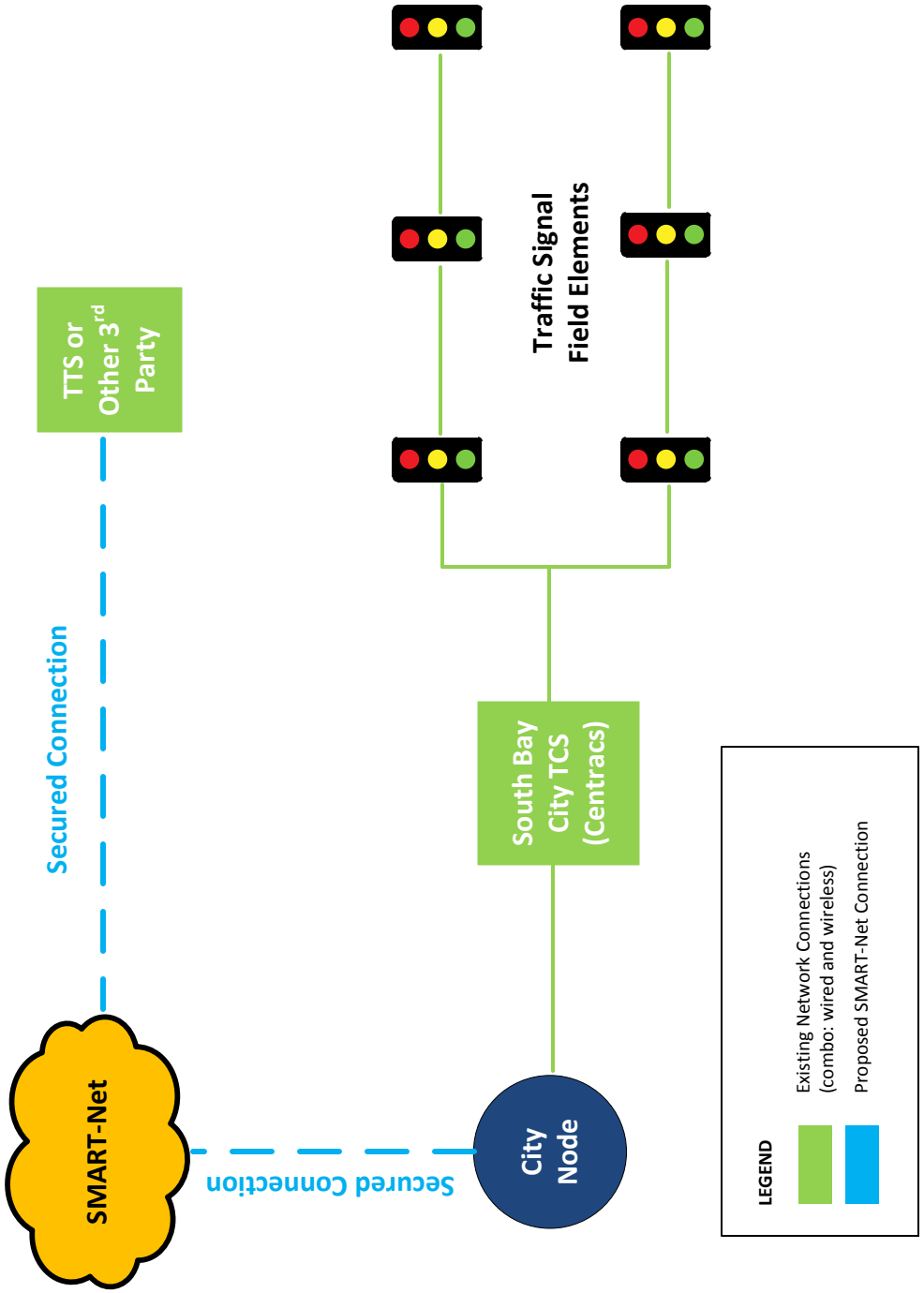
City of Torrance

Los Angeles County Department of Public Works

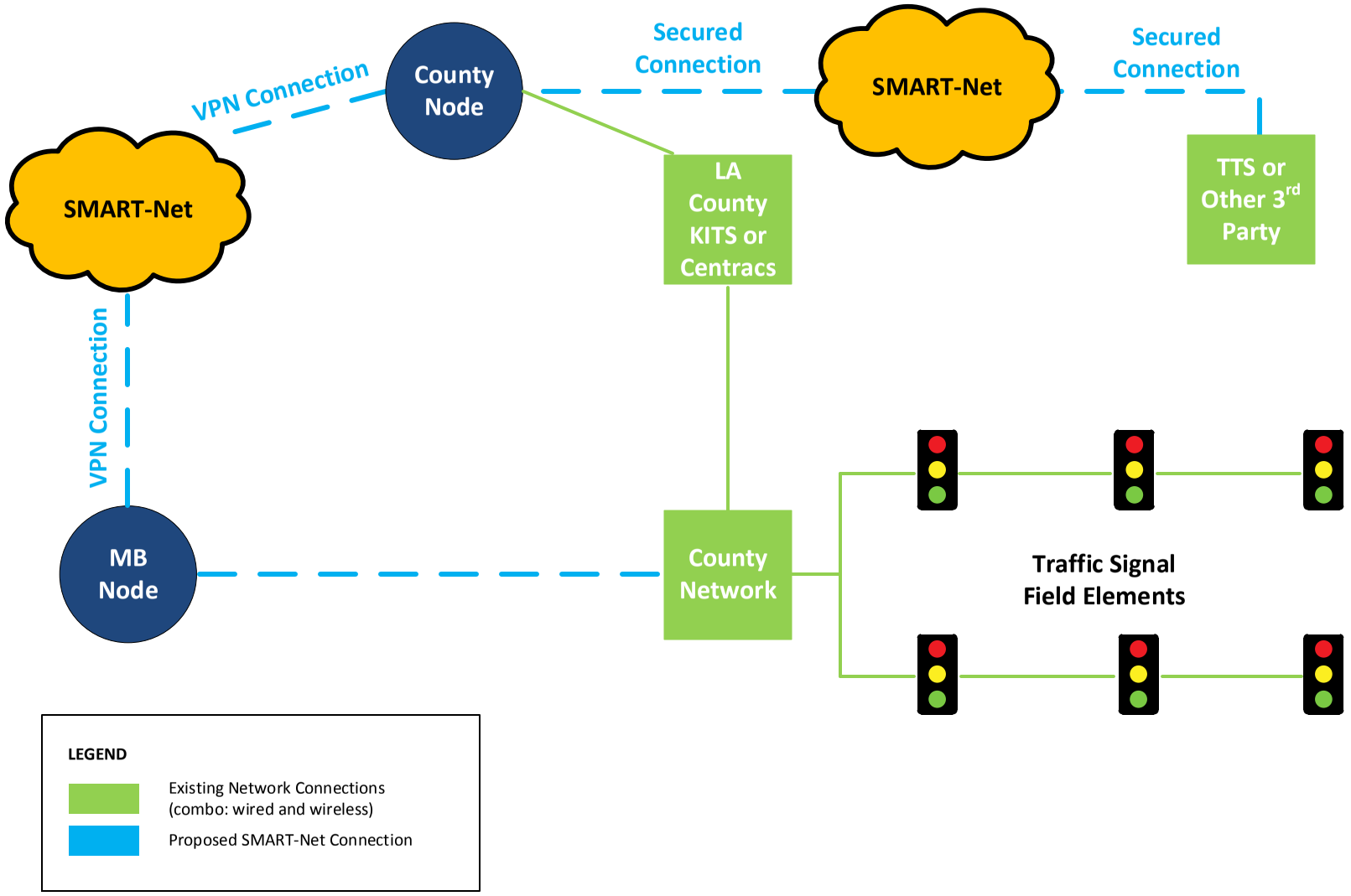
South Bay Cities Council of Governments

Metro Highway Program, ITS

Attachment A



Attachment B



ATTACHMENT B

SOUTH BAY CITIES
COUNCIL OF GOVERNMENTS

20285 S. Western Ave., #100
Torrance, CA 90501
(310) 371-7222
sbccog@southbaycities.org
www.southbaycities.org

June 7, 2019

Steven Gota
Deputy Executive Officer
Los Angeles County Metropolitan Transportation Authority (Metro)
One Gateway Plaza
Los Angeles, CA 90012

Dear Mr. Gota:

The South Bay Cities Council of Governments (SBCCOG) is pleased to provide this letter of commitment for the following transportation projects:

1. Regional Integration of Intelligent Transportation Systems (RITTS) SMART-Net Integration
2. Los Angeles County Department of Public Works (LACDPW) Traffic Control System and Information Exchange Network (IEN) SMART-Net Integration
3. Manhattan Beach Traffic Control System SMART-Net Integration
4. Signal Phase and Timing (SPaT) Data Sharing SMART-Net Integration

SBCCOG has worked with Metro staff to identify how the South Bay SMART-Net project can be used to provide reliable, resilient, and redundant connections in the South Bay subregion to support improved mobility. SBCCOG has reviewed these transportation projects that Metro staff has recommended and concurs that all projects will provide a transportation benefit to the South Bay subregion.

SBCCOG agrees that these projects provide the transportation mobility nexus needed to justify the use of South Bay Measure M Multi-year Subregional Program (MSP) Transportation System Mobility Improvement Program (TSMIP) funds. SBCCOG is committed to working with Metro, LACDPW, the Regional Integration of Intelligent Transportation Systems (RIITS) program, and South Bay cities to ensure that the appropriate SMART-Net nodes are established, and that these projects are integrated into the South Bay SMART-Net to provide reliable and resilient connections to support transportation system improvements.

Sincerely,

Jacki Bacharach

Jacki Bacharach
Executive Director
South Bay Cities Council of Governments

ATTACHMENT C

June 10, 2019

Steven Gota
Deputy Executive Officer
Los Angeles County Metropolitan Transportation Authority (Metro)
One Gateway Plaza
Los Angeles, CA 90012

Dear Mr. ~~Gota~~ STEVE:

The Regional Integration of Intelligent Transportation Systems (RIITS) is pleased to provide this letter committing to integrating SMART-Net. RIITS has worked with Highway Programs staff to identify how SMART-Net can be used to provide connections to the South Bay subregion. Upon completion, a high-speed connection throughout the South Bay will include network communications to supplement existing and planned fiber-optic communications to enhance data exchange and provide increased access to a central repository for transportation-related operational data. The sharing of operational data benefits the South Bay cities by enhancing traffic management operations, system performance evaluation, and regional transportation data exchange by connecting the South Bay to Southern California transportation systems.

RIITS provides the transportation mobility nexus needed to support the use of South Bay Measure M Multi-year Subregional Program (MSP) Transportation System Mobility Improvement Program (TSMIP) funds. RIITS is committed to working with South Bay Cities Council of Governments (SBCCOG) and Metro to establish a connection to the South Bay. We will work with SBCCOG to identify and pay reasonable incremental costs, if any, beyond the scope of what is included in the use of TSMIP funds and recurring costs for the use and access to SMART-Net.

Thank you in advance for your continued support of RIITS. We look forward to work with you and the SBCCOG. I may be reached at 213.922.2665, or via email at fogelk@metro.net, to answer questions you have related to implementation of SMART-Net.

Sincerely,

Kali K. Fogel

Kali K Fogel
Senior Highway Operations Program Manager
RIITS

Cc: K. Coleman, Deputy Executive Officer
File

ATTACHMENT C

COUNTY OF LOS ANGELES

DEPARTMENT OF PUBLIC WORKS

"To Enrich Lives Through Effective and Caring Service"

MARK PESTRELLA, Director

900 SOUTH FREMONT AVENUE
ALHAMBRA, CALIFORNIA 91803-1331
Telephone: (626) 458-5100
http://dpw.lacounty.gov

ADDRESS ALL CORRESPONDENCE TO:
P.O. BOX 1460
ALHAMBRA, CALIFORNIA 91802-1460

IN REPLY PLEASE
REFER TO FILE: T-6

June 17, 2019

Mr. Steven Y. Gota
Deputy Executive Officer
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012

Dear Mr. Gota:

The Los Angeles County Public Works is pleased to provide this letter of commitment for implementation of Public Works' Information Exchange Network (IEN) SMART-Net Integration project. Our staff has worked with Metro staff to identify how the South Bay SMART-Net project can be used to provide reliable, resilient, and redundant connections in the South Bay subregion to support improved mobility. As the maintaining agency for traffic signals in the South Bay Cities of Carson, El Segundo, Hawthorne, Lawndale, and Manhattan Beach, Public Works has a key role in transportation. As the lead agency for the IEN, Public Works enables the exchange of traffic signal data countywide to facilitate the coordination of signal timing across jurisdictional boundaries.

The implementation of the South Bay SMART-Net project will establish a secondary high-speed connection for Public Works' Traffic Control System to the South Bay cities, as well as provide for a substantially higher bandwidth for systems residing at Public Works' Traffic Management Center, including the IEN. This connection will increase the ability to centrally monitor and control signalized intersections along major arterial corridors.

This Public Works project provides the transportation mobility nexus needed to support the use of South Bay Measure M Multi-year Subregional Program and Transportation System Mobility Improvement Program funds. Public Works is committed to working with South Bay Cities Council of Governments and Metro to prioritize the establishment of a SMART-Net node at the County's Traffic Management Center in Alhambra. In addition, our agency will work with the City of Manhattan Beach to establish a virtual private network connection to create the necessary communications redundancy to the South Bay subregion.

Very truly yours,

MARK PESTRELLA
Director of Public Works

EMIKO THOMPSON
Assistant Deputy Director
Traffic Safety and Mobility Division

JW:sv
P:TSMPUB\TRAFFIC\SOUTH BAY\SMART NET SUPPORT LETTER.DOCX

City of Manhattan Beach
1400 Highland Avenue, Manhattan Beach, CA 90266
Phone: (310) 802-5000 Fax: (310) 802-5001 TDD: (310) 546-3501

June 12, 2019

Steven Gota
Deputy Executive Officer
Los Angeles County Metropolitan Transportation Authority (Metro)
One Gateway Plaza
Los Angeles, CA 90012

Dear Mr. Gota:

The City of Manhattan Beach (City) is pleased to provide this letter of commitment for implementation of the Manhattan Beach Traffic Control System (TCS) SMART-Net Integration project. The City has worked with Metro staff to identify how the South Bay SMART-Net project can be used to compliment future transportation projects in Manhattan Beach. Currently, the City is proposing the Manhattan Beach Advanced Traffic Signal (MBATS) System project, in conjunction with Los Angeles County Department of Public Works (LACDPW), that can leverage the SMART-Net project. Upon implementation, the Manhattan Beach Traffic Control System SMART-Net Integration project will integrate with the SMART-Net project to provide a secondary high-speed connection back to LACDPW. This project will allow LACDPW to more consistently leverage the capabilities of the County's central TCS used in the Manhattan Beach, providing a benefit to traffic operations.

The Manhattan Beach TCS SMART-Net Integration project provides the transportation mobility nexus needed to support the use of South Bay Measure M Multi-year Subregional Program (MSP) Transportation System Mobility Improvement Program (TSMIP) funds. The City is committed to working with South Bay Cities Council of Governments (SBCCOG), Metro, and LACDPW to establish a connection to the South Bay SMART-Net and integrating the MBATS project to the SMART-Net for a redundant and reliable connection to LACDPW.

Sincerely,

Bruce Moe
City Manager

ATTACHMENT C

CITY OF
TORRANCE

PUBLIC WORKS DEPARTMENT

Craig Bilezerian
Interim Public Works Director

June 6, 2019

Mr. Steven Gota
Deputy Executive Officer
Los Angeles County Metropolitan Transportation Authority (Metro)
One Gateway Plaza
Los Angeles, CA 90012

Dear Mr. Gota:

The City of Torrance (City) is pleased to provide this letter of commitment for implementation of the Signal Phase and Timing (SPaT) Data Sharing and SMART-Net Integration project. The City is currently working on upgrading its traffic control field elements through the request of Measure M Transportation System and Mobility Improvement Program (TSMIP) funding. The City's Measure M project would improve and optimize traffic signal communications in the City and provide the ability to effectively monitor and operate the traffic signal network. In addition, the City's Measure M project would enable the City to receive and share SPaT data through our central traffic control system.

The City is also working with a third-party data provider, Traffic Technology Services (TTS) that pushes SPaT information to passenger vehicles. This information provides traffic signal countdown and/or speed advisories to drivers as they approach an intersection. The SPaT Data Sharing and SMART-Net Integration Project will utilize the South Bay SMART-Net to establish a high-speed and reliable connection to TTS. This connection is necessary to transmit SPaT data on a second-by-second basis to ensure accuracy at each intersection, and provide benefits to traffic operations and driver behavior in the City.

This project provides the transportation mobility nexus needed to support the use of South Bay Measure M Multi-year Subregional Program (MSP) Transportation System Mobility Improvement Program (TSMIP) funds. The City is committed to working with South Bay Cities Council of Governments (SBCCOG) and Metro to establish a South Bay SMART-Net node and using the SMART-Net for a fast and reliable connection to TTS or any other third-party data providers.

Sincerely,

Craig Bilezerian
Interim Public Works Director

June 13, 2019

Steven Gota
Deputy Executive Officer
Los Angeles County Metropolitan Transportation Authority (Metro)
One Gateway Plaza
Los Angeles, CA 90012

Dear Mr. Gota:

Traffic Technology Services, Inc. (TTS) is pleased to provide this letter of commitment for implementation of the Signal Phase and Timing (SPaT) Data Sharing and SMART-Net Integration project. TTS is currently working with the City of Torrance (City) to establish a connection to its central traffic control system to obtain traffic signal status data and information. In order to receive this information, a secured connection between the City and TTS will be established.

It is to our understanding that the South Bay Cities Council of Governments (SBCCOG) is constructing a fiber-optic broadband infrastructure to connect City Halls in the South Bay subregion. This high-speed broadband connection would be beneficial to TTS' connections with the City and other prospective SBCCOG constituents to exchange traffic signal status and SPaT data, as this information needs to be pushed out on a second-by-second basis with minimal latency. With a faster connection, the data that is transmitted to the TTS system will be more accurate and reliable, improving our product and services for connected vehicle applications. TTS is the information provider supporting the first automotive OEM system utilizing SPaT information, Audi connect® Traffic Light Information.

TTS is committed to working with the City to further explore the establishment of this secured connection through the South Bay SMART-Net.

Sincerely,

Kiel Ova, P.E., PTOE
CMO

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

Metro

Board Report

File #: 2019-0463, **File Type:** Informational Report **Agenda Number:** 7.

PLANNING AND PROGRAMMING COMMITTEE
JULY 17, 2019

SUBJECT: VALUE CAPTURE STRATEGY

ACTION: RECEIVE AND FILE

RECOMMENDATION

RECEIVE AND FILE Value Capture Strategy (Attachment A).

ISSUE

Value capture can generate additional funding resources from increased land values or through taxing authority such as special assessments. The opportunity for value capture is particularly high in areas with proximity to Metro's current and planned transit infrastructure. Staff will undertake a Value Capture Assessment as part of a broader Value Capture Strategy that will allow Metro to identify and quantify value capture potential along transit corridors and create opportunities to partner with municipalities to realize multi-beneficial impacts of Metro's transit investments.

BACKGROUND

The Metro can have an important role in supporting and partnering with municipalities to realize value capture strategies around both existing and in-development transit corridors. The Transit Oriented Communities Policy adopted by the Board of Directors (Board) in June 2018 has five goals, one of which is to "capture value created by transit."

Value capture can generate additional funding resources from increased land values or through taxing authority such as special assessments. The opportunity for value capture is particularly high in areas with proximity to Metro's current and planned transit infrastructure. The additional funding resources realized through value capture can help Metro, municipalities and stakeholders realize a number of benefits, including:

- Funding betterments, acceleration and/or enhancements to existing and new transit infrastructure;
- Improving active transportation infrastructure;
- Funding the local agency contribution for transit projects (the "3% contribution"); and
- Realizing transit oriented communities by supporting equitable development that:

- expands and preserves the supply of affordable housing,
- protects and preserves legacy businesses, and
- ensures that community serving amenities are located near transit.

A Value Capture Assessment

The Value Capture Assessment can be applied to both existing and new transit corridors, though focus will likely start with new corridors funded by Measure R and Measure M. The assessment includes a work plan to:

1. Educate staff about value capture and key value capture tools;
2. Inform municipal stakeholders about the Metro work plan, and map any existing value capture efforts underway across Los Angeles County;
3. Perform an initial assessment of value capture opportunities along Measure R and Measure M transit corridors to determine a rough estimate of the financial opportunity across a number of different value capture tools, and identify locations that have the best potential and could be prioritized; and
4. Share results of the initial assessment with municipal stakeholders to identify the best path forward, which could include pursuit of an identified value capture tool and/or recommendations for legislation to amend existing or create new tools.

Each aspect of the work plan is further detailed in the attached Value Capture Strategy. The Strategy has incremental steps, initially focused on sizing the opportunity, considering the appropriate tools, and gauging interest from key partners. While stakeholder engagement is not included in this initial assessment, if municipal partners decide to partner with Metro to pursue a value capture tool, Metro would require broad stakeholder engagement to determine priorities for use of any funds generated.

Key Considerations

The assessment work plan is guided by four key considerations:

1. The starting point for the work plan is to assess the opportunity for value capture where Metro is making major transit investments. It will identify corridors with potential to capture significant value, provide a rough estimate of the value potential across the existing tools, compare the tools, and determine interest from municipalities in pursuing a value capture tool. It will not definitively determine what funding would be spent on or preclude options to pursue value capture along other corridors.
2. Metro understands that municipalities, and in particular the entities that collect property taxes, have the authority to form value capture districts, and in the case of tax increment finance (TIF) districts, these entities determine if and how much tax increment will be included in a TIF district.
3. There are, and will be, compatible and competing demands for funds generated by value capture tools, both market driven and in consideration of public policy objectives. Many stakeholders must be at the table to discuss potential funding levels and tools, and to prioritize

any funds generated through implementation of a value capture tool.

4. Once the initial assessment is completed, next steps for forming any value capture districts must include deeper engagement of community stakeholders, and in particular, consideration of impacts on equity.

Staff Resources

The work plan will be carried out by staff in the Countywide Planning & Development department. The Strategic Financial Planning Unit will be the lead with close support and coordination from the Transit Oriented Communities team and input from the Treasury and Finance team, Communications, and others as appropriate. Metro will utilize professional services to undertake the Value Capture Assessment.

Timeline and Reporting

Staff anticipates completion of the Value Capture Assessment and identification of next steps within one year and will provide a report to senior leadership and the Metro Board with findings and recommendations.

Equity Platform

The Value Capture Strategy is consistent with the equity platform's third pillar: "Focus and Deliver". The assessment stage does not recommend broad community engagement because the focus is on sizing the opportunity and determining interest. If any value capture strategies are to be pursued, Metro will recommend, and if directly involved, Metro will require, broad stakeholder engagement to determine priorities for use of any funds generated. This is consistent with the "Listen and Learn" pillar of the Metro equity platform.

DETERMINATION OF SAFETY IMPACT

The Value Capture Strategy will have no impact on safety. If value capture strategies are pursued and funding is generated, future infrastructure improvements could improve safety for both users and non-users of transit.

FINANCIAL IMPACT

There is no financial impact related to this receive and file.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The Value Capture Strategy could lead to additional funding sources that could be invested in transit and active transportation infrastructure as well as community serving uses around transit. These support four Strategic Plan Goals: under Goal 1, improve connectivity to provide seamless journeys; Goal 3.2, leverage transit investments to catalyze transit oriented communities and help stabilize neighborhoods where these investments are made; Goal 4.1, collaborating with cities to create new opportunities to meet broader policy objectives like transit oriented communities, active transportation, and additional housing; and Goal 5.1, leverage funding to accelerate the achievement of goals and initiatives. The Value Capture Strategy also supports realization of Goal 5 in the Board-

adopted Transit Oriented Communities Policy, “Capture Value Created by Transit.”

NEXT STEPS

Staff will solicit a professional services contract to begin the Value Capture Assessment, and will report back to the Board with findings and recommended next steps by mid-2020.

ATTACHMENTS

Attachment A - Value Capture Strategy

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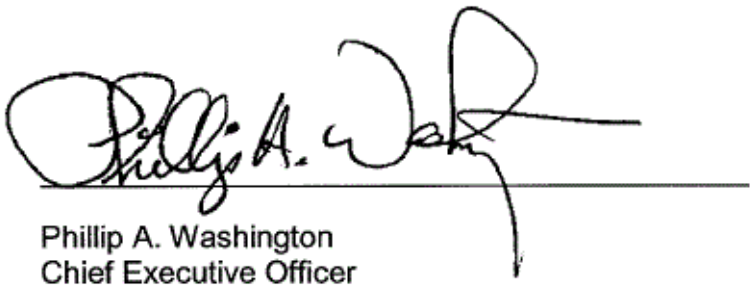


Phillip A. Washington
Chief Executive Officer

ATTACHMENT A
Value Capture Strategy

Metro has developed a Value Capture Strategy ("Strategy") to evaluate the potential value capture mechanisms, which may allow local municipalities (and/or Metro) to recover the value created by Metro's transit investments. The intention is to generate interest and partnerships with municipalities to put in place value capture mechanisms that support increased access to transit, and equitable, sustainable and inclusive growth in Los Angeles County. Prior to developing this Strategy, Metro sought input from academics and professionals in finance, public policy and related fields with expertise on value capture.

The Strategy's Work Plan will consider all potential sources of value capture funding, including those that have been previously implemented by Metro. The potential sources include Impact Fees, Enhanced Infrastructure Financing Districts (EIFD), Community Revitalization and Investment Areas (CRIA), Special Benefit Assessment Districts (BAD), Community Facilities Districts (CFD), Assessment Districts, and Business Improvement Districts (BID). The Work Plan will achieve the following key objectives:

- Improve understanding of value capture mechanisms across Metro departments;
- Initiate discussions with municipal stakeholders regarding value capture potential and realization of shared interests for a value capture strategy;
- Generate a rough estimate of value capture potential (funding) system-wide, based on an array of value capture tools, for existing and in-development transit corridors;
- Prepare a strategy for realizing value capture potential in those areas/corridors that are identified as feasible and have municipal support;
- For feasible areas/corridors, achieving consensus on the use of funds, value capture mechanism, schedule, and steps required for implementation; and,
- Completing value capture financings and/or implementation of funding, and expenditure of funds for the desired uses.

What is Value Capture?

According to the Lincoln Policy Institute, Land Value Capture is a policy approach that enables communities to recover and reinvest land value increases that result from public investment and other government actions. It is rooted in the notion that public action should generate public benefit. Value capture can be realized in the form of direct financial/monetary "capture" of value, which generates additional funding resources by tapping the incremental increase in the value of land, or through the creation of a new taxing authority. It can also be indirect through various planning tools and regulations. There are indirect/regulatory forms of value

capture such as inclusionary zoning and/or transferable development rights. While indirect forms of value capture do have financial impacts on a project, they do not produce funding that supports infrastructure and other projects. This Strategy document focuses only on direct/financial forms of value capture, with a focus on those forms of value capture currently allowed under State Law and local/municipal regulatory codes. These value capture mechanisms include:

a. **Impact Fees**: Affected local government may impose impact fees on land owners for the right to develop a parcel, or for specific improvements such as transportation, parks, affordable housing or other infrastructure.
b. **Infrastructure Financing Districts**: Approved by the State legislature, these are tax increment financing (TIF) districts that capture incremental property tax revenue above current levels (excluding school district portions). California law currently supports the creation of Enhanced Infrastructure Finance Districts (EIFDs) and Infrastructure and Revitalization Financing Districts (IRFDs) which may be used to finance infrastructure and operations (including transit), affordable housing and community facilities. Local taxing entities must agree to contribute their portion of tax increment, along with how much to provide. Voter approval is needed to incur debt. Requires formation of a Joint Powers Authority consisting of the taxing entities.
c. **Community Revitalization and Investment Area (CRIA):** This approach is similar to the former California redevelopment agencies, in that eligibility is tied to various indications of blight. There is no voter approval requirement, and CRIAs require a 25% set-aside of TIF for affordable housing. Similar to EIFDs, local taxing entities must agree to contribute their portion of tax increment, along with how much to provide.
d. **Special Benefit Assessment District (BAD)**: The BAD was created in State law specifically for Metro, and was previously used for the Metro Red Line in 1992. It involves the voter-approved creation of a new assessment and district. The assessment can be difficult to define as it must be related to the benefit received. It imposes a new tax and therefore requires significant stakeholder support for adoption.
e. **Community Facilities District (CFD)**: This involves the creation of a new taxing district and special tax. Also called Mello-Roos financing, it requires 2/3^{rds} voter approval but provides flexibility in determining the characteristics of the new special tax, along with a focused use of the tax. This approach has been used in Los Angeles County for both transit and parking infrastructure, including the downtown CFD created in 2012 to support financing the proposed Downtown streetcar.
f. **Assessment District**: This would involve the creation of a new, property owner-approved assessment and district. This approach has been in existence for over a century, and used for a range of public infrastructure, but not specifically crafted for transit improvements.
g. **Business Improvement District (BID)**: These are special districts that are created to fund mostly “safe, clean and green” services. The district “special assessments” are voter-approved and restricted to the district. There are numerous BIDs within Los Angeles County

that have helped fund transportation improvements and Metro programs, and Metro is a contributing member of several.

A few notes regarding EIFD and CRIAs:

- The Southern California Association of Governments (SCAG) has implemented an EIFD/CRIA Technical Assistance program that offers technical and financial assistance, and an online mapping and informational tool. The focus is to determine eligibility and a general "litmus" test for the feasibility of these two TIF tools.
- The County of Los Angeles has adopted a policy making clear their conditions for and process leading to consideration of proposed EIFD and CRIA districts. The Policy states that under no circumstance will the County contribute more than 50% of eligible TIF funding.
- The City of Los Angeles is poised to adopt a similar EIFD/CRIA policy, and is anticipated to limit participation in TIF districts to 50% of eligible TIF funds.
- There are a number of current State legislative proposals that address EIFDs, mostly making them more flexible. Staff is monitoring this legislation and will reflect new regulations in any analysis completed.

Metro's Existing Efforts Around Value Capture and Transit

Below is a description of current, ongoing work across Metro departments in support of value capture around existing and future transit investments:

- ***Transit Oriented Communities (TOC) Tax Increment Financing (TIF) Pilot Program/Arts District Station:*** In April 2017 the Metro Board approved Round 5 of the Transit Oriented Development (TOD) Planning Grant program, which includes creation of the TOC TIF Pilot Program. The Pilot Program provides funding to cities and/or the County to conduct TIF feasibility studies in areas that include transit stations. The goal of this program is to encourage cities and the County to pursue TIF in support of transit supportive infrastructure and economic and community development around transit stations. During the first round of funding, Metro funded the cities of Azusa, Los Angeles, and El Monte to study formation of TIF districts.

  Key to note about this program is that it was developed in close coordination with the LA County Office of the CEO, who is tasked with managing if and when the County will participate in a TIF district, as well as the SCAG technical assistance program described above. The pilot program is designed to thoughtfully elevate TIF districts by: (1) allowing cities interested in TIF to take initiative in forming districts, thus ensuring their interest in contributing tax increment to a district; (2) giving Metro a place at the table as a funder of

the feasibility studies; and (3) engaging the County CEO early on to secure commitment of County tax increment funds.

Finally, the City of Los Angeles' TIF study is focused on forming a TIF district in support of a proposed Arts District/6th Street station, as an extension of the Red Line. Community stakeholders and the City of Los Angeles (Mayor's and Councilmember Huizar's Office) have recommended an EIFD as a means to capitalize on the investment happening in the Arts District and to help finance this station, along with exploration of property benefit assessment districts.

- ***Inglewood NFL Stadium.*** At the direction of the Metro Board, in 2016 Metro formed the NFL task force to coordinate with the City of Inglewood and The LA Rams and Chargers Football Teams on transportation to LA Rams Games at the Coliseum in the short term and the new Inglewood Stadium in the long term. Metro's transit corridor planning team hired AECOM to study alternatives for a transit connection between the Crenshaw/LAX and Green Lines and the NFL stadium. The City is now preparing an Environmental Impact Report for that transit connection. Metro and the City of Inglewood were interested in the potential for an EIFD or IRFD to provide funding for this critical transportation linkage. Metro completed a preliminary feasibility analysis to determine the potential tax increment and bonding capacity based on the TIF that will be generated through anticipated commercial development in the stadium area. Metro can support the City of Inglewood with forming an infrastructure finance district, and if necessary, could participate in the formation of a Joint Powers Authority or a funding agreement with the City or a future EIFD's Public Financing Authority. However, Metro may not join the EIFD under current law, and therefore may not exercise any authority over the EIFD or its use of revenues. Control would come through any funding agreements that would ensure Metro's role in the design and construction of jointly funded projects.

  The City may also have the option to create a Communities Facilities District in proximity to the stadium that can be a funding source for the transit connection or other improvements, including a Centinela grade separation on the Crenshaw/LAX line.

- ***Union Station/Civic Center Area.*** In October 2016, the Metro Board approved a Motion calling for interagency coordination geared towards creating opportunities for equitable transit oriented communities around Los Angeles Union Station and the Civic Center areas, through the creation of an Exploratory Taskforce that includes Metro, the County and City of Los Angeles, and the California High Speed Rail Authority. One of the strategies anticipated is examination of the formation of a TIF district to support active transportation

(such as the Connect US Action Plan) and affordable housing improvements in the area. To that end, in February 2017, Metro was awarded $375,000 from SCAG's Sustainability Planning Grant Program to support a TIF feasibility study and related community engagement. This work will begin in Summer 2019, and will proceed in close coordination with the City and County of Los Angeles. The grant funds include stipends to work with Community Based Organizations to engage stakeholders in developing a prioritized list of investments that could be support through a TIF district.

- ***West Santa Ana Branch (WSAB).*** In October 2016, Metro, in partnership with the City of South Gate, was awarded a $2 million grant under the FTA's TOD Planning Pilot Program. The grant funded the development of a TOD Strategic Implementation Plan that provides a holistic strategy for the 13 cities within and adjacent to the WSAB corridor. The Plan includes an economic development strategies report, which considers funding and governance mechanisms well suited to a TIF or other special assessment district. Moving forward, Metro may provide technical assistance to the cities looking to implement the recommendations, which would likely include a value capture strategy. The WSAB Corridor is also part of the SCAG Pilot Program, discussed below.

- ***South Park Business Improvement District.*** The South Park BID is pursuing a study of value capture potential with a focus on generating funds for both an east-west transit connection between the Pico Station and the Arts District, connecting the Blue, Expo, and West Santa Ana light rail lines, as well as undergrounding and/or expanding the Pico Station of the Blue Line.

- ***SCAG Pilot Program.*** Metro has received a technical assistance grant from the Southern California Association of Governments to evaluate the feasibility of economic development tools within the Vermont BRT project study area, including a summary of the economic development mechanisms (i.e. formation requirements, project types that could be funded, primary funding resources, bond issuance, longevity of district, eligible areas, use of eminent domain, foreseeable challenges in establishment). Tools to be evaluated include: Benefit Assessment District, Tax Increment Financing mechanisms, Enhanced Infrastructure Financing District, Community Revitalization and Investment Authority, Affordable Housing Authorities, Workforce Housing Opportunity Zones, Housing Sustainability Districts, and Neighborhood Infill Finance and Transit Improvements Districts. The project also includes stakeholder engagement, anticipated to occur during the 2019 calendar year, in which Metro will further engage with impacted local jurisdictions, elected officials, community-based organizations, and impacted communities.

- ***Joint Development (JD) Program.*** The JD Program, launched in the 1990s, is a real estate development program whereby Metro procures developers to build commercial developments on Metro-owned property. The Ground Leases generated by these developments produce (nominal) income for Metro. Much like other forms of value capture, these projects also provide a means to realize other non-financial goals such as affordable housing, improved public spaces and connectivity to transit, and sometimes betterments to Metro's transit facilities.

Detailed Work Plan

This section provides detail on the Value Capture Strategy Work Plan.

1. ***Educate staff about value capture and key value capture tools.***

The term "value capture" is often touted both as a way to capture value created by public investment and generate more public benefits, as well as a funding source for infrastructure projects. The knowledge about what tools exist, how they are implemented, and the magnitude of their impact and funding potential, however, is limited. Staff will develop and/or engage a consultant to offer a "Value Capture 101" to targeted staff, including Senior Leadership, the Countywide Planning & Development Dept. (CP&D), Office of Extraordinary Innovation, Office of Management and Budget, Board staff, Communications and others who may be interested.

Timing: Within the first quarter of the Work Plan kickoff.

2. ***Inform municipal stakeholders about the Strategy and Work Plan, and determine any existing value capture efforts underway across Los Angeles County.***

It is critical to engage and inform municipal stakeholders about Metro's Value Capture Assessment Work Plan, to ensure they understand what the work entails and to reinforce its guiding principles. Because cities and the County of Los Angeles must be a partner, and likely the leader, of any value capture strategy that is pursued as a result of this assessment, they must be on board and open to the strategy from the beginning. CP&D staff will reach out to the following groups to share the Work Plan:

- LA County Councils of Government
- LA Metro Board deputies
- Metro Technical Advisory Committee (TAC)
- Metro Policy Advisory Committee (PAC)
- LA County CEO's office

- SCAG
- Other interested organizations (EcoRapid, etc.)

Staff will also work with Community Relations, Board Staff, the Mobility Corridors and TOC teams that have working relationships with the relevant local government staff and stakeholders to identify key points of contact for cities that will be included in the value capture assessment.

Through this outreach, Metro will solicit information on any and all value capture efforts currently underway. For example, staff knows anecdotally that upwards of 20 EIFDs are in various stages of formation in the State of California; many of these are likely in LA County and should be known and considered as part of this strategy.

Timing: Outreach to begin immediately upon approval of the Work Plan; mapping of current value capture efforts to be completed within the first quarter of the Work Plan.

3. ***Perform initial assessment of value capture opportunities along Measure R and Measure M transit corridors; develop a rough estimate of the financial opportunity.***

To identify areas of opportunity and estimate potential revenue, Metro will, working with the local governments, identify the current land uses and designations, significant land owners and any development plans, entitlements, and existing taxing districts that have been implemented which are comparable (i.e., case study data). Revenue potential will be analyzed for each applicable value capture tool.

Metro may utilize professional services to undertake this initial assessment. Professional services will be provided by firms with demonstrated experience in the area of need, and may include real estate consultants, land use planners and economists, special tax consultants, financial advisors, bond underwriters, and land use and municipal bond attorneys.

Timing: Procurement estimated at 3 months, analysis completed within 6 months.

4. ***Share results of the initial assessment with municipal stakeholders to identify the best path forward, which could include pursuit of an identified value capture tool and/or recommendations for legislation to amend existing or create new tools.***

Metro will return to the stakeholders identified in Task 2 to share the results of the value capture assessment. It is anticipated that the information will spark interest in further

exploration of value capture at specific locations, as well as lead to discussion on priorities for funding generated by a value capture tool.

At this stage, and based on the interest level of the partner municipalities, staff will identify next steps, which may include any of the following:

- Metro will work with the local government to identify resources that can help pay the cost of planning for identified value capture tools and initiate outreach to stakeholders and land owners;
- Partner with the interested municipality on targeted outreach to develop a prioritized list of projects that could be funded using value capture;
- If appropriate, identify and determine costs of infrastructure (including transit) and other investments that could be funded by the proposed value capture tool;
- Explore partnership structures for revenue sharing;
- Explore opportunities to apply value capture tools to a municipality's 3% contribution; and/or,
- Recommend a legislative strategy to better align value capture opportunities with existing tools and regulations.

Timing: Outreach on results completed by month 12.

5. ***Assist the value capture team with the creation of the funding source and any associated financing.***

In the event Metro, municipalities, and stakeholders, including affected land owners, agree to pursue value capture, Metro will provide technical support to establish the value capture mechanism(s) and, if applicable, may assist in financing projects based on future revenue streams.

Timing: TBD, case-by-case.

Staffing

The Work Plan will be led by Metro Countywide Planning & Development with input and assistance from other Metro staff as needed. Planning staff in Mobility Corridors, Transit Oriented Communities and Strategic Financial Planning will be responsible for outreach to local government, with direction and input from Community Relations. Strategic Financial Planning will lead any consultant procurement and analysis efforts.

Funding

Funding for any consultant-driven work for the assessment is available in the FY20 budget. Funding for any recommended activities or additional analysis, including further analysis of the types of infrastructure that could be pursued and/or initial start-up and implementation work to create a value capture district and associated financing, will need to be identified. Metro will identify potential sources from State and local grant programs, eligible Metro funds, and Measure M Local Return and the proceeds from any newly created value capture funding.

Next stop: building communities.

Value Capture Strategy

Planning and Programming Committee

July 17, 2019

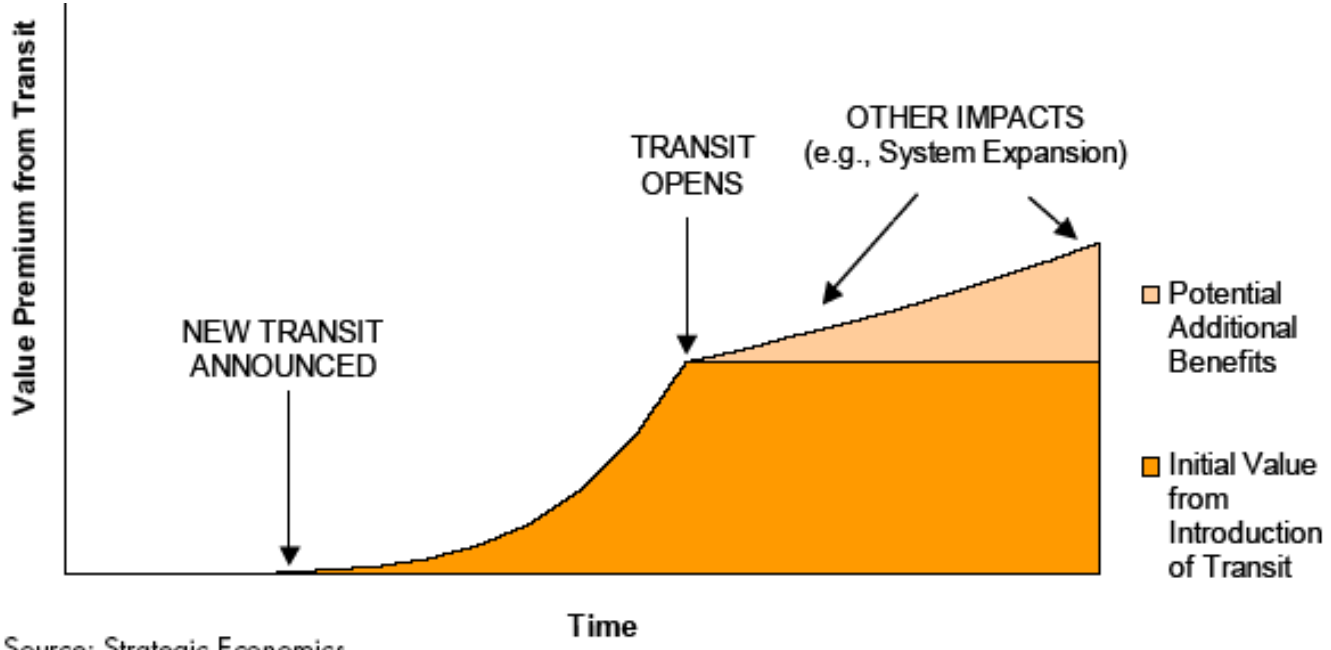
Legistar Item: 2019-0463

Agenda Item: XX

Metro

Value Capture Basics

- *Land Value Capture* is a policy approach that enables communities to recover and reinvest land value increases that result from public investment and other government actions.
- Community partnership is essential.



Source: Strategic Economics.

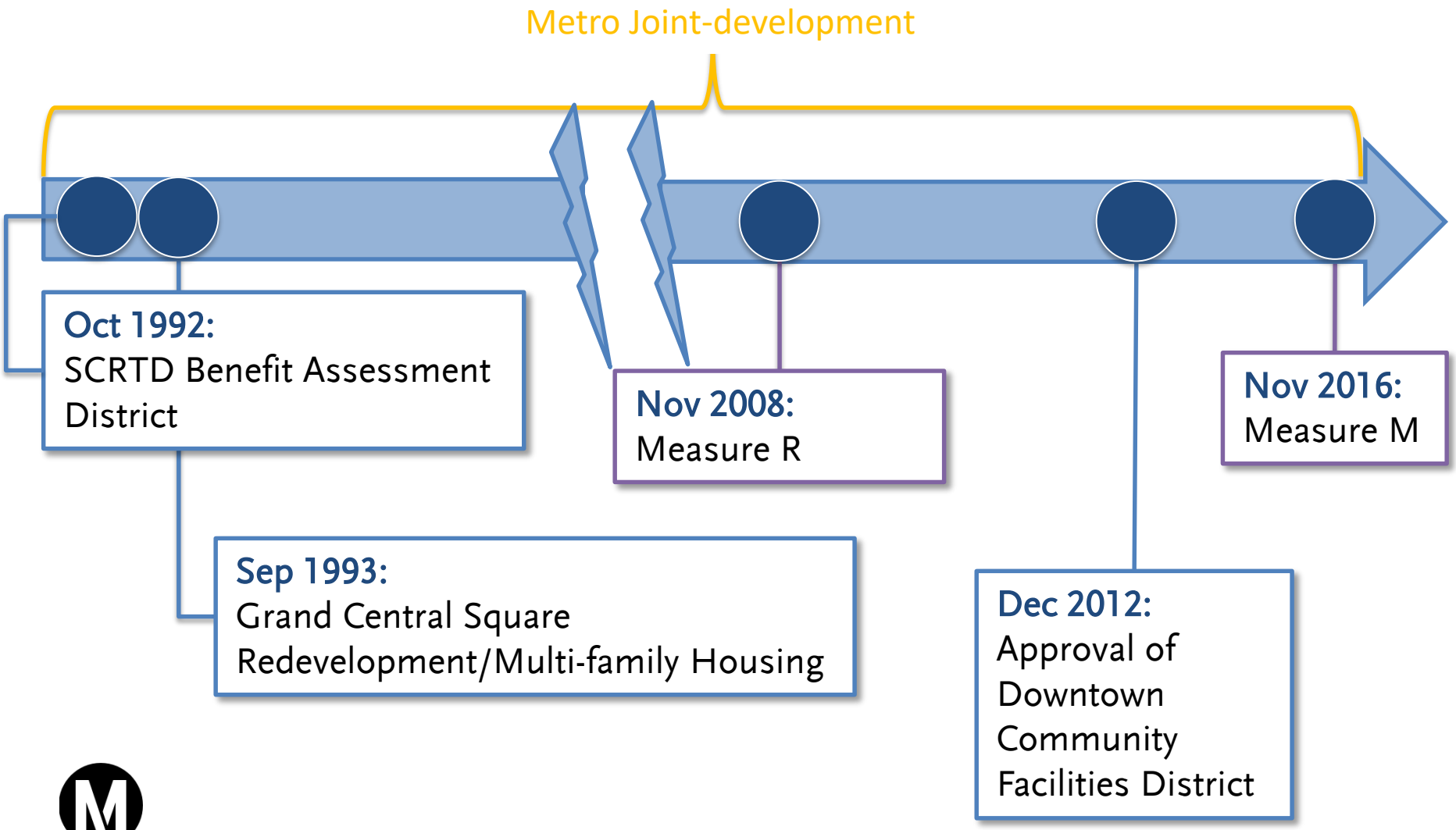
Metro

Value Capture Mechanisms

- Tax increment financing (TIF) Districts
  - Enhanced Infrastructure Finance District (EIFD)
  - Community Reinvestment Areas (CRIA)
  - Infrastructure Revitalization Financing Districts (IRFD)
- Assessment Districts
  - Benefits Assessment Districts (BAD)
  - Community Facilities Districts (CFD)
- Business Improvement Districts (BID)

Metro

Metro Value Capture Efforts



Metro

Opportunities – Past

Metro

Opportunities – Future

Metro

Objectives of Value Capture Strategy

- Help Metro, municipalities and stakeholders identify opportunities to fund betterments, acceleration and/or enhancements to existing and new transit infrastructure
- Fund the local agency contribution for transit projects (the “3% contribution”)
- Advance transit oriented communities, including potential support for affordable housing and local businesses

Metro

Key Considerations

- The Value Capture Assessment is a starting point.
- Metro will not itself form tax increment finance (TIF) districts.
- There will be compatible and competing demands for funds.
- Requires broad participation and partnerships among municipal and community stakeholders.
- Equity impacts are central to the process.

Metro

First Step: Value Capture Assessment

1. Educate Metro staff on tools available
2. Inform municipal stakeholders about strategy and identify value capture efforts underway
3. Identify financial opportunities and estimate potential
4. Share results with municipal stakeholders and determine best path forward

Metro

Next Steps (Based on Assessment)

- Work with local governments on planning and outreach
- Develop a prioritized list of projects and financing approaches
- Explore revenue sharing, including use toward 3% contribution
- Potentially recommend legislative strategy to facilitate use of value capture

Metro

Schedule

Summer 2019	Baseline assessment and internal education
Fall 2019	Outreach to municipal stakeholders
Winter 2020	Evaluate value capture potential along key corridors
Spring 2020	Report back to Board with preliminary recommendations

Metro

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

File #: 2019-0506, **File Type:** Motion / Motion Response **Agenda Number:** 8.

PLANNING AND PROGRAMMING COMMITTEE
JULY 17, 2019

SUBJECT: VERMONT TRANSIT CORRIDOR

ACTION: RECEIVE AND FILE

RECOMMENDATION

RECEIVE AND FILE response to Motion 16.1 (File #: 2019-0259, Attachment A), regarding the Vermont Transit Corridor.

ISSUE

In April 2019, the Metro Board approved a Motion by Directors Garcetti, Dupont-Walker, Hahn, Solis, and Butts regarding the Vermont Transit Corridor. The Motion directed staff to advance technically feasible rail concepts through the environmental review process and undertaking a feasibility study of extending the Vermont Transit Corridor to the South Bay Silver Line Pacific Coast Highway Station, if additional funding materializes.

The Motion also directed staff to report back with a "…Public Private Partnership business case approach for each Minimum Operable Segment". Staff's understanding of the intent of reporting back on the Public Private Partnership (P3) Business Case was to understand how a substantially more robust transit facility with tunneling and potentially rail could be made financially feasible considering the funding limitations of the Measure M Expenditure Plan.

DISCUSSION

As a project progresses through its initial phases of definition and development, various tools can be utilized to help inform the feasibility of various project alternatives and the associated benefits. With respect to the Vermont Transit Corridor, considering the variety of modes, configurations, and alignments under consideration, these tools can provide important information regarding all options for how best to serve this critical transit corridor.

Collectively, the findings of the types of analysis undertaken can inform a Business Case for a particular project delivery approach. Such tools can include both qualitative and quantitative analysis of the project itself, assessment of the risks and opportunities of delivery and long-term operation of the project, examination of various approaches to construction schedules and phasing, and the range of potential funding and financing options, including revenue sources that are external to Metro.

Each of the various types of analysis that could be conducted would require project data inputs based on a project scope that has been defined to an appropriate level. This could include definition of modes, alignments, the number of stations and location of terminals, location and size of potential maintenance facilities, service levels (frequency and passenger capacity), maintenance and state-of-good-repair expectations, and revenue service date, among other project characteristics. This information is made available through reports provided by Metro's project consultants through feasibility assessments, environmental study, and preliminary engineering.

As the project proceeds through the planning and development process and various project alternatives are defined, Metro staff will carry out the following analysis, as appropriate, based on the level of project definition.

1. *Qualitative Delivery Options Analysis:* Upon initial definition of various scope alternatives high-level qualitative assessment would be undertaken to determine if and how a various delivery models, including a Public Private Partnership, may benefit a project.
2. *Value Capture Analysis:* After initial screening of various scope alternatives, a financial assessment of the corridor would be undertaken to understand how the project might be linked with forecast development trends and whether value capture from commercial and residential real estate might be a source of ancillary revenues.
3. *P3 Market Sounding and Industry Engagement:* If a P3 delivery model is determined of offer potential value, interviews with P3 industry participants would be undertaken to better understand the market's interest in the project, as well as various private sector views about opportunities and risks associated with its delivery. Market soundings require that a specific mode and alignment has been determined. In addition to evaluating market interest in delivering the project through a P3 as a technologically-enhanced Bus Rapid Transit corridor, as suggested in an Unsolicited Proposal, staff will continue to engage the private sector regarding opportunities to enhance the feasibility of all project options under consideration, as well as opportunities to bring new ancillary revenues to the project beyond supplementary grant funding sources.
4. *Strategic Funding and Financing Assessment:* Once various scope alternatives are better defined, an assessment of the range of funding and financing strategies would be compiled and assessed for their potential to enhance the feasibility of various project alternatives. This could include additional state and federal grants, as well as government-supported financing tools. The likely affordability of a project would be assessed across a number of dimensions, including capital construction cost, annual debt service cost or estimated availability payments, operation and maintenance costs, and overall financing capacity. These findings can help to guide Metro's approach to selecting the most feasible alternatives.
5. *Value for Money Assessment:* Central to a P3 Business Case is a Value for Money (VfM) analysis, which compares the risk-adjusted cost of the project under different delivery models on a net present value basis to determine which delivery model is likely to generate the most value per dollar of public investment over the full life of the project (generally a ~30 year period). VfM analysis and is time and resource intensive and requires fully developed raw costs for a single project alternative to provide useful insights. Staff would undertake this analysis after potential P3 value has been identified qualitatively and the planning process has

advanced a project concept to a design level where reliable and detailed cost estimates for the projects full lifecycle can be developed.

As noted above, the private sector has expressed interest through the Unsolicited Proposal process in delivering the Vermont Transit Corridor as a technology-enhanced BRT through a P3, based on the scope defined in the Vermont BRT Corridor Technical Study completed in 2017. A Phase II analysis of this unsolicited proposal is underway.

Additional project development activities are needed at this point to continue to refine the range of project options, and information regarding their implementation, through feasibility analysis associated with the environmental process. At the same time, robust community outreach and engagement will continue in the corridor in order to complete all the work needed to identify and validate the appropriate scope and delivery method for this project.

DETERMINATION OF SAFETY IMPACT

This Board action will not have an impact on established safety standards for Metro's capital projects.

FINANCIAL IMPACT

For each of the various activities undertaken for this project, the Office of Extraordinary Innovation (OEI) would work with the project team in the Countywide Planning and Development Department to allocate resources and costs for any subsequent business case development activities in the appropriate fiscal year budgets. Such activities would likely be supported by contractors from Metro's P3 Financial Advisory Bench Contract or Planning Bench Contract, and any task orders for such work would be approved by Metro's Board of Directors or CEO based on the size of the contract award.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The recommendations support the following Metro Vision 2028 Strategic Plan Goals:

- Goal 1: Provide high-quality mobility options that enable people to spend less time traveling.
- Goal 5: Provide responsive, accountable, and trustworthy governance within the Metro organization.

ALTERNATIVES CONSIDERED

Staff could convene and begin the process of conducting Business Case analysis prior to initial scope definition. This approach is not recommended because without some level of conceptual project definition, the analysis would not produce meaningful insights and would not be an efficient use of time and resources. Staff could wait until the project definition has been finalized. This is also not recommended because various alternatives might be eliminated without more thorough consideration.

NEXT STEPS

The next step for this project is the initiation of the feasibility analysis, which staff plans to be

underway by early 2020, and expect should take approximately 12 months. The Vermont Transit Corridor Project Team will proceed with procuring consultant services to support the next phase of environmental review of feasible alternatives for the project, including technically feasible rail alternatives as outlined in Motion 16, as amended by Motion16.1.

When an appropriate level of detail has been developed for alternatives, staff will determine undertake the appropriate level and type of Business Case assessment that would provide reliable and useful insights into enhancing project feasibility and report back to the Board accordingly.

ATTACHMENTS

Attachment A - Motions 16 and 16.1
Attachment B - Vermont TC Board Report

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Reviewed by: Joshua Schank, Chief Innovation Officer - 213-418-3345
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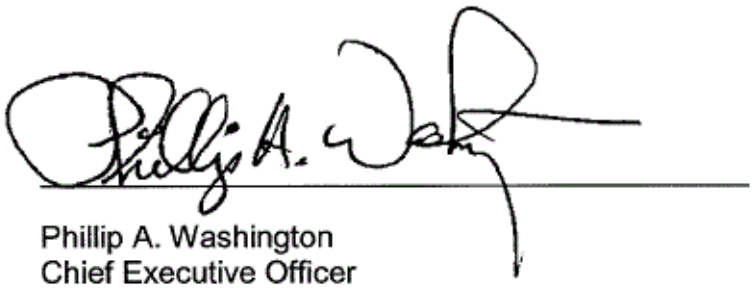

Phillip A. Washington
Chief Executive Officer

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

File #: 2019-0259, **File Type:** Motion / Motion Response **Agenda Number:** 16.1

PLANNING AND PROGRAMMING COMMITTEE
APRIL 17, 2019

Motion by:

GARCETTI, DUPONT-WALKER, HAHN, SOLIS AND BUTTS

Related to Item 16: Vermont Transit Corridor - Rail Conversion/Feasibility Study

MTA should always strive to deliver the best transit project possible and not prematurely eliminate warranted project alternatives.

The Vermont Transit Corridor is a significant Measure M project intended to improve mobility along Vermont Avenue. Vermont Avenue is MTA's highest-ridership bus corridor. Vermont connects some of the most economically and socially diverse communities and several major destinations in the Los Angeles region.

Historically, Vermont Avenue was the second priority for rail transit investment after Wilshire Boulevard, as seen by the current Red Line route north of Wilshire Boulevard. Current and future Vermont Transit Corridor users deserve a world-class, reliable, and convenient transportation option. While the Bus Rapid Transit (BRT) concepts recommended by MTA will improve bus operations and travel times, the Vermont Transit Corridor rail concepts would deliver superior customer experience, connectivity, reliability, and capacity.

Exposition Park in particular is one of the significant destinations served by the Vermont Transit Corridor. Exposition Park currently draws about four million visitors per year and is developing a new master plan in anticipation of additional growth.

Exposition Park is experiencing nearly $2 billion in new and recent investments, including the Lucas Museum of Narrative Art, the Oschin Air and Space Center, the Los Angeles Memorial Coliseum renovation, and an addition to the Natural History Museum. The Lucas Museum alone is a $1 billion investment forecasted to draw an additional one million visitors per year to the regional park. Additionally, the Los Angeles Football Club's Banc of California Stadium is a $350 million investment with a significant transit-patron attendance. Lastly, Exposition Park will be a major venue for the future 2028 Olympic and Paralympic Games.

The Vermont Transit Corridor also connects to the University of Southern California (USC). USC is LA County's second-largest private employer and eighth-largest employer in LA County overall. USC

serves about 47,500 students, over 20,100 faculty and staff, and many more visitors, whom share a highly constrained parking capacity.

With ongoing development along the corridor, MTA could draw significant public-private partnership interest and private infrastructure investment. The Vermont Transit Corridor Project is a historic opportunity for LA County to close a transit service connectivity gap and to provide a world-class, reliable transportation option for people to access education, employment, and entertainment. This critical corridor connects multiple MTA rail lines, serves various regional employment centers, and connects populous, lower-income communities who rely on transit as well as emerging transit-oriented communities.

Bus service quality and reliability improvements on Vermont Avenue are much needed. MTA should continue to develop world-class Bus Rapid Transit alternatives for Vermont Avenue to ensure transit riders experience a high-quality, seamless ride.

However, given high transit ridership and constrained, congested conditions on Vermont Avenue, MTA must also study all technically feasible rail alternatives during environmental review and explore innovative funding mechanisms to accelerate their effectuation. Additionally, should MTA recommend congestion pricing in the Downtown LA area, a Vermont rail alternative will ensure a high-quality transit option. Lastly, given that MTA seeks to advance BRT concepts that would not preclude future rail conversion, evaluating all technically feasible rail alternatives should not significantly affect the environmental analysis budget and schedule.

MTA should preserve the ability to deliver the Vermont Transit Corridor as a rail project should additional funding materialize. Historically, there is precedent for this. The Expo Phase 1 and Crenshaw/LAX projects included both BRT and rail alternatives in their respective environmental documents.

SUBJECT: VERMONT TRANSIT CORRIDOR - RAIL CONVERSION/FEASIBILITY STUDY

RECOMMENDATION

APPROVE Motion by Garcetti, Dupont-Walker, Hahn, Solis and Butts that the Board direct the CEO to:

A. Advance technically feasible rail concepts previously identified through the 2017 Vermont Bus Rapid Transit (BRT) Technical Study into environmental review to preserve the ability to deliver rail transit if additional funding materializes;

B. Include a feasibility study of extending the Vermont Transit Corridor to the South Bay Silver Line Pacific Coast Highway transitway station to ensure regional connectivity via Minimum Operable Segments, including identification of potential maintenance facility sites; and

C. Report back to the MTA Board in July 2019 with a Public Private Partnership business case approach for each Minimum Operable Segment.

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

File #: 2019-0205, **File Type:** Project **Agenda Number:** 17.

REVISED
PLANNING AND PROGRAMMING COMMITTEE
APRIL 17, 2019

SUBJECT: VERMONT TRANSIT CORRIDOR - RAIL CONVERSION/FEASIBILITY STUDY

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

CONSIDER:

A. RECEIVING AND FILING the findings and recommendations from the Vermont Transit Corridor Rail Conversion/Feasibility Study;

B. APPROVING advancement of the two BRT concepts: 1) an end-to-end side-running and 2) a combination side and center-running, previously identified through the 2017 Vermont Bus Rapid Transit (BRT) Technical Study into environmental review;

C. AUTHORIZING study of a center-running BRT facility or similarly high performing, dedicated BRT facility across the Vermont Transit Corridor study area that is feasible to be delivered per the Measure M expected opening date to supplement the existing 2017 Vermont BRT Technical Study;

D. DIRECTING the CEO to return to the Board with the findings from the supplemental study prior to initiating the environmental review scoping process; and

E. DIRECTING broad public, stakeholder and partner engagement to be undertaken as part of the supplemental study and environmental review efforts.

(CARRIED OVER FROM MARCH)

ISSUE

The Vermont Transit Corridor is a Measure M project with an expected opening date of Fiscal Year (FY) 2028. This project is also included in the Twenty-Eight by ’28 Initiative adopted by the Board in January 2018. In order to meet the Measure M and Twenty-Eight by ’28 schedule, a project for the corridor needs to be identified and environmentally cleared through an environmental review study.

At the March 23, 2017 Board meeting, the Board approved a motion (Attachment A) directing staff to take a number of actions, including proceeding with the Vermont Bus Rapid Transit (BRT) project as a near-term transit improvement, while also initiating a study looking at future potential rail. This report addresses that motion. The study concluded that the BRT concepts recommended to advance into environmental review are not in conflict with future conversion to rail.

BACKGROUND

The existing Metro bus service along the Vermont Transit Corridor extends approximately 12.4 miles from Hollywood Boulevard south to 120th Street. The Vermont Transit Corridor is the second busiest bus corridor in Los Angeles County with approximately 45,000 daily boardings and connections to four Metro rail lines. The corridor serves numerous key activity centers including Koreatown, Kaiser Permanente Los Angeles Medical Center, University of Southern California, and Exposition Park. Attachment B shows a map of the corridor and study area, which includes one-half mile to either side of Vermont Avenue.

In February 2017, Metro completed the Vermont Bus Rapid Transit (BRT) Technical Study. The study evaluated the feasibility of implementing BRT, including bus lanes and other key BRT features. The study identified two promising BRT concepts, which would provide improved passenger travel times, faster bus speeds, and increased ridership. The two concepts are an end-to-end side-running BRT and a combination side- and center-running BRT.

At the March 23, 2017 Board meeting, staff presented the findings and recommendations from the Vermont BRT Technical Study (Legistar File No. 2016-0835). At that meeting, the Board approved a motion directing staff to proceed with the Vermont BRT project as a near-term transit improvement, while also initiating a study looking at rail, specifically focusing on connecting the Metro Wilshire/Vermont Red Line Station to the Exposition/Vermont Expo Line Station as a first phase. Based on ridership demand, future potential conversion to rail on the Vermont Corridor after FY 2067 is projected in Measure M.

In July 2017, staff provided the Board with an approach for augmenting the BRT Technical Study with an additional scope of work to conduct a rail conversion/feasibility study. The purpose of the rail conversion/feasibility study has been to re-evaluate the initial BRT concepts to ensure that their design would not preclude a future conversion to rail and to evaluate and compare multiple rail modes and/or alternatives, including an extension of the Metro Red Line along Vermont Avenue.

DISCUSSION

In December 2017, staff initiated work on the Vermont Transit Corridor - Rail Conversion/Feasibility Study (Attachment C-Executive Summary). In addition to re-evaluating the design of the initial BRT concepts to ensure they would not preclude a future conversion to rail, six preliminary rail concepts were identified. The initial rail concepts included evaluating and comparing multiple rail modes (Heavy Rail Transit (HRT), Light Rail Transit (LRT), and Streetcar/Tram), alignments, and configurations, including:

1) LRT High Floor, Center-Running

2) LRT Low-Floor, Side-Running
3) Streetcar/Tram, At-Grade Side-Running
4) HRT with Direct Connection to Purple Line
5) HRT with Direct Connection to Red Line
6) HRT Stand-Alone Alignment (beginning/ending at Vermont/Wilshire)

Screening criteria were then applied to these six (6) initial rail concepts to identify the three (3) most technically feasible concepts for further detailed analysis. The screening criteria included: customer experience; system connectivity; system operability and reliability; passenger capacity/person-throughput; capital costs; operating and maintenance costs; construction impacts; and transit service disruption. The three rail concepts determined to be the most technically feasible are: 1) LRT, Center -Running; 2) HRT with Direct Connection to Red Line; and, 3) HRT with Stand-Alone Alignment.

While the HRT connection to the Metro Red Line would provide a one-seat ride from 120th Street to North Hollywood, it would have significant construction and service impacts to the existing rail service for up to two years. The LRT and the HRT stand-alone options, which would not significantly impact service during construction, would require passengers to transfer at the Wilshire/Vermont Station to either the Metro Red or Purple Line.

The table below shows a comparison of the capital and operating and maintenance cost estimates, as well as the projected corridor ridership, for each of the BRT and rail concepts.

	BRT Side-Running	**BRT Combo Side-/Center-Running**	**LRT Center-Running**	**HRT Connecting to Red Line**	**HRT w/ Stand-Alone Alignment**
Capital Costs (2018)	$236 - $310 M	$241 - $310 M	$4.4 - $5.2 B	$7.1 - $8.4 B	$5.9 - $6.9 B
Annual O & M Costs	13.4 M	13.4 M	$28.8 to 53 M	$53.8 to 80.5 M	$35.1 to 70.0 M
Daily Corridor Ridership (2042)	82,000	82,000	91,000	116,000-144,000	103,000-131,000
At-Grade	12.4 miles	12.4 miles	4.6 miles	N/A	N/A
Grade Separated	N/A	N/A	5.2 miles	10.3 miles	9.8 miles

Currently, a total of $522 million, including $25 million in Measure M, $5 million in Cap and Trade funds, and $492 million in other local funds, are allocated for this BRT project.

Summary of Rail Concepts Feasibility

In developing the rail concepts, not only were the various technologies considered but also the vertical and horizontal configuration of each. The vertical profile of rail on the corridor included at-grade, at-grade with grade separations (below or above) at specific intersections, a fully elevated system, or a fully below-grade system. The biggest challenges associated with the at-grade options were the obvious ROW constraints on the corridor. The existing ROW is 50- to 55-feet wide (curb to curb) in the northern two-thirds of the corridor, while south of Gage Avenue, the ROW widens significantly to 180 to 200 feet. In considering Metro's LRT Grade Crossing & Safety Policy, it was

determined that the LRT option would need to operate below grade north of Gage Avenue. South of Gage Avenue, where the ROW widens significantly, the LRT could operate at grade. The two remaining HRT options would be fully underground.

The study also looked at the feasibility of connecting the Metro Red Line at the Wilshire/Vermont Station to the Metro Expo Line at the Exposition/Vermont Station as a first segment. As part of the phasing analysis, potential Maintenance and Storage Facility (MSF) locations were also considered. However, given the challenges in locating, environmentally clearing and acquiring land for a suitable MSF in the northern segment of the corridor, which is predominately commercial and/or residential, a first segment, or minimum operable segment (MOS), along Vermont Avenue between the Red/Purple and Expo Lines was determined infeasible.

Staff also confirmed that none of the existing MSFs will be able to accommodate new rail vehicles as part of the Vermont Transit Corridor project in terms of storage and everyday maintenance. While Metro Division 20 is currently being expanded to accommodate the future Metro Purple Line extension, it will not be large enough to serve the Vermont Line even under the MOS scenario. Therefore, the first segment would need to extend further south to Slauson Avenue or the I-105 Freeway to access potential MSF sites.

Implications for Future BRT Conversion to Rail

Since the LRT option would substantially be underground and the two HRT options fully underground, it was determined that the implementation of BRT along the Vermont Corridor would not preclude a future conversion to rail. The end-to-end side-running BRT would operate in a travel lane adjacent to a parking lane. The end-to-end combination side- and center-running BRT would do primarily the same with an exception south of Gage Avenue. South of Gage Avenue, the BRT would operate within the two center lanes. Should light rail be constructed in the future, the two center BRT lanes could be converted to rail.

Recommendation

Overall, the Rail Conversion/Feasibility Study found that: BRT continues to be feasible in the Vermont Corridor; BRT does not preclude conversion to rail transit in the future; BRT has the capacity to serve ridership demand until 2042 and beyond; several rail alternatives were determined feasible for future implementation; cost of rail alternatives far exceeds Measure M funding; and some useful rail features can be installed and used as part of BRT. Additionally, there are some unique urban design opportunities south of Gage Avenue, such as the reprogramming of the underutilized median to one side of the street in order to make the open space more useful and accessible to the community. The study also identified opportunities to integrate on-street amenities to improve first-last mile connectivity and help foster the creation of transit oriented communities.

Given the importance of the Vermont Transit Corridor and the need to improve the overall quality of transit service, staff recommends advancing the two BRT concepts into environmental review. With some minor engineering refinements, the refined BRT concepts will not preclude a future potential conversion to rail. Additionally, staff recommends conducting additional study of an end-to-end center-running BRT facility and/or a similar high performing dedicated BRT facility that is feasible to be delivered per the Measure M expected opening date. This additional study would supplement the 2017 Vermont BRT Technical Study and be completed prior to commencing environmental review of

any BRT concept.

These BRT improvements can be delivered more immediately and at a fraction of the cost of rail, while further building corridor ridership. This is necessary in order to address the March 23, 2017 Board motion, meet the Measure M opening date, and address the Twenty-Eight by '28 Initiative.

Stakeholder Outreach
In both spring and fall 2018, staff completed two sets of key targeted stakeholder meetings along the corridor. Invitees included businesses, religious institutions, schools, hospitals, major cultural centers, community/neighborhood groups, neighborhood councils, and Chambers of Commerce. Staff also provided individual project briefings to all affected City of Los Angeles Council Districts as well as at other community group meetings. The purpose of the outreach was to discuss and solicit further feedback on the two BRT concepts and any potential future rail concepts. There was overall broad support for BRT on Vermont, with a small group still in favor of rail being delivered much earlier.

Public and stakeholder engagement will continue and be broadened throughout the additional study and environmental process to solicit valuable feedback that will further inform and define the BRT concept for the corridor. A series of meetings, including public scoping and public hearings as well as individual briefings with key stakeholders and elected officials, will be conducted as part of the process.

Consistency with Metro's Equity Platform Framework
The Vermont Transit Corridor project will provide new benefits of enhanced mobility and improved regional access for transit-dependent, minority and/or low-income populations within the study area. Should the Board approve advancing the project into the environmental review phase, the project will be approached and designed for consistency with Metro's recently adopted Equity Platform Framework.

DETERMINATION OF SAFETY IMPACT

Approval of this item will not impact the safety of Metro's customers or employees.

FINANCIAL IMPACT

Funding of $400,000 is included in the FY20 budget request in Cost Center 4240, Project 471402 (Vermont Transit Corridor) to initiate the additional study and environmental review, pending budget adoption. Since this is a multiyear contract, the Cost Center Manager and Chief Planning Officer will be responsible for budgeting in future years for the balance of the remaining project budget.

Impact to Budget
The funding source for the Vermont Transit Corridor project is Measure M 35% Transit Construction. As these funds are earmarked for the Vermont Transit Corridor project, they are not eligible for Metro bus and rail capital and operating expenditures.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The purpose of the Vermont Transit Corridor project is to identify and implement strategies for improving bus service along Vermont Avenue. These strategies, including dedicated bus lanes, improved passenger amenities at stations, and enhanced lighting, will enhance the customer experience by reducing passenger travel times, improving service reliability, and enhancing passenger comfort and security. The Vermont Transit Corridor project supports the following Strategic Goals:

- #1: Provide high-quality mobility options that enable people to spend less time traveling.
- #2: Deliver outstanding trip experiences for all users of the transportation system.
- #3: Enhance communities and lives through mobility and access to opportunity.

ALTERNATIVES CONSIDERED

The Board may decide not to approve advancing the Vermont Transit Corridor project to the environmental review phase. This is not recommended as this corridor is included and funded in Measure M and highlighted in the Twenty-Eight by '28 Initiative. Delaying the environmental analysis would jeopardize the ability to meet the Measure M ground breaking and opening dates.

NEXT STEPS

Should the Board choose to approve the recommendations, staff will proceed immediately to procure consultant services for the additional study and environmental review of the corridor in accordance with the California Environmental Quality Act (CEQA). Staff will keep the Board apprised of the study and return to the Board at key project milestones.

ATTACHMENTS

Attachment A - March 23, 2017 Board Motion
Attachment B - Map of Vermont Corridor
Attachment C - Executive Summary - Vermont Transit Corridor Rail Conversion/Feasibility Study

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File #: 2019-0507, **File Type:** Informational Report **Agenda Number:**

PLANNING AND PROGRAMMING COMMITTEE
JULY 17, 2019

SUBJECT: CALIFORNIA HIGH SPEED RAIL SOUTHERN CALIFORNIA SEGMENTS

ACTION: RECEIVE AND FILE

RECOMMENDATION

RECEIVE AND FILE status report on California High Speed Rail Southern California Segments.

ISSUE

On May 23, 2019, Directors Najarian, Solis, Barger, Butts and Krekorian directed the Chief Executive Officer to:

A. Evaluate the anticipated June 18th report back to the California High Speed Rail Authority and subsequently update the analysis presented under Agenda Item No.10, pursuant to the February 2019 motion by Directors Barger, Najarian and Krekorian;

B. Continue monitoring any future developments regarding “bookend” high speed rail investments; and

C. Report back to the Metro Board of Directors at the July 2019 meeting.

BACKGROUND

At the May 21, 2019 California High Speed Rail Authority (CAHSR) Board Meeting a draft resolution #HSRA 19-03 was introduced to consider accepting the updated June 2018 Program Baseline (Cost, Schedule and Scope) for the 119-mile Central Valley Segment, Bookends and Environmental; approving adjustments to existing contract and delegation to the High Speed Rail (HSR) CEO to manage the updated HSR Program Baseline. The HSR Program Baseline includes scope of work to deliver the High Speed Rail Central Valley segment and commitments made outside the Central Valley (Record of Decisions for San Francisco to Anaheim segments, Caltrain Electrification, San Mateo Grade Separation, Rosecrans/Marquardt Grade Separation, Link Union Station and other funded scope of work). The CAHSR Board director Camacho requested additional side-by-side studies of three project sections (Peninsula, Central Valley and Southern California) by the early train operator, Deutsche Bahn, and report back to the California High Speed Rail Authority Board on June

18th.

DISCUSSION

Findings

At the June 18th CAHSR Board Meeting, Director Camacho made a motion to amend the minutes of the May 21st meeting to include detail on his motion (the motion was adopted). At the June 18th meeting, High Speed Rail staff reported that Deutsche Bahn will conduct the study in two phases and coordinate with rail operators within each section.

The interim report will gather information from third parties, develop an assumptions register, outline service concepts for each scenario and make preliminary conclusions. The interim report will lack the full detail on costs and benefits, which will be developed for the final report. The interim report is expected to be completed in time for the September Board meeting.

A final report will involve additional work with third parties and collection and analysis of information to develop calculations for ridership, revenue, capital expenditures, operating costs, greenhouse gas benefits and congestion relief, as well as near-term benefits, the completion date, and any potential for private investment and local matching funds. It should be noted, while most of the work is focused on southern California, the scope requires additional work for the Central Valley and the Peninsula as well. The final report shall be completed in time to be released concurrent with the Draft 2020 Business Plan in February 2020.

FINANCIAL IMPACT

Adoption of this receive and file status report on California HSR Southern California Segments would have no financial impact to the agency.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

Findings supports strategic plan goals 1, 3 and 4. These actions support Metro's partnership with other rail operators to improve service reliability and mobility, provide better transit connections throughout the network and serves to implement the following specific strategic plan goals:

a) Goal 1.2: Improve LA County's overall transit network and assets;
b) Goal 3.3: Genuine public and community engagement to achieve better mobility outcomes for the people of LA County; and
c) Goal 4.1: Metro will work with partners to build trust and make decisions that support the goals of the Strategic Plan.

NEXT STEPS

Staff will evaluate the high speed rail interim report to be released at the September 17, 2019 California High Speed Rail Authority Board meeting and report back to the Metro Board by November/December 2019. Then staff will return to the Board by April 2020 to provide an update on

the CAHSR Draft 2020 Business Plan.

ATTACHMENTS

Attachment A - May 2019 Metro Board Motion

Prepared by: Brian Balderrama, Senior Director, Regional Rail, (213) 418-3177
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Reviewed by: Richard Clarke, Chief Program Management Officer, (213) 922-7557

Phillip A. Washington
Chief Executive Officer

California High Speed Rail Southern California Segments

A. Evaluate the anticipated June 18th report back to the California High Speed Rail Authority and subsequently update the analysis presented under Agenda Item No.10, pursuant to the February 2019 motion by Directors Barger, Najarian and Krekorian;

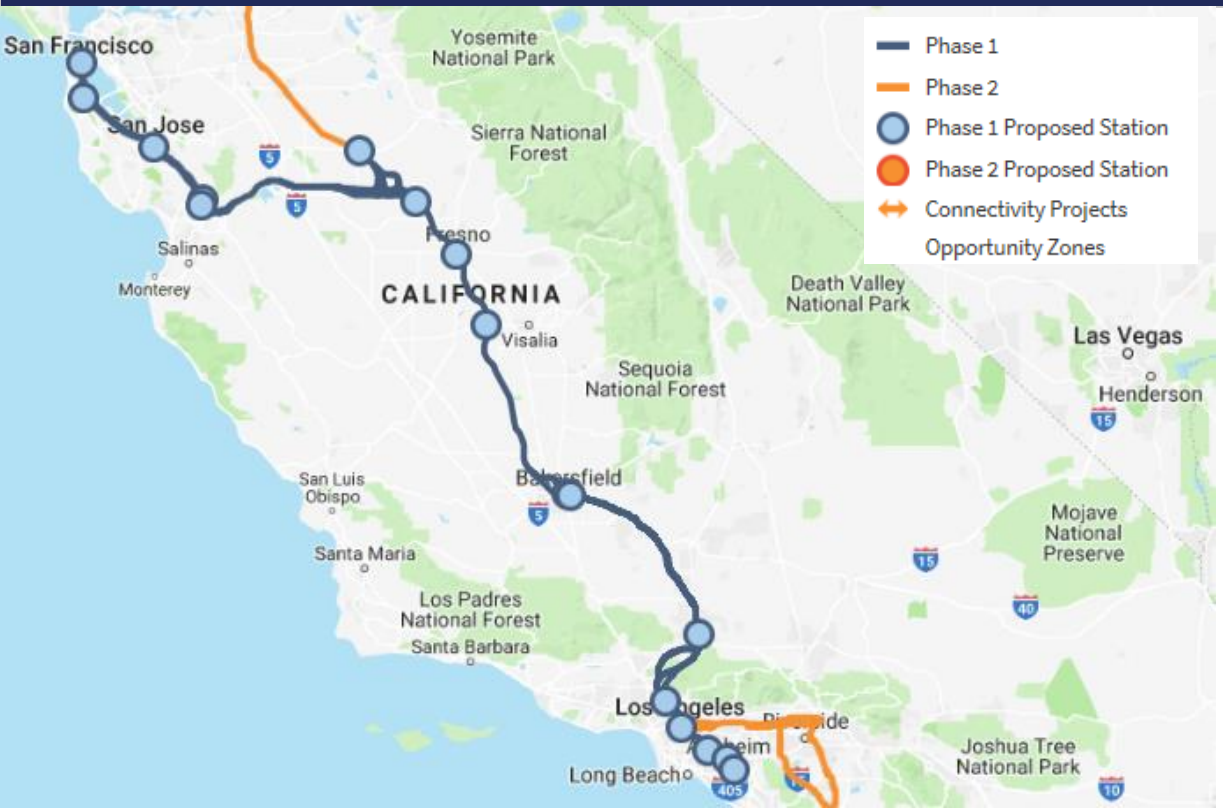
B. Continue monitoring any future developments regarding "bookend" high speed rail investments; and

C. Report back to the Metro Board of Directors at the July 2019 meeting.

Metro Planning and Programming Committee Meeting

July 17, 2019

Background



At the June 18th California High Speed Rail Board Meeting, Director Camacho made a motion to amend the minutes of the May 21st meeting to include detail on his motion.

Motion:

Have the High Speed Rail (HSR) staff report on the HSR Program Baseline that includes scope of work to deliver the High Speed Rail Central Valley segment and commitments made outside the Central Valley (Record of Decisions for San Francisco to Anaheim segments, Caltrain Electrification, San Mateo Grade Separation, Rosecrans/Marquardt Grade Separation, Link Union Station and other funded scope of work).

Findings

At the June 18th meeting, High Speed Rail staff reported that Deutsche Bahn will conduct the study in two phases and coordinate with rail operators within each section.

Phase I – Interim Report expected September 2019.

1. Metro staff will evaluate this report to be released at the California High Speed Rail Authority Board meeting and report back to the Metro Board by November/December 2019.

Phase II – Final Report expected February 2020.

1. Metro staff will return to the Metro Board by April 2020 to provide an update on the final report and on the CAHSR Draft 2020 Business Plan.

Metro

California High Speed Rail Southern Segments

On May 23, 2019, Directors Najarian, Solis, Barger, Butts and Krekorian directed the Chief Executive Officer to:

A. Evaluate the anticipated June 18th report back to the California High Speed Rail Authority and subsequently update the analysis presented under Agenda Item No.10, pursuant to the February 2019 motion by Directors Barger, Najarian and Krekorian;

B. Continue monitoring any future developments regarding "bookend" high speed rail investments; and

C. Report back to the Metro Board of Directors at the July 2019 meeting.

Metro Planning and Programming Committee Meeting

July 17, 2019

Background

At the June 18th California High Speed Rail Authority (CHSRA) Board Meeting, High Speed Rail Director Camacho made a motion to High Speed Rail (HSR) staff report to report back to the CHSRA board with a **side by side analysis/comparison** between Central Valley, Bay Area and Los Angeles corridors **in terms** of **traffic congestion relief, greenhouse gas savings, ridership, potential near-term benefits, completion dates, potential for local and private matching funds.**

Metro

Findings

At the June 18th meeting, High Speed Rail staff reported that Deutsche Bahn will conduct the side by side analysis/comparison study in two phases and coordinate with rail operators within each section.

Phase I – Interim Report expected September 2019.

1. Metro staff will evaluate this report to be released at the CHSRA Board meeting and report back to the Metro Board by November/December 2019.

Phase II – Final Report expected February 2020.

1. Metro staff will return to the Metro Board by April 2020 to provide an update on the final report and on the CHSRA Draft 2020 Business Plan.

Metro

Los Angeles County
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Los Angeles, CA

File #: 2019-0509, **File Type:** Informational Report **Agenda Number:** 10.

PLANNING AND PROGRAMMING COMMITTEE
JULY 17, 2019

SUBJECT: LOS ANGELES - GLENDALE - BURBANK FEASIBILITY STUDY

ACTION: RECEIVE AND FILE

RECOMMENDATION

RECEIVE AND FILE report on Item #9 at the October 2016 Board Meeting regarding the Los Angeles - Glendale - Burbank Feasibility Study.

ISSUE

At the October 2016 Board meeting, the Metro Board of Directors directed the CEO to conduct a study (see Attachment A) to evaluate:

1. Up to two new rail stations in the City of Glendale and up to two new rail stations in the City of Los Angeles;
2. Increased passenger rail service from Union Station to the City of Burbank; and
3. Opportunities for increased access to the regional transit network in the City of Glendale.

The Los Angeles - Glendale - Burbank Feasibility (LGBF) Study has been completed and the results are presented in this report.

DISCUSSION

In June 2018, Metro staff engaged a consultant, Mott MacDonald, to conduct the LGBF Study. The four primary objectives of the LGBF Study were to:

1. Assess potential locations for additional rail stations;
2. Evaluate rail service in the corridor provided by the following technologies:
    a. Locomotive Hauled Coach, i.e., Metrolink (LHC);
    b. Rail Multiple Unit (RMU); or
    c. Light Rail Transit (LRT); and
3. Evaluate increases to passenger rail service;

The LGBF Study also analyzes parking demand along the corridor, identifies infrastructure improvements, capital costs, and operations and maintenance costs to support the study scenarios, and analyzes funding opportunities.

Background

Starting in 1988 through 1992, the Los Angeles County Transportation Commission, predecessor to Los Angeles County Metropolitan Transportation Authority (Metro), undertook studies and ultimately certified the Environmental Impact Report (EIR) for a 13-mile Light Rail Transit (LRT) project that was planned to operate between Los Angeles Union Station (LAUS) and the Hollywood Burbank Airport. In 1991, the Southern California Regional Rail Authority (SCRRA) was created to operate a regional commuter rail service. Limited service began on both the Metrolink Antelope Valley Line (AVL) and Ventura County Line (VCL) in October 1992.

Today, the Los Angeles-Glendale-Burbank corridor (see Attachment B) owned by Metro is double tracked and heavily utilized by passenger and freight rail services between Los Angeles Union Station (LAUS) and Burbank Airport North Station along the Metro-owned Valley Subdivision. Currently, the passenger rail services operating along the corridor include the Metrolink AVL (15 round trips), the Metrolink VCL (17 weekday round trips), the Amtrak Pacific Surfliner (5 daily round trips to Santa Barbara and San Luis Obispo) and the Coast Starlight (1 daily round trip to Seattle). Additionally, the Union Pacific Railroad (UPRR) operates freight service in the corridor. The Metro Gold Line Light Rail Transit (LRT) operates near the corridor between LAUS and the Gold Line Lincoln/Cypress Station.

Approximately 85 Metrolink, Amtrak and UPRR trains traverse the corridor per weekday. Ridership is approximately 7,000 per weekday on the Metrolink AVL, 4,000 per weekday on the Metrolink VCL, and approximately 2,000 per weekday on Amtrak.

Other Related Study

In July 2017, Metro staff was also directed to conduct the Metrolink Antelope Valley Line Study, which assesses capital improvements and operational feasibility on the AVL from the City of Burbank to its terminus in the City of Lancaster. Both studies were developed in concurrence with one another to maintain consistency in operating scenarios, capital improvements, and costs and consistent with California State Rail 2040 Plan.

1. Assess Potential Location for Additional Rail Stations

The station location evaluation examined the entire corridor from LAUS to Burbank Airport North Station in order to identify suitable station sites in both the City of Los Angeles and City of Glendale. A new station was discussed with the City of Burbank, but as they have three existing Metrolink Stations (Burbank Downtown, Burbank Airport North and Burbank Airport South), no additional stations were requested. Factors considered to select the additional sites included existing bus ridership, housing, employment, access to site, operations integration, potential for parking, travel times, service headways, and stakeholder and public input.

Identified potential station locations were discussed with the Corridor Cities Working Group (CCWG) and through a public outreach survey which received over 2,500 respondents. The CCWG comprises key stakeholders including the Cities of Los Angeles, Glendale, and Burbank, as well as staff from elected officials, Metrolink and Metro. CCWG meetings confirmed with the key stakeholders that the frontrunners, River Park for Los Angeles, and Grandview/Sonora for Glendale, would be examined with further analysis for this and future studies.

2. Evaluate Rail Service in the Corridor Provided by LHC, RMU and LRT Technologies

An evaluation of the three transit modes and potential alignments was conducted in order to determine which modes are the most feasible in the Corridor. The three transit modes are:

A. Locomotive Hauled Coach - Currently operated on the Metrolink system

B. Rail Multiple Unit (diesel or electric) - Vehicles of size and dimensions similar to LRT with planned operations in San Bernardino County (Arrow service); Currently operated in San Diego County (Sprinter service) and Sonoma-Marin Counties (SMART service)

C. Light Rail Transit - Currently operated on the Metro system

A discussion of each mode follows:

A. **Locomotive Hauled Coach** - Currently Metrolink operates 64 LHCs each weekday through the corridor along the trunk line of the Ventura County and Antelope Valley Lines. They can operate in shared freight corridors. A Tier 4 locomotive is the latest model currently operated on the Metrolink system and is the cleanest diesel locomotive in the nation. Tier 4 locomotives are compliant with the latest Environmental Protection Agency (EPA) emissions standards and reduce emissions by up to 85 percent when compared with Tier 0 locomotives. Metrolink will eventually replace 40 of its existing 52 owned locomotives with new Tier 4 locomotives. Metrolink locomotives are also equipped with Positive Train Control, which is required by the Federal Railroad Administration in order to operate in shared freight corridors.

B. **Rail Multiple Unit** - RMU trains can either be propelled by electricity (EMU), diesel (DMU) or by new propulsion systems involving fuel cells and hydrogen. RMUs are lighter vehicles which act as a hybrid between LHC and LRT vehicles and can operate in shared freight corridors. Battery technology is currently advancing and other low or zero emissions technologies are being explored with these types of transit vehicles. The following are some key considerations for RMUs:

- RMUs have the ability to accelerate and decelerate more quickly due to their light weight, resulting in fast travel times. Although RMUs are lighter than the existing locomotives and coaches, they would still need to meet Federal Railroad Administration (FRA) structural standards to operate in shared corridors. This makes them heavier than a standard Light Rail Vehicle.

- RMUs have similar light maintenance requirements as LHC (e.g. Metrolink or Amtrak), but have differing heavy maintenance requirements. Unlike an LHC, an RMU cannot be easily decoupled for heavy maintenance so synchronized lifting is required. The construction of a new maintenance and service facility may be necessary, or an existing facility would need to be modified if a new fleet of RMUs is procured, as the existing Metrolink facilities are at or near capacity.

- The passenger-platform interface and maintaining freight traffic at existing Metrolink station along the corridor will be a key consideration to utilizing RMUs. Metrolink and RMU vehicles have different platform levels (8” platforms for Metrolink and 24” platforms for RMUs. Therefore, design modification to the vehicles or the station platforms would be required, in

order to achieve level boarding requirements at the station.

- Lightweight rail vehicles, like RMUs occasionally fail to shunt track circuits, resulting in loss of train detection. Loss-of-shunt is associated with light axle loading, infrequent traffic, wheel tread building-up, and other conditions which raise wheel-rail contact resistance. These shunting issues can be mitigated by implementing modifications to existing train control system and would need to be explored further prior to implementation.

- There are currently no agencies that operate RMUs in the Metrolink system, which spans six counties. San Bernardino County is currently planning a future Diesel Multiple Unit and Zero Emission Multiple Unit service in the near future which will share ROW with Metrolink along the San Bernardino Line. If RMUs are pursued along the AVL corridor, Metro may consider being the operator of the service, however there may be labor relations, fare policy and other issues requiring further evaluation. If the Southern California Regional Rail Authority (SCRRA) desires to be the operator of the service, RMU would operationally align more closely with Metrolink longer distance commuter rail than Metro LRT.

C. **Light Rail Transit** - LRT systems utilize overhead electrically powered vehicles which can travel between suburbs or within urban centers. These vehicles cannot operate on freight railroad tracks unless approved by regulatory bodies. Although shared use arrangements involving LRT on mainline railway tracks are common throughout Europe, they would likely not be agreed to in the United States, primarily due to regulatory differences but also because freight railroads are much more conservative about allowing other operations on shared right-of-way. For these reasons, the LRT alternative has been approached in this analysis as operating on a dedicated rail corridor which is separate from the existing corridor.

During the course of the LGBF Study, comment was received from the City of Glendale regarding desire to evaluate an alternate LRT alignment which would leave the existing right-of-way, to serve the downtown Glendale area, downtown Burbank area, and then rejoin the existing right-of-way and proceed to the Burbank Airport. This alignment was added to the LGBF Study and is referred to as the LRT 2 Option.

3. Evaluate Mode Option Study Scenarios to Increase Passenger Rail Service

Different operating alternatives were developed for each mode. Each alternative was evaluated for comparison. Ridership forecasts, cost estimates, and operating schedules were developed for each alternative.

The Metrolink/Locomotive Hauled Coach scenarios include:

a) M 1 Option: Add one evening train on the AVL
b) M 2 Option: Addition two new stations in the corridor
c) M 60 Option: 60-minute bi-directional service on the AVL
d) M 30 Option: 30-minute bi-directional service on the AVL
e) M 15 Option: 15-minute bi-directional service on the AVL

The Rail Multiple Unit scenario includes:

- RMU Option: Blended Metrolink + RMU service to Via Princessa

The Light Rail Transit scenarios include:

f) LRT 1 Option: LRT Service - Metrolink Corridor

g) LRT 2 Option: LRT Service - Downtown, Glendale and Burbank

Study Findings

The evaluation of the option against the key criteria together with the qualitative review of pros and cons for each has determined that M 30 Option (30-minute bi-directional AVL service) is the most optimal mode option on the Study Area Corridor when implemented in a phased incremental approach. The following table compares how each mode option study scenario performs overall.

Category	M 1	M 2	M 60	M 30	M 15	RMU	L 1	L2
Transit Accessibility	1	2	2	3	3	3	3	3
Ridership Capacity	1	1	1	2	3	2	3	3
Community Stakeholder Preferences	1	2	2	2	3	2	2	3
ROW Requirements	3	2	3	3	2	2	2	1
Environmental Constraints	3	2	3	3	2	2	1	1
Parking Considerations	3	1	3	3	2	2	1	1
Travel Time & Headways	1	1	1	2	3	3	3	3
Integration of Operations	3	3	3	3	2	2	1	1
Capital and O&M Costs	3	3	3	3	2	2	1	1
Total	19	17	21	24	22	20	17	17

Further detail and information on the mode option study scenarios is provided in Attachment C. With limited capital and operational funding currently available, a phased approach should be explored that would build on M 1and 2 Options and the M 60 Option, resulting in the implementation of the M 30 Option, 30-minute bi-directional service on the AVL. Factoring in existing service on the VCL, the M 30 Option would result in combined approximate 20-minute bi-directional service between LAUS and Burbank.

New Metrolink Stations - It is also feasible that new Metrolink stations along the corridor be further studied and refined to identify and address maintenance and funding needs and gather community feedback. If one or two stations were to be constructed on the line, adding more express service for

the peak-direction should be explored to enhance service to long distance commuters from north of Santa Clarita.

RMU Pilot Program - While implementing a large-scale RMU system in the short term in the study area may not be feasible due to high capital costs, RMUs could be explored to operate as limited and off-peak service to supplement existing AVL service. An RMU Pilot Program to test operations on the AVL, identify an operator and labor agreements, maintenance needs, system infrastructure upgrades, federal needs and requirements, and funding sources for such a program could be implemented.

FINANCIAL IMPACT

This is a receive and file item only. Adoption of the LGBF Study has no financial impact to the agency. Should the Board provide further direction, there would be financial impacts to conduct further analysis on the service scenarios, RMU Pilot Program, and/or advance capital projects in the rail corridor.

Impact to Budget

Should the Board provide further direction with budget impact, funds would need to be added to the FY2019-20 budget in Cost Center 2415 in order to award a contract for further study, engineering, construction and/or to operate additional service.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

Recommendation supports strategic plan goals of the Metro Vision 2028 Strategic Plan:

Goal 1: Provide high-quality mobility options that enable people to spend less time traveling. The incremental service options improve LA County's overall transit network and assets.

Goal 4: Transform LA County through regional collaboration and national leadership. Goal was achieved by partnering with Metrolink, the CCWG and local stakeholder groups to identify needed improvements to improve mobility.

NEXT STEPS

Receive and File the LGBF Study, subject to further direction from the Metro Board

ATTACHMENTS

Attachment A - Board Item #9 from October 2016
Attachment B - LGBF Corridor Map
Attachment C - LGBF Options Results Summary

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Chief Executive Officer

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Metropolitan Transportation
Authority
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Metro

Board Report

File #:2016-0284, **File Type:**Motion / Motion Response

Agenda Number:9.

REVISED
PLANNING AND PROGRAMMING COMMITTEE
OCTOBER 19, 2016

SUBJECT: BURBANK-GLENDALE-LOS ANGELES CORRIDOR

ACTION: AUTHORIZE STUDIES

RECOMMENDATION

AUTHORIZE the Chief Executive Officer (CEO) to:

A. CONDUCT a study for providing up to **two additional ~~Metrolink~~ stations in the City of Glendale and up to two additional stations in the City of Los Angeles** as well as providing increased ~~Metrolink~~ train service throughout the day from Union Station to the City of Burbank with opportunities to include expanded service to the Antelope Valley as a first step in examining increased rail connectivity in the Los Angeles, Glendale and Burbank Corridor. Additional stations would need to be spaced appropriately and limited so as not to severely affect travel time for those travelling beyond Burbank to the outer terminus of the lines in Ventura and the Antelope Valley;

B. PROGRAM AND AMEND the FY 17 budget to add $900,000 in Measure R Commuter Rail service funds to conduct this study; and

C. INVENTORY the options for increasing the City of Glendale's access to the Regional Transit System given the existing baseline Metrolink and future High Speed Rail service. This inventory will examine the existing infrastructure, planned and funded projects and potential future initiatives to improve connectivity to the greater Metro system.

ISSUE

At the March 24, 2016 Board meeting, the Board directed the CEO to look at creating a new Metrolink station at Rio Hondo College on the Riverside Line and relocating the Northridge Station on the Ventura County Line. This motion was amended to direct the CEO to look at the environmentally cleared Burbank-Glendale-Los Angeles Light Rail Transit Line as it relates to the Doran Street Grade Separation and the County, City and Army Corps of Engineers Los Angeles River Master Plans and projects. Attachment A contains the adopted Board motion and amendments. This report responds to the Board directive.

This is in response to the March 24, 2016 Board directive to report back on the Burbank-Glendale-Los Angeles Rail Transit Project which was environmentally cleared in 1994, as it relates to today's plans for the corridor.

DISCUSSION

Background

Between 1988 and 1994 the Los Angeles County Transportation Commission (predecessor agency to Metro) undertook studies and ultimately certified the Environmental Impact Report (EIR) for a 13-mile Light Rail Transit Project that was planned to operate between Union Station and the Hollywood-Burbank Airport. The project would have included 10 stations and would have operated along a segment of what is now the Metro Gold Line near Chinatown before branching off to generally follow the railroad right-of-way along San Fernando Road and the Los Angeles River through Glassell Park, Atwater Village, Glendale and Burbank to a terminus at the Hollywood-Burbank Airport. Attachment B contains a map of the certified alignment.

Prior to the preparation of the above EIR, this railroad right-of-way served freight rail and Amtrak service only. However, in October 1992, Metrolink service was initiated and previously planned light rail stations in Glendale, Burbank and the Burbank Airport were developed as Metrolink Stations instead of light rail stations.

Existing Conditions

Metro owns an approximate 100-foot wide right-of-way along the Burbank-Glendale-Los Angeles Corridor which currently accommodates two tracks serving Metrolink, Amtrak and freight rail service. There is potential room for two additional tracks with certain widening that would be needed at Metrolink rail transit stations to accommodate boarding platforms and other station features. The California High Speed Rail Authority proposes to use the remaining right-of-way in this corridor for up to two main line tracks to provide High Speed Rail service in Southern California. In addition, as Metrolink service expands in the future, there will be a need for additional mainline tracks and/or platforms in the right-of-way. For the above reasons, no additional planning has been considered prudent or feasible for implementation of the light rail service that was considered in the early 1990s. There is, however, opportunity to examine additional stations along the Metro right-of-way such as in Glendale, Glassell Park, Taylor Yard and other locations as appropriate, as well as increased ~~Metrolink~~ service to provide greater access to the regional transit system. Additional stations would need to be carefully considered and limited so as not to severely affect travel time for those travelling beyond Burbank to the outer terminus of the lines in Ventura and the Antelope Valley.

The Doran Street Grade crossing is one of the hazardous grade crossings in the City of Glendale. Metro proposes to separate vehicles, bicycles and pedestrian crossings with an aerial bridge over the existing railroad tracks as part of the Doran Street and Broadway/Brazil Grade Separation Project to enhance safety and traffic flow as well as increase transit regional mobility to Glendale. The project will be designed with accommodations for the High Speed Rail system and/or expansion of the Metrolink tracks.

The California High Speed Rail Authority is currently working on its environmental document for the

segment of the proposed line from Palmdale to Los Angeles which is expected to be completed by December 2017. The draft environmental document is anticipated to be released in Spring 2017 for public review at which time more will be known about the alignment, profile and track needs through Burbank, Glendale and Los Angeles to Union Station.

Other Studies
In July and October 2014, the Board directed staff to undertake a technical study for implementing Bus Rapid Transit (BRT) between North Hollywood (NoHo) and Pasadena (BRT Connector Orange/Red Line to Gold Line). This study was initiated in July 2015. It is using the Line 501 NoHo to Pasadena Express Bus Pilot as a basis for analysis and should be completed in early winter 2017. The Study is examining both arterial and freeway alignments through the Cities of Los Angeles, Burbank, Glendale and Pasadena and will inform future work in this corridor.

Los Angeles River Restoration Coordination
Staff met with representatives of the LA River to gain a better understanding of future plans. These discussions focused on the possibility of adding stations in Glassell Park and potentially adjacent to Taylor Yard. This will be examined as part of the proposed ~~Metrolink~~ Study.

Meeting with Cities of Los Angeles, Glendale and Burbank
Staff met with representatives of the Cities of Los Angeles, Glendale, and Burbank to discuss the above findings concerning the Burbank-Glendale-Los Angeles line and to better understand local connectivity needs to the emerging Regional and Urban Transit System. The City of Glendale discussed their existing and future plans and needs for transit connectivity. Based on this discussion, there seemed to be general agreement that additional ~~Metrolink~~ stations and ~~increased~~ train service throughout the day should be explored including the potential for additional service to the Antelope Valley. Additionally, Metro staff will prepare an inventory to determine the existing and proposed transit infrastructure, what is planned and funded to improve connectivity and potential future initiatives. Upon Board authorization, this inventory would be completed later in the fiscal year when more is known about the status of Measure M. The study of additional stations and expansion of Metrolink service would take approximately six to eight months to complete once Notice to Proceed is authorized.

DETERMINATION OF SAFETY IMPACT

These studies will have no impact on the safety of our passengers and employees.

FINANCIAL IMPACT

With Board approval, $900,000 in Measure R 3% funds will be added to the FY 2016-17 budget in cost center 2415, Regional Rail, for the additional ~~Metrolink~~ stations and service expansion study.

Impact to Budget
Measure R 3% funds are designated for ~~Metrolink~~ commuter rail capital improvements in Los Angeles County. These funds are not eligible to be used for Metro bus/rail operating or capital budget expenses.

ALTERNATIVES CONSIDERED

The Board could elect not to authorize the study of additional ~~Metrolink~~ stations and expansion of ~~Metrolink~~ services from Union Station to Burbank and potentially the Antelope Valley or to prepare an inventory of current, planned and funded transit programs for the corridor. This alternative is not recommended as the corridor could benefit from additional ~~Metrolink~~ stations and service and the inventory would assist in identifying connectivity gaps to the regional transit system.

NEXT STEPS

With Board authorization, both planning efforts will be initiated. Upon completion of the work, staff will meet with the Cities of Glendale, Burbank and Los Angeles and then return to the Board with the results of the findings.

ATTACHMENTS

Attachment A - March 2016 Board Motion
Attachment B - Burbank-Glendale-Los Angeles Light Rail Corridor Alignment Map

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Board Report

File #:2016-228, **File Type:**Motion / Motion Response

Agenda Number:39

PLANNING AND PROGRAMMING COMMITTEE
MARCH 16, 2016

Motion by:

Solis, Najarian, Krekorian, Antonovich and DuBois

March 16, 2016

New Station on the Metrolink Riverside Line and Multimodal Transit Hub

The Greater Whittier Narrows area encompasses the many communities that surround the Whittier Narrows Recreation Area including the cities of South El Monte, Pico Rivera, Whittier, Industry, Montebello and unincorporated communities of Avocado Heights, Pellissier Village, and Puente Hills. These communities are home to major regional destinations like Rio Hondo College, Rio Hondo Police & Fire Academy, Puente Hills Landfill Park and Rose Hills Cemetery. The area is also a large employment center with a high level of industrial and commercial facilities, such as the Sanitation Districts of Los Angeles County's Materials Recovery Center, FedEx distribution centers, the Shops at Montebello and Fry's Electronics among many others.

Based on the regional appeal and significant levels of activity, the Greater Whittier Narrows area is experiencing transportation capacity and operational deficiencies on local streets, arterials, and highways. The *I-605 Needs Assessment and Initial Corridor Study* identified the I-605/SR-60 interchange as a high priority "Hot Spot" due to increasing passenger vehicle and freight truck traffic. Although freeway improvements are justifiable and necessary, the region stands to benefit most from a comprehensive, multimodal approach aimed at shifting vehicle trips to transit alternatives and active transportation.

Currently, there are separate but related transportation projects and services that aim to achieve the common goals of reducing traffic congestion, improving safety for all road users, and improving air quality. These projects include:

- Sanitation Districts of Los Angeles County Waste-by-Rail project (near complete);
- Rio Hondo College Multimodal Transit Hub project (early planning);
- LA County Department of Public Works Rosemead Blvd. Complete Streets project (early planning);
- Metro & Caltrans I-605/SR-60 Interchange Capacity Improvement project (early design);
- San Gabriel Valley Active Transportation Greenway Network project (i.e. Rio Hondo, San Gabriel River, San Jose Creek bike paths);

- Metro Gold Line Eastside Extension Phase 2 (SR-60 and Washington alignment);
- Gateway Cities Council of Governments Lakewood Ave./Rosemead Blvd. Complete Streets Corridor Master Plan;
- Regional and local transit providers (i.e. LA County shuttles, Foothill Transit, Metro, Montebello, Norwalk, etc.)

Combined with the Metrolink Riverside Line that transects the Greater Whittier Narrows area, there is a unique opportunity to explore a robust multimodal transit hub - including a new Metrolink station - at the base of Rio Hondo College.

APPROVE **Motion by Directors Solis, Najarian, Krekorian, Antonovich and DuBois** that the Board directs the CEO, the Countywide Planning and Development Department and the Regional Rail Unit to return in 60 days with a review of the following:

A. The feasibility, general cost estimate, funding sources (including Measure R 3%) and potential cost-sharing structure for creating a new station on the Metrolink Riverside Line at the base of Rio Hondo College;

B. The potential for consolidating and streamlining multiple transit related projects and services in the Greater Whittier Narrows area by establishing a multimodal transit hub; and

C. An evaluation of opportunities, benefits and/or impacts related to increasing transit ridership and reducing vehicular traffic on local streets, arterials, and highways;

FURTHER MOVE that the MTA Board direct the CEO to establish a working group of stakeholders in the Greater Whittier Narrows Area to help advance this concept. The working group shall consist of, but not be limited to the cities of South El Monte, Pico Rivera, Whittier, Industry, Montebello and the unincorporated communities of Avocado Heights, Pellissier Village, and Puente Hills. The group shall also include other relevant stakeholders such as Rio Hondo College, transit service providers, government agencies, local businesses and community groups.

AMENDMENT by Directors Garcetti, Krekorian, Dupont-Walker, Kuehl and Antonovich that the Board direct the CEO to report back on the following:

A. an analysis of the feasibility of relocating the existing Northridge Metrolink Station at Wilbur Avenue to Reseda Boulevard. The analysis shall include the following:

1. identifying, and recommendation on maximizing, Metro and local bus connectivity usage

2. coordination with California State University Northridge (CSUN) officials to improve

connectivity to the university.

3. identify Transit Oriented Development and other land-use opportunities to maximize the use of a station at Reseda Boulevard;

B. identify and recommend funding sources (including Measure R 3%) to support the relocation of the station;

C. create a working group which includes, but is not limited to, CSUN officials, local transit service providers, Metrolink, local businesses, community groups, San Fernando Valley Service Council for coordination purposes; and

D. report back on all the above during the May 2016 Board cycle.

AMENDMENT BY DIRECTORS NAJARIAN, GARCETTI AND ANTONOVICH

March 24, 2016

Item # 39

In 1992, an Environmental Impact Report was completed for a Burbank-Glendale-Los Angeles Rail Transit Project. Subsequent to its completion, the project was ranked #10 on the Long Range Transportation Plan and remained in the top ten until the passage of Measure R. The project is referenced in the current draft Expenditure Plan on Attachment I, Systemwide Connectivity. With the advent of High Speed Rail and its intention to reconfigure along this alignment near Doran Street at upwards of $100 million, it would be prudent to review this document to better coordinate with High Speed Rail, MTA staff and the cities of Los Angeles and Glendale.

WE THEREFORE MOVE:

- The Board direct the CEO to assign staff to review the above named document as it relates to today's plans for this corridor, including Doran Street and County, City, and Army Corps of Engineers LA River master plans and projects; and

- Identify any cost-saving measures, including but not limited to High Speed Rail reconfiguration; and

- Identify potential rail connectivity with Metrolink, High Speed Rail and Burbank-Glendale-Los Angeles Rail project and local bus services; and

- Explore possible TOD and TOC opportunities and opportunities to support revitalization and/or restoration of the LA River; and

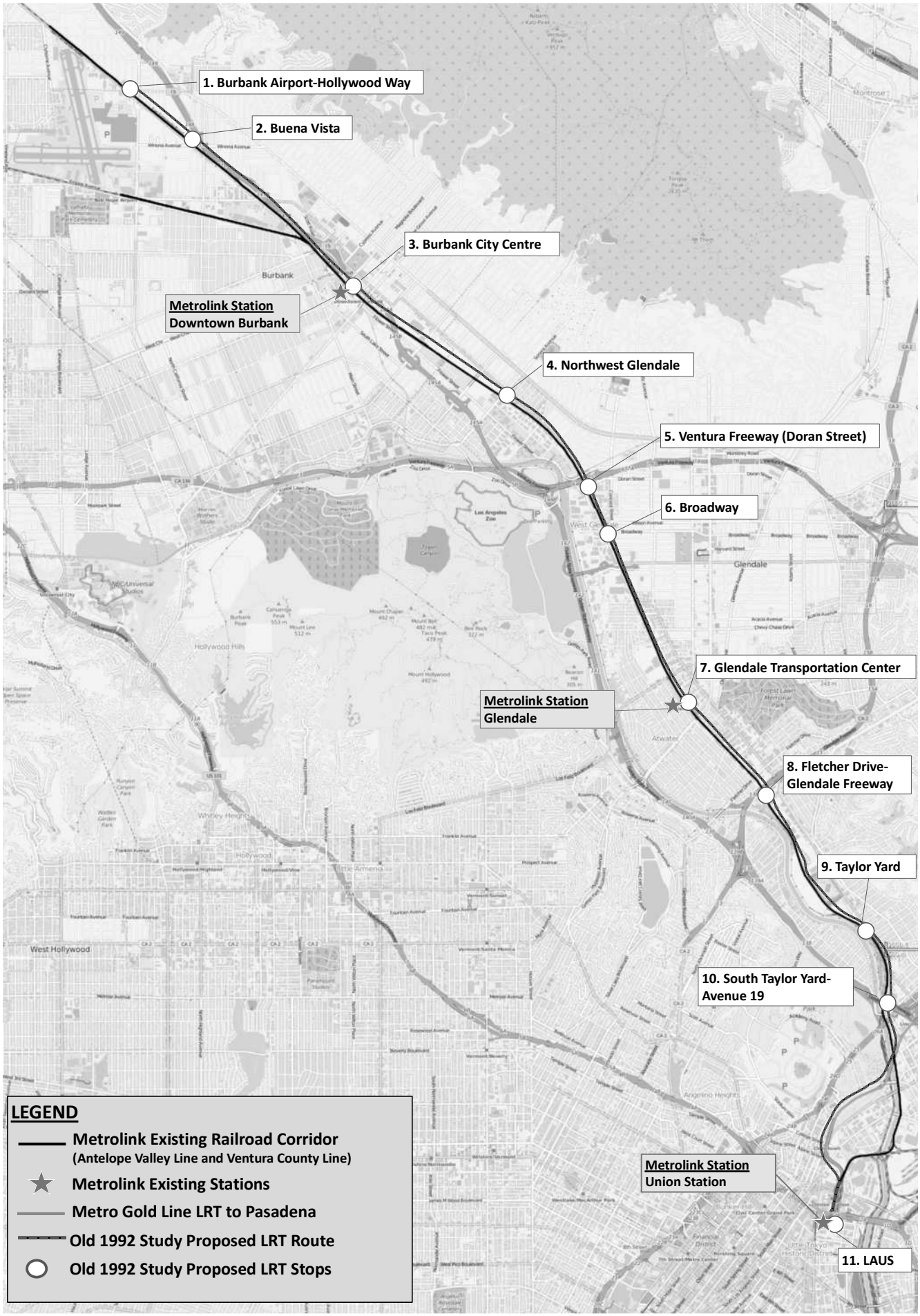
- Identify possible funding sources to support recommendations; and

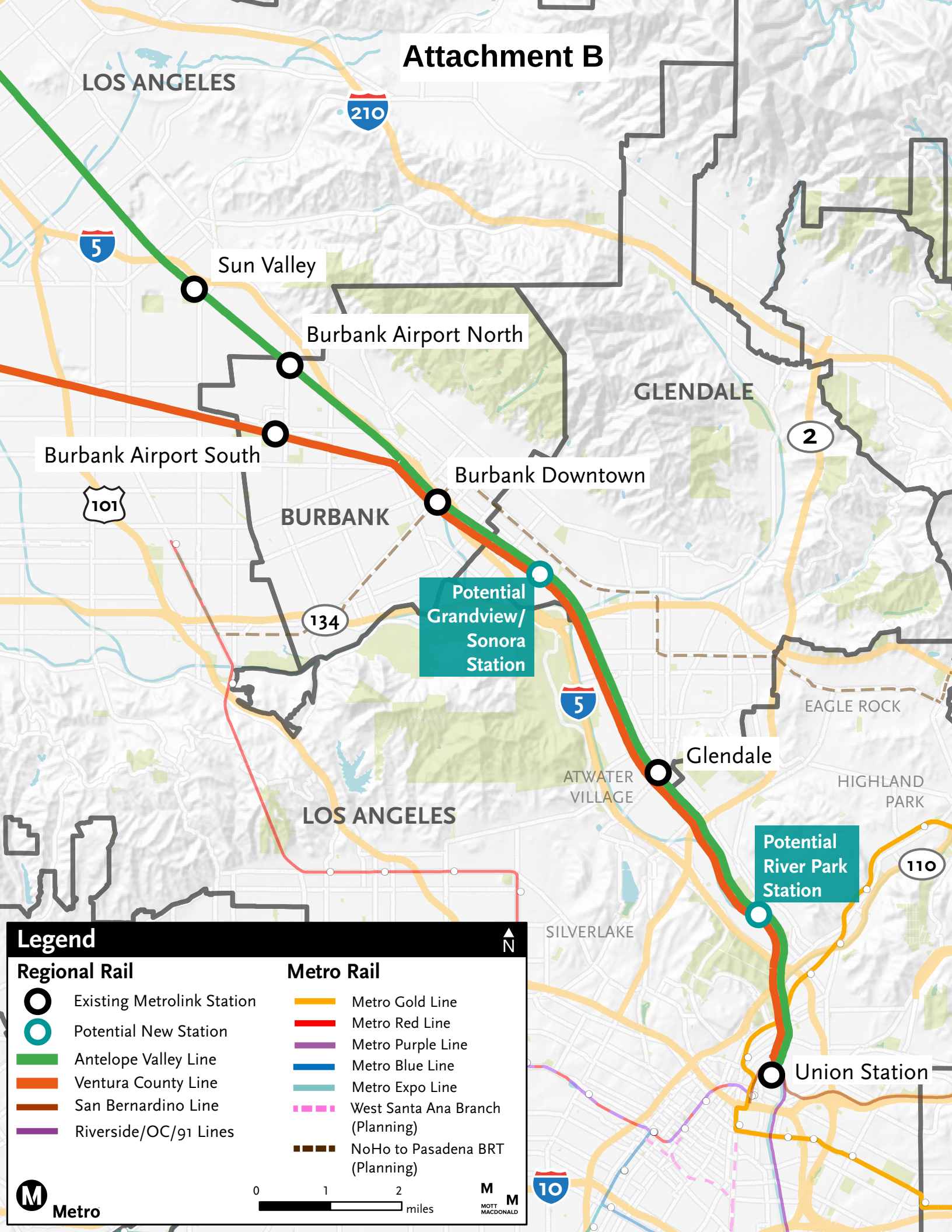
- Form a working group, including but not limited to the Cities of Glendale, Los Angeles, MTA planning staff and community relations; and

- Report back on all the above during the ~~May~~ July 2016 Board cycle.

Burbank-Glendale-Los Angeles
Rail Transit Corridor
1992 – 1994 Certified EIR Alignment

ATTACHMENT B




Attachment B
LOS ANGELES
210
5
Sun Valley
Burbank Airport North
GLENDALE
2
Burbank Airport South
Burbank Downtown
101
BURBANK
Potential Grandview/ Sonora Station
134
5
EAGLE ROCK
Glendale
ATWATER VILLAGE
HIGHLAND PARK
LOS ANGELES
Potential River Park Station
110
SILVERLAKE
Union Station
10
Legend
N
Regional Rail
Existing Metrolink Station
Potential New Station
Antelope Valley Line
Ventura County Line
San Bernardino Line
Riverside/OC/91 Lines
Metro Rail
Metro Gold Line
Metro Red Line
Metro Purple Line
Metro Blue Line
Metro Expo Line
West Santa Ana Branch (Planning)
NoHo to Pasadena BRT (Planning)
Metro
0
1
2
miles
MOTT MACDONALD

ATTACHMENT C

LOS ANGELES – GLENDALE – BURBANK FEASIBILITY STUDY: OPTIONS RESULTS SUMMARY

	Existing	M 60-min	M 30-min	M 15-min	RMU	L Option 1	L Option 2
Weekday Round Trips	15 AVL 16 VCL 6 Amtrak	18 AVL 16 VCL 9 Amtrak	36 AVL 16 VCL 9 Amtrak	74 AVL 16 VCL 9 Amtrak	37 AVL to Lancaster 35 RMU to Via Princessa 16 VCL 9 Amtrak	15 AVL 130 LRT 16 VCL 9 Amtrak	15 AVL 16 VCL 9 Amtrak
Transit Accessibility	N/A	2 new stations but less frequency	2 new stations and more frequent service	2 new stations and more frequent service	4 new stations served by half of round trips	11 new LRT stations between Burbank and LA in existing corridor	13 new LRT stations between Burbank and LA
Ridership Forecasts 2042	36,000	39,000	50,000	61,000	55,000	83,000	86,000
Stakeholder Preferences	N/A	60% prefer more express and peak-direction service	Improved service but not as frequent as other options	Meets preference for frequent long distance service	20% of respondents prefer express services	Majority of respondents are long-distance commuters	75% of survey respondents say they are in favor
ROW Requirements	N/A	For potential River Park Station parking	For potential River Park Station parking	For River Park Station ROW and potential 3rd track	Due to stations and MSF	Due to stations and MSF	Due to alignment through urban areas and MSF
Environmental Constraints	N/A	Minimal impacts limited to new station(s)	Minimal impacts limited to new station(s)	Impacts due to increased locomotive operations	Impacts due to ROW	High potential impacts due to ROW takings	Highest potential impacts due to ROW takings and visual impacts
Parking Considerations	N/A	Demand can be accommodated by existing parking facilities	Demand can be accommodated by existing parking facilities	New stations require demand strategies	Projected to exceed capacity by 40+ spaces	ML demand can be met, but LRT demand will require strategies	ML demand can be met, but LRT demand will require strategies
Travel Time & Headways	Varied headways between 25m – 90m	Minimal service improvement	Better than 30-min in trunk	Better than 15-minute in trunk	Better than 15-minute in trunk	6-min peak, 12-min off-peak	6-min peak, 12-min off-peak
Integration of Operations	N/A	No impacts to freight and future expansions	No impacts to freight and future expansions	May potentially conflict with UPRR operations	Third track would be required to accommodate freight	Would preclude HSR	Overlaps with existing and planned services; precludes HSR
Total Capital & Operating Costs	O&M: $20M	Capital: up to $118M O&M: up to $26M	Capital: up to $334M O&M: up to $46M	Capital: up to $1.1B O&M: up to $80M	Capital: up to $1.1B O&M: up to $42M	Capital: up to $4.3B O&M: up to $37M	Capital: up to $6B O&M: up to $50M

Los Angeles County
Metropolitan Transportation Authority

Los Angeles – Glendale – Burbank Feasibility Study

Metro Planning and Programming Committee
July 17, 2019

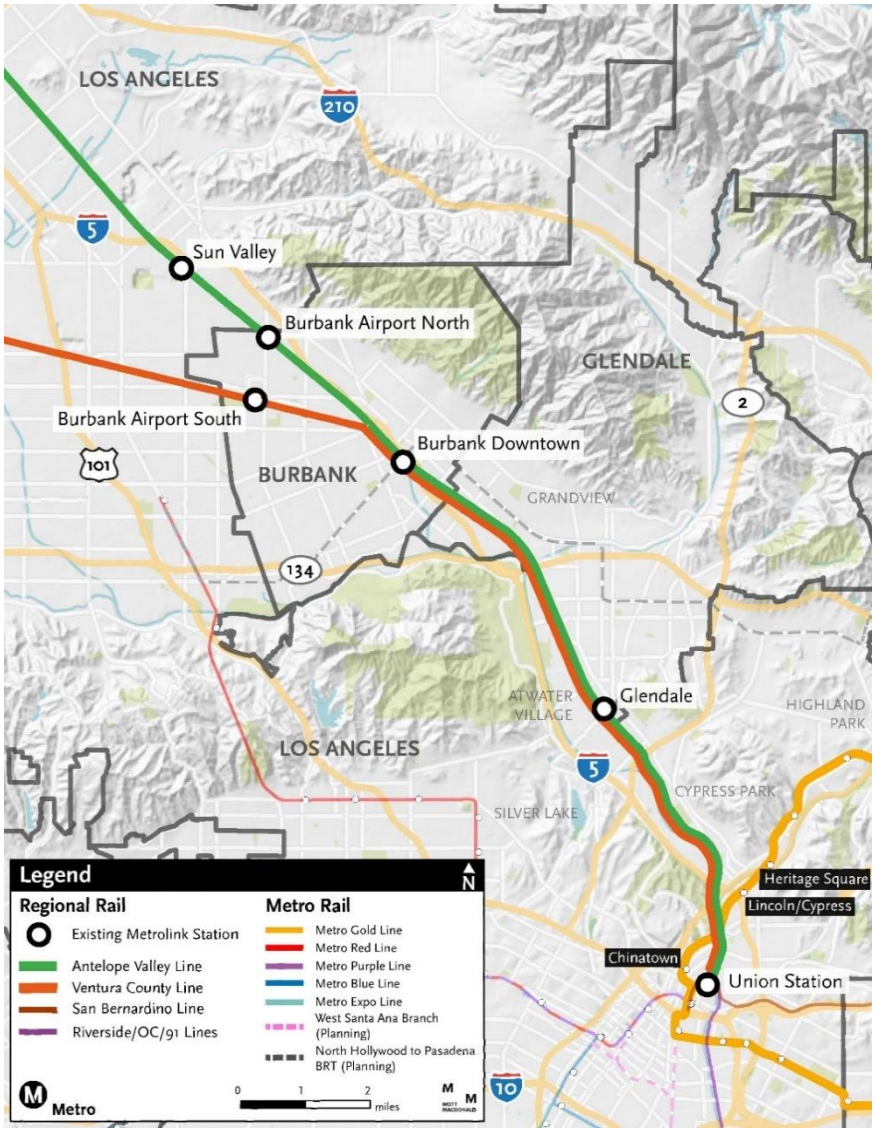
Metro

Metro Provides Excellence in Service and Support.

Metro Board Motion

At the March 2016 Board Meeting, Directors Najarian, Garcetti, and Antonovich directed the CEO to conduct a study to:

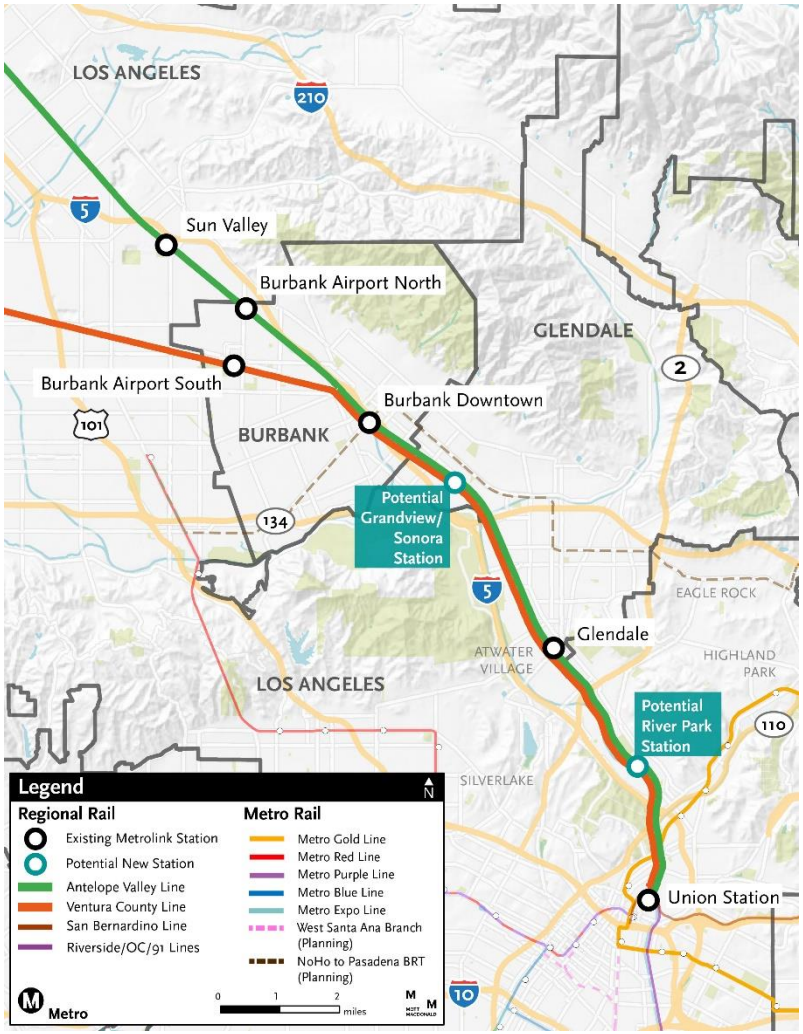
1. Reassess the previously environmentally cleared light rail transit project in the Los Angeles-Glendale-Burbank corridor (1992);
2. Identify rail connectivity through different rail technologies for the corridor; and
3. Form a working group consisting of key stakeholder cities.



Metro

Assess Potential Station Locations

1. Per the motion, up to two station sites in the City of Los Angeles and up to two station sites in the City of Glendale were evaluated
2. Five station sites were initially identified and evaluated based on criteria such as stakeholder feedback and surrounding transit usage
3. Stakeholders and analysis confirmed selection of the **River Park** and **Grandview/Sonora station** locations to be studied further, if desired.



Metro

Potential Metrolink Station Renderings

River Park

Pros: New multi-family housing, new/existing recreational developments (G2 Park and Taylor Yard Ped/Bike Bridge) and existing schools located within walking distance. Likely to have sufficient right-of-way width and space for some parking provision.

Cons: Site located on curve (not ideal for rail operations) and in close proximity to Central Maintenance Facility.

Cost: $52 Million (2018$)

Grandview/Sonora

Pros: Large employer campuses (Disney & DreamWorks) are located within walking distance; high bus ridership in this area.

Cons: Location between two at-grade crossings may impact gate times at those intersections. Existing Quiet Zone designation requires additional safety infrastructure at crossings. Limited space for parking provision.

Cost: $24 Million (2018$)

Evaluate Rail Service by Mode

	Locomotive Haul Coaches (LHC) e.g. Metrolink	Rail Multiple Unit (RMU) Trains e.g. Redlands Passenger Rail Project (SBCTA)	Light Rail Transit (LRT) e.g. Metro Gold Line
Corridor Operations	Shared track with freight and DMU (FRA compliant)	Shared track with freight and LHC (FRA compliant)	Two dedicated tracks (non-FRA compliant)
Speed (avg speed with stops and max corridor speed)	36 / 79 mph	40 / 79 mph	24 / 65 mph
Average Station Spacing	5 miles	1 – 4 miles	1 mile
Level of Investment	Low (New locomotive at $7M; new passenger car at $2M corridor upgrades TBD)	Medium (New vehicles at $10-$15M/vehicle; new MS at $30-$50M; corridor upgrades TBD)	High (New corridor and vehicles needed at $250M+ per mile)
Similar Project Costs		$290M – Redlands Passenger Rail Project	$2.3B – Gold Line Extension Phase 2b to Pomona
Max. Passenger Capacity	**840 sitting** (six-car sets)	**450 sitting and standing** (three-car sets)	**405 sitting and standing** (three-car sets)

Light Rail Transit (LRT) Scenarios

SCENARIO	L Option 1 LRT Service - Metrolink Corridor	L Option 2 LRT Service - Downtown Glendale and Burbank
AVERAGE FREQUENCIES ANTELOPE VALLEY LINE	6-min Peak 12-min Off Peak	6-min Peak 12-min Off Peak
WEEKDAY ROUND TRIPS	15 Antelope Valley Line 16 Ventura County Line 9 Amtrak 130 LRT	15 Antelope Valley Line 16 Ventura County Line 9 Amtrak 130 LRT
ADDITIONAL IMPROVEMENTS	1. New LRT alignment 2. New LRT stations 3. Additional trains 4. New LRT bridge over LA River 5. New LRT maintenance facility	1. New LRT alignment 2. New LRT stations 3. Additional trains 4. New LRT bridges over LA River and Interstate 5 5. New LRT maintenance facility
CAPITAL COSTS [1]	$3.3B - $4.2B	$4.6B - $6.0B
ANNUAL O&M COSTS [1]	$25M - $37M	$29M - $50M
AVERAGE WEEKDAY BOARDINGS [2] 2028 / 2042	Metrolink 15,800 / 34,300 LRT 42,600 / 50,500	Metrolink 15,900 / 34,400 LRT 44,600 / 53,300

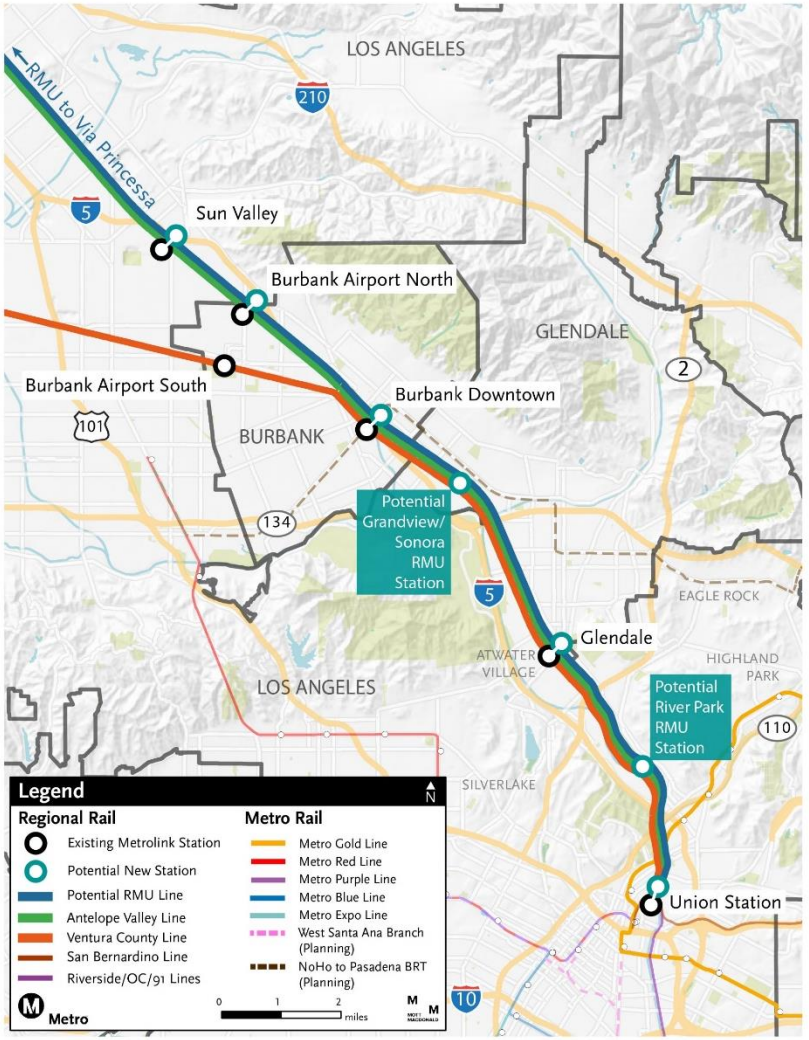
1 Costs reported in 2018 $

2 Ridership reflects AVL passengers only

Rail Multiple Unit (RMU) Scenario

*Metrolink's Locomotive Haul Coach trains is better suited for AM/PM peak services, with 840 passengers per train using a blended approach with RMU trains (at 450 passengers) for the mid-day services.

SCENARIO	RMU Option* Blended Metrolink + RMU service to Via Princessa
AVERAGE FREQUENCIES ANTELOPE VALLEY LINE	15 15-minute bi-directional AVL
WEEKDAY ROUND TRIPS	37 Antelope Valley Line 16 Ventura County Line 9 Amtrak 35 RMU
ADDITIONAL IMPROVEMENTS	1. Station mods at existing stations for RMUs 2. New RMU stations 3. Additional trains 4. North AVL Improvements 5. New RMU maintenance facility 6. Optional third track and station modifications to Glendale and Burbank-Downtown
CAPITAL COSTS [1]	$849M
ANNUAL O&M COSTS [1]	$30M
AVERAGE WEEKDAY BOARDINGS [2] 2028 / 2042	Metrolink and RMU 34,900 / 52,400



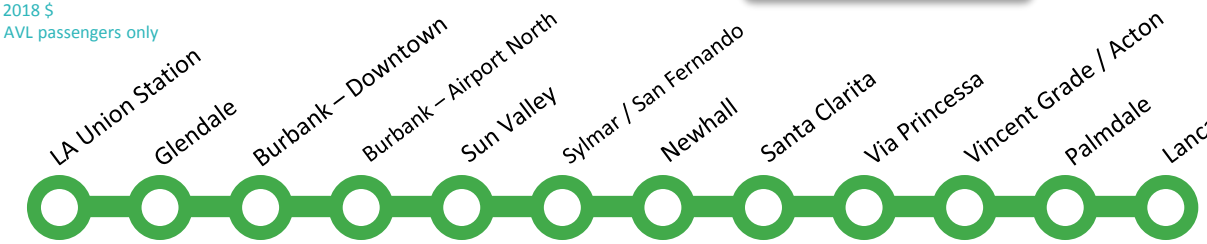
1 Costs reported in 2018 $
2 Ridership reflects AVL passengers only

Metro

Proposed Metrolink AVL Service Scenarios

SCENARIO	Existing Conditions	M Option 1 Add 1 Evening Train Friday, Saturday	M Option 60 60-min Bi-directional	M Option 30 30-min Bi-directional	M Option 15 15-min Bi-directional
AVERAGE FREQUENCIES ANTELOPE VALLEY LINE	Peak Direction 25-55 minutes Off Peak Direction 60-90 minutes	Peak Direction 25-55 minutes Off Peak Direction 60-90 minutes	60 60-minute bi-directional AVL	30 30-minute bi-directional AVL	15 15-minute bi-directional AVL
WEEKDAY ROUND TRIPS	15 Antelope Valley Line 16 Ventura County Line 6 Amtrak	16 Antelope Valley Line 16 Ventura County Line 6 Amtrak	18 Antelope Valley Line 16 Ventura County Line 9 Amtrak	36 Antelope Valley Line 16 Ventura County Line 9 Amtrak	74 Antelope Valley Line 16 Ventura County Line 9 Amtrak
ADDITIONAL IMPROVEMENTS	None	None	1. Double Track near Balboa Tunnel	1. Additional trains 2. North AVL Improvements	1. Additional train 2. North AVL Improvements 3. Optional third track and station modifications to Glendale and Burbank-Downtown
CAPITAL COSTS [1]	None	None	$42M	$175.2M	$760 M
ANNUAL O&M COSTS [1]	$34.5M	$35.4M	$38.5M	$45.5M	$68.8M
AVERAGE WEEKDAY BOARDINGS [2] 2028 / 2042	Metrolink 16,500 / 36,000	Metrolink 16,500 / 36,400	Metrolink 15,600 / 38,100	Metrolink 22,800 / 41,600	Metrolink 38,000 / 59,200

1 Costs reported in 2018 $
2 Ridership reflects AVL passengers only



Metro

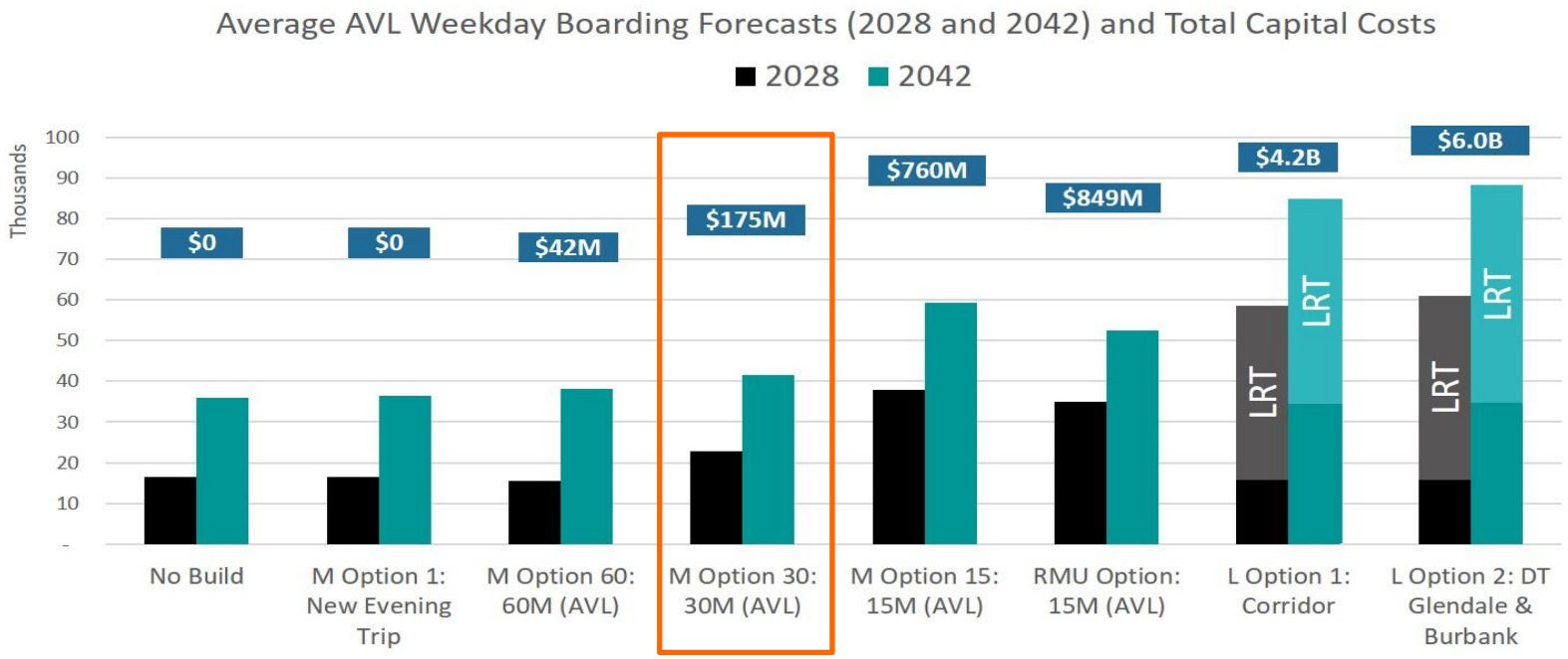
Evaluation Criteria & Study Results

	Metrolink 60M	Metrolink 30M	Metrolink 15M	RMU	LRT in Corridor	LRT Glendale/ Burbank
Transit Accessibility	medium	high	high	high	high	high
Ridership	low	medium	high	medium	high	high
Stakeholder Preferences	medium	medium	high	medium	medium	high
ROW Requirements	high	high	medium	medium	medium	low
Environmental Constraints	high	high	medium	medium	low	low
Parking Considerations	high	high	medium	medium	low	low
Travel Time & Headways	low	medium	high	high	high	high
Integration of Operations	high	high	medium	medium	low	low
Capital & Operating Costs	high	high	medium	medium	low	low

Metro

low medium high

Conclusion



The Metrolink 30-min option is the preferred scenario

1. Strong ridership growth is achieved, an increase from 7,000 daily passengers today to 22,000 daily passengers in 2028 and 40,000 daily passengers in 2042.
2. Much lower capital costs ($175.2M) compared to RMU ($849B) and LRT ($4.2B up to $6B) scenarios
3. Most of all of the required capital improvements to serve 30 min service are within Metro owned ROW with limited environmental and right-of-way impacts.
4. Allows for incremental approach to service expansion based on demand and funding.
5. Allows for future services in the corridor (e.g. Virgins Trains high-speed rail, RMU).

Metro

Questions?

Metro

Photo: Charles Freericks

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

Metro

Board Report

File #: 2019-0085, **File Type:** Program **Agenda Number:** 11.

PLANNING AND PROGRAMMING COMMITTEE
JULY 17, 2019

SUBJECT: ADOPTION OF MICRO MOBILITY VEHICLES PILOT PROGRAM AT METRO STATIONS

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

CONSIDER:

A. ADOPTING the 2-year Micro Mobility Vehicles Pilot Program at Metro stations; and

B. AMENDING Metro's Parking Ordinance (Attachment A) and Parking Rates and Permit Fee Resolution (Attachment B) in support of the implementation of the Micro Mobility Vehicles Pilot Program.

ISSUE

In September 2018, staff was directed to develop recommendations for permitting and regulating the operation of Micro Mobility Vehicles ("Vehicles") on Metro property. In order to ensure these Vehicles are parked and operated in a manner that does not impede or restrict pedestrian access while on all Metro properties, parking facilities, and right-of-way (ROW), staff introduced the proposed Vehicles Pilot Program ("Program") at the March 2019 Planning and Programming Committee meeting. The Board carried the item to April so that staff could provide additional outreach to Micro Mobility Operating Companies ("Operators"), provide revised pricing structure recommendation and to obtain further community comments prior to adoption. Accordingly, staff conducted additional outreach and research as directed by the Board.

This Board item brings the 2-year Vehicles Pilot Program to the Board for final adoption. An update to the Board is scheduled in six months.

BACKGROUND

Micro Mobility Vehicles, including e-scooters and dockless bicycles, are a new mode of transportation utilizing GPS-enabled smartphone applications for communication and tracking by operators and users.

Recently, the City of Los Angeles and a few other municipalities in Los Angeles County approved and

implemented pilot programs to regulate approximately 60,000 e-scooters and dockless bikes, the largest number of Micro Mobility vehicles in the country. Metro recognizes the importance and challenge of supporting the efforts of the City of Los Angeles and local jurisdictions throughout LA County to regulate rather than ban these vehicles as a mobility solution that may offer first and last mile connections to Metro stations. Managing these vehicles on Metro properties and ROW focuses on maintaining a clear path of travel for transit patrons, developing an organized parking system, operating safety for users, and providing equitable availability and access. The proposed Program has been developed to address these concerns and to work in tandem with local municipalities who have adopted regulations and caps on the number of permitted Vehicles.

DISCUSSION

The Program will authorize e-scooter and dockless bike share operations on Metro property, parking facilities, and ROW. The Program's concept is for Operators to lease spaces at Metro properties with a license agreement which requires Operators to be approved in the jurisdictions in which they are seeking to operate. This will prevent any conflict with the local jurisdictions' regulations.

Outreach, Surveys and Findings

Staff has engaged with Operators, local jurisdictions throughout Los Angeles County, and internal Metro departments to solicit comments on the development of the proposed Program. Staff performed additional outreach with community-based advocacy groups and presented the Program to all Regional Service Councils. Questionnaires regarding the implementation timeline have been conducted with the Operators. Staff has incorporated all the final comments and feedback from the aforementioned groups in the final version of the Program.

Amendment of Metro Parking Ordinance and Parking Rates and Permit Fee Resolution

As stated in the March and April 2019 Board items, e-scooters and dockless bike share bicycles are considered 'vehicles', thereby permitting Metro the right to regulate and enforce Operators. California Vehicle Code (CVC) 21113 gives Metro the authority to adopt its own parking ordinance to regulate Metro's ROW and parking facilities. Therefore, the regulation of the Program will reside in the non-automobile chapter of Metro Admin Code 8 (see Attachment A). Approving the amendment of the Metro Parking Ordinance will support the implementation of the Program.

The amendments recommended for the Parking Ordinance and Parking Rates include regulations covering the operations and parking of Micro Mobility Vehicles at Metro facilities and ROW. Regulations include, but are not limited to the following:

- Vehicles are prohibited from parking in ADA parking spaces and must maintain clearance of ADA access.
- Operators have two (2) hours to rectify incorrectly parked vehicles, with the exception of ADA violations.
- Vehicles parked in undesignated spaces or areas will not be considered lost and found but will be subject to terms of the license agreement for relocation or removal.
- All Operators must acquire an operating license agreement prior to the deployment and storage of Vehicles on Metro property, parking facilities, and ROW. Additionally, the number of Vehicles parked on Metro property will not be permitted to supersede local city and

municipality rules and regulations.
- Vehicles must be parked upright in designated parking zones.

The amendment on the Parking Rates and Permit Fee Resolution include all the violation fines of the Program regulations (see Attachment B). Approving the Parking Rates and Permit Fee Resolution will support the enforcement of the regulation by issuing violations.

Program Fees and Projected Revenue

The Program will be administrated by license agreement. It is proposed that Operators select one of two licensing options, plus a one-time application fee of $1,500 per license agreement to cover the cost of administering the Program and site visits.

Option 1: Allows the Operators to select any number of Metro stations, as long as the Operator is permitted to operate in the local jurisdiction. Each station has been classified as one of four types of station categories with potential space for the Program:

- Category 1 is a station with a feasible parking structure. This category is projected to have the lowest demand for parking Vehicles due to the availability of automobile parking. The proposed fee for this category is $125 per station per month with approximately 61 stations.
- Category 2 is a non-feasible parking facility, but has ample real estate near or around the station. The proposed fee for this category is $175 per station per month with approximately 24 stations.
- Category 3 is a station without a parking facility, but with sufficient space near or around the station to accommodate Vehicle parking. This category is projected to have the highest demand for Vehicle parking due to the absence of automobile parking. The proposed fee for this category is $250 per station per month with approximately 14 stations.
- Category 4 is a station without a parking facility and without ample space to accommodate Vehicle parking; therefore, Metro will assist Operators with coordinating with the respective city or Los Angeles County for off-site parking near Metro property.

Attachment C illustrates all feasible locations characterized by Metro rail or bus line, the city it is located in, location category, and whether or not it is a disadvantaged community based on the CalEnviroScreen score. Operators will be invoiced on a monthly basis by the number of locations authorized by the license agreement.

Option 2: Allows the Operators to select a monthly flat rate of $12,500 with access to approximately 100 stations. The proposed fee is based on Category 1's price structure (the lowest price structure) multiplied by the number of stations available, including Union Station.

Based on workshops and discussions, the cities with a lenient approach to enforcement had the most significant issues with compliance, therefore staff is proposing a violation fee of $100 per occurrence to regulate behavior of the Operators and their users.

Based upon recent observations, Vehicles have been parking at 30 Metro stations. There are seven Operators who have expressed interest in participating in the Program. The fee structure and gross revenue is illustrated in the table below.

Location Category	Application Fee (one time)	Proposed Fee (per space, per month)	Number of locations per category	Proposed Violation Fee
Category 1	$1,500	$125	61	$100
Category 2	$1,500	$175	24	$100
Category 3	$1,500	$250	14	$100
Category 4	N/A	N/A	N/A	$100
Monthly Flat Rate Option	$1,500	$12,500	100	$100
Revenue Estimation				
Revenue (one-time application fee)				$10,500
Revenue (annual license agreement and violations)				$600,000-$1,050,000

Staff has conducted surveys with all seven Operators regarding the proposed fee structure. Five out of seven Operators responded that the proposed fee is acceptable, with one Operator expressing preference for per station fees rather than monthly flat fee as they are a regional Operator. One Operator advocated for a zero-cost license.

Program Implementation Time Line
Staff will begin conducting site visits and begin the application process in August 2019 with an anticipated launch of the Program in September 2019.

Report Back to the Board in 6 months
Once the Pilot Program is adopted, staff will move forward with implementation and will monitor its progress and obtain performance data. Staff will report back to the Board with an update six months after implementation.

EQUITY PLATFORM

By developing the Program, Metro will provide an additional affordable alternative First and Last mile option to connect with the Metro transit system. User data will be analyzed after implementation to develop recommendations to improve access to disadvantaged communities.

The outcome from meetings with community-based advocacy groups resulted in identifying concerns primarily with regard to safety and a desire to ensure there would be dedicated space to park the Vehicles. Comments also included the need to prioritize disadvantaged and low-income communities, a wish to establish a cap on the number of Vehicles available in affluent areas, and support for the use of Vehicles as another first and last mile option especially in areas considered to be underserved.

By Using the CalEnviroScreen 3.0 tool, staff was able to determine that the majority of the stations where Metro is considering implementing the Program are in disadvantaged communities. California

legislature established Senate Bill 535 (<https://oehha.ca.gov/calenviroscreen/sb535>), which defines “disadvantaged communities” as census tracts with CalEnviroScreen scores that are higher than 75% of all census tracts in the state. Using this definition, our findings indicate 70.6% of the stations available for Vehicle parking are in disadvantaged communities, with an average CalEnviroScreen score of 79.87%. Staff will monitor Vehicle parking to determine if stations in disadvantaged communities are underserved and determine adjustments to the Program, if necessary.

DETERMINATION OF SAFETY IMPACT

The adoption of the Program will have positive safety impacts on Metro employees and patrons through the enforcement of the license agreement and parking ordinance. Vehicles are anticipated to be parked in an organized manner and operated under safety rules.

FINANCIAL IMPACT

This is a revenue generating initiative. Annual gross revenue to Metro is estimated at $600,000 through license agreements, application process and anticipated violations revenue with the proposed fee structure. Annual net revenue is projected at $450,000, which considers estimated enforcement expenses at $100,000 in labor and $50,000 in equipment during the first year.

Impact to Budget

Enforcement expenses are anticipated to be absorbed by the current parking enforcement contract budget without an additional funding request or impact to budget.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

1. Provide high-quality mobility options that enable people to spend less time traveling;
2. Deliver outstanding trip experiences for all users of the transportation system; and
3. Enhance communities and lives through mobility and access to opportunity.

ALTERNATIVES CONSIDERED

The Board may choose not to adopt the Program and ban Vehicles from Metro ROW, stations, and parking facilities. However, it is unlikely this will curb the incidence of Vehicles being left on Metro property. Without a Program, financial and staffing resources for abatement will be required without associated revenue. Vehicles are a regional presence that with proper regulation and enforcement have the ability to serve users as a viable first/last mile solution.

NEXT STEPS

Upon adoption of the Program, staff will begin coordinating station site visits and start the application process with Operators. Metro Parking Enforcement will begin preparing standard operating procedures and deployment of officers. Additional outreach will involve local jurisdictions that have authorized Vehicles to verify each Operators’ status. Staff will report back to the Board with updates

on the Pilot Program in six months.

ATTACHMENTS

Attachment A - Metro Parking Ordinance
Attachment B - Metro Parking Rates and Permit Fee Resolution
Attachment C - Micro Mobility Vehicles Feasible Stations List

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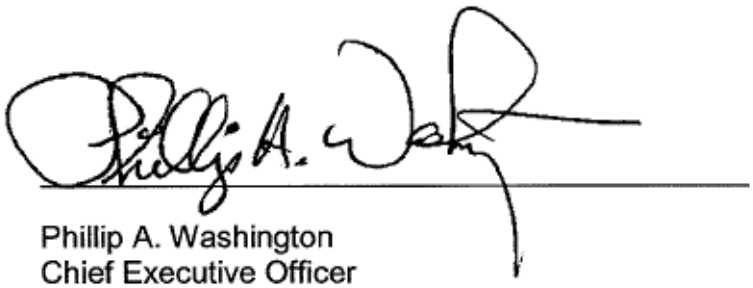


Phillip A. Washington
Chief Executive Officer

Attachment A

http://libraryarchives.metro.net/DB_Attachments/2019-0085_Attachment_A_Metro_Parking_Ordinance.pdf

ATTACHMENT B

A RESOLUTION OF THE METRO BOARD
OF LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY
ESTABLISHING PARKING RATES AND PERMIT FEES FOR ALL
METRO PARKING FACILITIES AND RESOURCES

WHEREAS, the Los Angeles County Metropolitan Transportation Authority (Metro) operates parking facilities throughout the Los Angeles County in the City of Los Angeles, Pasadena, Long Beach, North Hollywood, Culver City, Norwalk, Downey, Lynwood, Hawthorne, Inglewood, El Segundo, Redondo Beach, Compton, El Monte and Gardena. At Metro Blue Line Stations at: Willow, Wardlow, Del Amo, Artesia, Willowbrook/Rosa Parks, 103rd St/Watts Towers, and Florence. Metro Green Line Stations at: Norwalk, Lakewood Blvd, Long Beach Blvd, Avalon, Harbor Freeway, Vermont/Athens, Crenshaw, Hawthorne/Lennox, Aviation/LAX, El Segundo, Douglas and Redondo Beach and Metro Red Line Stations at: Westlake/MacArthur Park, Universal City/Studio City and North Hollywood. Metro Gold Line Stations at: Atlantic, Indiana, Lincoln Heights/Cypress, Heritage Square, Fillmore, Sierra Madre, Arcadia, Monrovia, Duarte/City of Hope, Irwindale, Azusa Downtown and APU/Citrus College. Metro Expo Line Stations at 17th St/SMC, Expo/Bundy, Expo/Sepulveda, Culver City, La Cienega/Jefferson, and Expo/Crenshaw. Metro Orange Line Stations at: Van Nuys, Sepulveda, Balboa, Reseda, Pierce College, Canoga, Sherman Way and Chatsworth Stations. Metro Silver Line Stations at: Slauson, Manchester, Rosecrans, Harbor Gateway Transit Center and El Monte. Metro also operates the parking at Los Angeles Union Station.

WHEREAS, Metro has designated preferred parking zones throughout its parking facilities with parking restrictions to manage parking availability to patrons; and

WHEREAS, the Metro Board of Directors is authorized to set parking rates and permit fees, by resolution, at Metro owned, leased, operated, contracted and managed parking facilities and preferred parking zones; and

WHEREAS, the METRO Chief Executive Officer or its designee is hereby authorized to establish rate adjustments for special event parking or other special circumstances that increase parking demand. The METRO CEO is also authorized to establish parking rates at additional and new rail line extension parking facilities not included in the current fee resolution. Parking rates at these additional parking facilities will be established within the current fee structure and range and based on the demographic location of the facility; and

WHEREAS, adopting the parking rates and permit fees as a means of regulating the use of all Metro parking facilities and resources will distribute the parking load more evenly between transit patrons and non-transit users, and maximize the utility and use of Metro operated parking facilities and resources, enhance transit ridership and customer service experience, thereby making parking easier, reducing traffic hazards and congestion, and promoting the public convenience, safety, and welfare;

WHEREAS, Metro is entering an agreement with car share and micro mobility vehicle operators subject to the negotiated license agreement which will set aside designated areas for these operators;

NOW, THEREFORE, THE BOARD OF DIRECTORS OF METRO DOES RESOLVE AS FOLLOWS:

SECTION 1. The parking rates established in this Resolution are effective as of February 1, 2018 at all Metro Parking Facilities.

SECTION 2. As used in this Resolution, the term "daily", for transit patrons, means a consecutive 24-hour period commencing upon the time of entry of a vehicle into a parking facility. The term "daily" for public patrons, means a consecutive 24-hour period, unless time restrictions do not allow for 24 consecutive hours, then "daily" refers to the time of entry into the parking facility until the expiration of the time limitation, not exceeding 24-hours. All "daily" parking commences at the time of entry of a vehicle into a parking facility.

SECTION 3. The parking rates listed in this Resolution shall apply to vehicles entering the specified Metro on-street and off-street parking facilities for the specified times, and rates unless a special event is scheduled that is anticipated to increase traffic and parking demands. If an event is scheduled, the rate may be determined by the METRO CEO, which approval may be granted based on Metro's best interests. The maximum rate may be set as either a flat rate per entry or an increased incremental rate based upon time of entry and duration of parking.

SECTION 4. The following fees are established at the Metro Willow Blue Line Station:

Parking information and rates shall be as follows:

a. Transit monthly permit parking will require up to a $59.00 monthly flat rate.
b. Transit monthly carpool permit parking will require up to a $45.00 monthly flat rate.
c. Daily parking rates for transit users with verified ridership within 96 hours of parking their vehicle will require a $3.00 daily flat rate.
   Rates may be negotiated between Metro and tenant, government or business entity.

SECTION 5. The following fees are established at the Metro Wardlow Blue Line Station:

Parking information and rates shall be as follows:

a. Transit monthly permit parking will require up to a $59.00 monthly flat rate.
b. Transit monthly carpool permit parking will require up to a $45.00 monthly flat rate.

c. Daily parking rates for transit users with verified ridership within 96 hours of parking their vehicle will require a $3.00 daily flat rate.
Rates may be negotiated between Metro and tenant, government or business entity.

SECTION 6. The following fees are established at the Metro Del Amo Blue Line Station:

Parking information and rates shall be as follows:

a. Transit monthly permit parking will require up to a $59.00 monthly flat rate.
b. Transit monthly carpool permit parking will require up to a $45.00 monthly flat rate.
c. Daily parking rates for transit users with verified ridership within 96 hours of parking their vehicle will require a $3.00 daily flat rate.
Rates may be negotiated between Metro and tenant, government or business entity.

SECTION 7. The following fees are established at the Metro Artesia Blue Line Station:

Parking information and rates shall be as follows:

a. Transit monthly permit parking will require up to a $59.00 monthly flat rate.
b. Transit monthly carpool permit parking will require up to a $45.00 monthly flat rate.
c. Daily parking rates for transit users with verified ridership within 96 hours of parking their vehicle will require a $3.00 daily flat rate.
Rates may be negotiated between Metro and tenant, government or business entity.

SECTION 8. The following fees are established at the Metro Willowbrook/Rosa Parks Blue Line Station:

Parking information and rates shall be as follows:

a. Transit monthly permit parking will require up to a $59.00 monthly flat rate.
b. Transit monthly carpool permit parking will require up to a $45.00 monthly flat rate.
c. Daily parking rates for transit users with verified ridership within 96 hours of parking their vehicle will require a $3.00 daily flat rate.
Rates may be negotiated between Metro and tenant, government or business entity.

SECTION 9. The following fees are established at the Metro 103rd St/Watts Tower Blue Line Station:

Parking information and rates shall be as follows:

Parking is free of charge, seven days per week.

SECTION 10. The following fees are established at the Metro Florence Blue Line Station:

Parking information and rates shall be as follows:

a. Transit monthly permit parking will require up to a $59.00 monthly flat rate.
b. Transit monthly carpool permit parking will require up to a $45.00 monthly flat rate.
c. Daily parking rates for transit users with verified ridership within 96 hours of parking their vehicle will require a $3.00 daily flat rate.
d. Rates may be negotiated between Metro and tenant, government or business entity.

SECTION 11. The following fees are established at the Metro Norwalk Green Line Station:

Parking information and rates shall be as follows:

a. Transit monthly permit parking will require up to a $59.00 monthly flat rate.
b. Transit monthly carpool permit parking will require up to a $45.00 monthly flat rate.
c. Daily parking rates for transit users with verified ridership within 96 hours of parking their vehicle will require a $3.00 daily flat rate.

Rates may be negotiated between Metro and tenant, government or business entity.

SECTION 12. The following fees are established at the Metro Lakewood Green Line Station:

Parking information and rates shall be as follows:

a. Transit monthly permit parking will require up to a $59.00 monthly flat rate.
b. Transit monthly carpool permit parking will require up to a $45.00 monthly flat rate.
c. Daily parking rates for transit users with verified ridership within 96 hours of parking their vehicle will require a $3.00 daily flat rate.

Rates may be negotiated between Metro and tenant, government or business entity.

SECTION 13. The following fees are established at the Metro Long Beach Green Line Station:

Parking information and rates shall be as follows:

a. Transit monthly permit parking will require up to a $59.00 monthly flat rate.
b. Transit monthly carpool permit parking will require up to a $45.00 monthly flat rate.
c. Daily parking rates for transit users with verified ridership within 96 hours of parking their vehicle will require a $3.00 daily flat rate.
Rates may be negotiated between Metro and tenant, government or business entity.

SECTION 14. The following fees are established at the Metro Avalon Green Line Station:

Parking information and rates shall be as follows:

Parking is free of charge, seven days per week.

SECTION 15. The following fees are established at the Metro Harbor Freeway Green Line Station:

Parking information and rates shall be as follows:
Parking is free of charge, seven days per week.

SECTION 16. The following fees are established at the Metro Vermont/Athens Green Line Station:

Parking information and rates shall be as follows:

Parking is free of charge, seven days per week.

SECTION 17. The following fees are established at the Metro Crenshaw Green Line Station:

Parking information and rates shall be as follows:

a. Transit monthly permit parking will require up to a $59.00 monthly flat rate.
b. Transit monthly carpool permit parking will require up to a $45.00 monthly flat rate.
c. Daily parking rates for transit users with verified ridership within 96 hours of parking their vehicle will require a $3.00 daily flat rate.
Rates may be negotiated between Metro and tenant, government or business entity.

SECTION 18. The following fees are established at the Metro Hawthorne/Lennox Green Line Station:

Parking information and rates shall be as follows:

a. Transit monthly permit parking will require up to a $59.00 monthly flat rate.
b. Transit monthly carpool permit parking will require up to a $45.00 monthly flat rate.
c. Daily parking rates for transit users with verified ridership within 96 hours of parking their vehicle will require a $3.00 daily flat rate.
d. Rates may be negotiated between Metro and tenant, government or business entity.

SECTION 19. The following fees are established at the Metro Aviation/LAX Green Line Station:

Parking information and rates shall be as follows:

a. Transit monthly permit parking will require up to a $59.00 monthly flat rate.
b. Transit monthly carpool permit parking will require up to a $45.00 monthly flat rate.
c. Daily parking rates for transit users with verified ridership within 96 hours of parking their vehicle will require a $3.00 daily flat rate.
Rates may be negotiated between Metro and tenant, government or business entity.

SECTION 20. The following fees are established at the Metro El Segundo Green Line Station:

Parking information and rates shall be as follows:

Parking is free of charge, seven days per week.

SECTION 21. The following fees are established at the Metro Douglas Green Line Station:

Parking information and rates shall be as follows:

a. Transit monthly permit parking will require up to a $59.00 monthly flat rate.
b. Transit monthly carpool permit parking will require up to a $45.00 monthly flat rate.
c. Daily parking rates for transit users with verified ridership within 96 hours of parking their vehicle will require a $3.00 daily flat rate.
Rates may be negotiated between Metro and tenant, government or business entity.

SECTION 22. The following fees are established at the Metro Redondo Beach Green Line Station:

Parking information and rates shall be as follows:

Parking is free of charge, seven days per week.

SECTION 23. The following fees are established at the Metro Westlake/MacArthur Park Red Line Station:

Parking information and rates shall be as follows:

Parking is free of charge, seven days per week.

SECTION 24. The following fees are established at the Metro Universal City/Studio City Red Line Station:

Parking information and rates shall be as follows:

a. Transit monthly permit parking will require up to a $59.00 monthly flat rate.
b. Transit monthly carpool permit parking will require up to a $45.00 monthly flat rate.
c. Daily parking rates for transit users with verified ridership within 96 hours of parking their vehicle will require a $3.00 daily flat rate.
   Rates may be negotiated between Metro and tenant, government or business entity.

SECTION 25. The following fees are established at the Metro North Hollywood Red Line Station:

Parking information and rates shall be as follows:

a. Transit monthly permit parking will require up to a $59.00 monthly flat rate.
b. Transit monthly carpool permit parking will require up to a $45.00 monthly flat rate.
c. Daily parking rates for transit users with verified ridership within 96 hours of parking their vehicle will require a $3.00 daily flat rate.
   Rates may be negotiated between Metro and tenant, government or business entity.

SECTION 26. The following fees are established at the Metro Atlantic Gold Line Station:

Parking information and rates shall be as follows:

a. Transit monthly permit parking will require up to a $59.00 monthly flat rate.
b. Transit monthly carpool permit parking will require up to a $45.00 monthly flat rate.
c. Daily parking rates for transit users with verified ridership within 96 hours of parking their vehicle will require a $3.00 daily flat rate.
d. Daily parking rate for non-transit users without verified ridership within 96 hours of parking their vehicle will require $3.00 rate per 3 hour period with a maximum parking time of 3 hours.

Rates may be negotiated between Metro and tenant, government or business entity.

SECTION 27. The following fees are established at the Metro Indiana Gold Line Station:

Parking information and rates shall be as follows:

a. Transit monthly permit parking will require up to a $59.00 monthly flat rate.
b. Transit monthly carpool permit parking will require up to a $45.00 monthly flat rate.
c. Daily parking rates for transit users with verified ridership within 96 hours of parking their vehicle will require a $3.00 daily flat rate.
   Rates may be negotiated between Metro and tenant, government or business entity.

SECTION 28. The following fees are established at the Metro Lincoln/Cypress Gold Line Station:

Parking information and rates shall be as follows:

a. Transit monthly permit parking will require up to a $59.00 monthly flat rate.
b. Transit monthly carpool permit parking will require up to a $45.00 monthly flat rate.
c. Daily parking rates for transit users with verified ridership within 96 hours of parking their vehicle will require a $3.00 daily flat rate.
   Rates may be negotiated between Metro and tenant, government or business entity.

SECTION 29. The following fees are established at the Metro Heritage Square Gold Line Station:

Parking information and rates shall be as follows:

a. Transit monthly permit parking will require up to a $59.00 monthly flat rate.
b. Transit monthly carpool permit parking will require up to a $45.00 monthly flat rate.
c. Daily parking rates for transit users with verified ridership within 96 hours of parking their vehicle will require a $3.00 daily flat rate.
   Rates may be negotiated between Metro and tenant, government or business entity.

SECTION 30. The following fees are established at the Metro Fillmore Gold Line Station:

Parking information and rates shall be as follows:

a. Transit monthly permit parking will require up to a $59.00 monthly flat rate.
b. Daily parking rates for transit users with verified ridership within 96 hours of parking their vehicle will require up to a $3.00 daily flat rate.
c. Rates may be negotiated between Metro and tenant, government or business entity.
Rates may be negotiated between Metro and tenant, government or business entity.

SECTION 31. The following fees are established at the Metro Sierra Madre Gold Line Station:

Parking information and rates shall be as follows:

a. Transit monthly permit parking will require up to a $59.00 monthly flat rate.
b. Transit monthly carpool permit parking will require up to a $45.00 monthly flat rate.
c. Daily parking rates for transit users with verified ridership within 96 hours of parking their vehicle will require a $3.00 daily flat rate.
Rates may be negotiated between Metro and tenant, government or business entity.

SECTION 32. The following fees are established at the Metro Arcadia Gold Line Station:

Parking information and rates shall be as follows:

a. Transit monthly permit parking will require up to a $59.00 monthly flat rate.
b. Transit monthly carpool permit parking will require up to a $45.00 monthly flat rate.
c. Daily parking rates for transit users with verified ridership within 96 hours of parking their vehicle will require a $3.00 daily flat rate.

Rates may be negotiated between Metro and tenant, government or business entity.

SECTION 33. The following fees are established at the Metro Monrovia Gold Line Station:

Parking information and rates shall be as follows:

a. Transit monthly permit parking will require up to a $59.00 monthly flat rate.
b. Transit monthly carpool permit parking will require up to a $45.00 monthly flat rate.
c. Daily parking rates for transit users with verified ridership within 96 hours of parking their vehicle will require a $3.00 daily flat rate.
d. Daily parking rates for non-transit users without verified ridership within 96 hours of parking their vehicle will require up to a $3.00 daily flat rate.

Rates may be negotiated between Metro and tenant, government or business entity.

SECTION 34. The following fees are established at the Metro Duarte/City of Hope Gold Line Station:

Parking information and rates shall be as follows:

a. Transit monthly permit parking will require up to a $59.00 monthly flat rate.
b. Daily parking rates for transit users with verified ridership within 96 hours of parking their vehicle will require a $3.00 daily flat rate.

Rates may be negotiated between Metro and tenant, government or business entity.

SECTION 35. The following fees are established at the Metro Irwindale Gold Line Station:

Parking information and rates shall be as follows:

a. Transit monthly permit parking will require up to a $59.00 monthly flat rate.
b. Transit monthly carpool permit parking will require up to a $45.00 monthly flat rate.
c. Daily parking rates for transit users with verified ridership within 96 hours of parking their vehicle will require a $3.00 daily flat rate.

Rates may be negotiated between Metro and tenant, government or business entity.

SECTION 36. The following fees are established at the Metro Azusa Downtown Gold Line Station:

Parking information and rates shall be as follows:

a. Transit monthly permit parking will require up to a $59.00 monthly flat rate.
b. Daily parking rates for transit users with verified ridership within 96 hours of parking their vehicle will require up to a $3.00 daily flat rate.

Rates may be negotiated between Metro and tenant, government or business entity.

SECTION 37. The following fees are established at the Metro APU/Citrus College Gold Line Station:

Parking information and rates shall be as follows:

a. Transit monthly permit parking will require up to a $59.00 monthly flat rate.
b. Transit monthly carpool permit parking will require up to a $45.00 monthly flat rate.
c. Daily parking rates for transit users with verified ridership within 96 hours of parking their vehicle will require a $3.00 daily flat rate.

Rates may be negotiated between Metro and tenant, government or business entity.

SECTION 38. The following fees are established at the Metro 17th St/SMC Expo Line Station:

Parking information and rates shall be as follows:

a. Transit monthly permit parking will require up to a $59.00 monthly flat rate.
b. Transit monthly carpool permit parking will require up to a $45.00 monthly flat rate.
c. Daily parking rates for transit users with verified ridership within 96 hours of parking their vehicle will require a $3.00 daily flat rate.

Rates may be negotiated between Metro and tenant, government or business entity.

SECTION 39. The following fees are established at the Expo/Bundy Expo Line Station:

Parking information and rates shall be as follows:

a. Transit monthly permit parking will require up to a $59.00 monthly flat rate.
b. Daily parking rates for transit users with verified ridership within 96 hours of parking their vehicle will require a $3.00 daily flat rate.

Rates may be negotiated between Metro and tenant, government or business entity.

SECTION 40. The following fees are established at the Metro Expo/Sepulveda Expo Line Station:

Parking information and rates shall be as follows:

a. Transit monthly permit parking will require up to a $59.00 monthly flat rate.
b. Transit monthly carpool permit parking will require up to a $45.00 monthly flat rate.
c. Non-transit monthly permit parking will require a $120.00 monthly flat rate.
d. Daily parking rates for transit users with verified ridership within 96 hours of parking their vehicle will require a $3.00 daily flat rate.

Rates may be negotiated between Metro and tenant, government or business entity.

SECTION 41. The following fees are established at the Metro La Cienega/Jefferson Expo Line Station:

Parking information and rates shall be as follows:

a. Transit monthly permit parking will require up to a $59.00 monthly flat rate.
b. Transit monthly carpool permit parking will require up to a $45.00 monthly flat rate.
c. Daily parking rates for transit users with verified ridership within 96 hours of parking their vehicle will require a $3.00 daily flat rate.
   Rates may be negotiated between Metro and tenant, government or business entity.

SECTION 42. The following fees are established at the Metro Expo/Crenshaw Expo Line Station:

Parking information and rates shall be as follows:

a. Transit monthly permit parking will require up to a $59.00 monthly flat rate.
b. Daily parking rates for transit users with verified ridership within 96 hours of parking their vehicle will require a $3.00 daily flat rate.
c. Rates may be negotiated between Metro and tenant, government or business entity.

Parking is only available from Monday at 2 AM through Sunday at 2 AM.

SECTION 43. The following fees are established at the Metro Chatsworth Orange Line Station:

Parking information and rates shall be as follows:

Parking is free of charge, seven days per week.

SECTION 44. The following fees are established at the Metro Sherman Way Orange Line Station:

Parking information and rates shall be as follows:

Parking is free of charge, seven days per week.

SECTION 45. The following fees are established at the Metro Canoga Orange Line Station:

Parking information and rates shall be as follows:

Parking is free of charge, seven days per week.

SECTION 46. The following fees are established at the Metro Pierce College Orange Line Station:

Parking information and rates shall be as follows:

Parking is free of charge, seven days per week.

SECTION 47. The following fees are established at the Metro Reseda Orange Line Station:

Parking information and rates shall be as follows:

a. Transit monthly permit parking will require up to a $59.00 monthly flat rate.
b. Transit monthly carpool permit parking will require up to a $45.00 monthly flat rate.

c. Daily parking rates for transit users with verified ridership within 96 hours of parking their vehicle will require a $3.00 daily flat rate.
Rates may be negotiated between Metro and tenant, government or business entity.

SECTION 48. The following fees are established at the Metro Balboa Orange Line Station:

Parking information and rates shall be as follows:

a. Transit monthly permit parking will require up to a $59.00 monthly flat rate.
b. Transit monthly carpool permit parking will require up to a $45.00 monthly flat rate.
c. Daily parking rates for transit users with verified ridership within 96 hours of parking their vehicle will require a $3.00 daily flat rate.
Rates may be negotiated between Metro and tenant, government or business entity.

SECTION 49. The following fees are established at the Metro Sepulveda Orange Line Station:

Parking information and rates shall be as follows:

a. Transit monthly permit parking will require up to a $59.00 monthly flat rate.
b. Transit monthly carpool permit parking will require up to a $45.00 monthly flat rate.
c. Daily parking rates for transit users with verified ridership within 96 hours of parking their vehicle will require a $3.00 daily flat rate.

Rates may be negotiated between Metro and tenant, government or business entity.

SECTION 50. The following fees are established at the Metro Van Nuys Orange Line Station:

Parking information and rates shall be as follows:

a. Transit monthly permit parking will require up to a $59.00 monthly flat rate.
b. Transit monthly carpool permit parking will require up to a $45.00 monthly flat rate.
c. Daily parking rates for transit users with verified ridership within 96 hours of parking their vehicle will require a $3.00 daily flat rate.
Rates may be negotiated between Metro and tenant, government or business entity.

SECTION 51. The following fees are established at the Metro El Monte Silver Line Station:

Parking information and rates shall be as follows:

a. Transit monthly permit parking will require up to a $59.00 monthly flat rate.
b. Transit monthly carpool permit parking will require up to a $45.00 monthly flat rate.
c. Daily parking rates for transit users with verified ridership within 96 hours of parking their vehicle will require a $3.00 daily flat rate.
   Rates may be negotiated between Metro and tenant, government or business entity.

SECTION 52. The following fees are established at the Metro Slauson Silver Line Station:

Parking information and rates shall be as follows:

Parking is free of charge, seven days per week.

SECTION 53. The following fees are established at the Metro Manchester Silver Line Station:

Parking information and rates shall be as follows:

Parking is free of charge, seven days per week.

SECTION 54. The following fees are established at the Metro Rosecrans Silver Line Station:

Parking information and rates shall be as follows:

Parking is free of charge, seven days per week.

SECTION 55. The following fees are established at the Metro Harbor Gateway Transit Center Silver Line Station:

Parking information and rates shall be as follows:

a. Transit monthly permit parking will require up to a $59.00 monthly flat rate.
b. Transit monthly carpool permit parking will require up to a $45.00 monthly flat rate.
c. Daily parking rates for transit users with verified ridership within 96 hours of parking their vehicle will require a $3.00 daily flat rate.
d. Rates may be negotiated between Metro and tenant, government or business entity.
e. METRO CEO is hereby authorized to adjust parking rates based on parking demand.

SECTION 56. The following fees are established at Los Angeles Union Station Gateway:

Parking information and rates shall be as follows:

a. Each 15 minutes is $3.00.
b. Daily Maximum shall be $8.00 per entry per every 24 hour stay.
c. Monthly fees for the general public are $110.00 monthly flat rate.
d. Event parking fees can be established based on market rate conditions.
e. Special monthly parking rates may be negotiated between Metro and tenant, government, or business entity.
   Metro is hereby authorized to adjust parking rates at Union Station for special events in the area based on parking demand.

SECTION 57. The following fees are established at Los Angeles Union Station West:

Parking information and rates shall be as follows:

a. Monthly fees for parking garage reserved stalls shall be $130.00 monthly flat rate.
b. Monthly fees for parking garage tandem spaces shall be $82.50 monthly flat rate.
c. Valet parking shall be $20.00 daily flat rate.
d. Valet parking for special events shall be $25.00 daily flat rate.
e. Special monthly parking rates may be negotiated between Metro and tenant, government, or business entity.
   Metro is hereby authorized to adjust parking rates at Union Station for special events in the area based on parking demand.

SECTION 58. All parking fees and rate structures, including hourly, daily, weekly and monthly parking shall be approved and established by resolution of the METRO Board. METRO staff shall review and recommend parking fee adjustments to the METRO Board based on parking demand.

a. The METRO CEO is hereby authorized to establish rate adjustments for special event parking or other special circumstances that increase parking demand.
b. The METRO CEO is also authorized to establish parking rates at additional and new rail line extension parking facilities not included in the current fee resolution. Parking rates at these additional parking facilities will be established within the current fee structure and range and based on the demographic location of the facility.
c. The METRO CEO will review and authorize adjustments to the parking rates pursuant to the parking management program, parking demand and the targeted occupancy levels. Parking rate adjustments requires 30 days' notice for pricing changes (increase or decrease) and only allows for price adjustments every 90 days. Parking rate adjustments will be within the current Metro Board approved fee structure and range.

SECTION 59. The following fees shall be established for all parking permits:

a. Initiation fee of parking passes or permits, including access cards, shall be a non-refundable fee of up to $25.00.
b. Replacement of a lost or stolen parking permit or access card shall be up to $25.00.
c. Permit holder must maintain permit eligibility requirements as defined in the permit program terms & conditions. Patrons not meeting the eligibility requirements may file an appeal for exemption. The application administration fee is up to $10.00 per application.
d. Any vehicle parked over 72 consecutive hours requires an Extended Parking Permit. Extended Parking Permit administration fee of $10.00 flat rate will be assessed per application.
e. Permit holders requesting a monthly statement to be mailed to a physical address will be charged an administrative fee up to $5.00.

SECTION 60. Short-term reserved parking may be purchased by phone or by internet web-page.

SECTION 61. All parking rates and permit fees shall be per vehicle for the specified period and non-refundable once issued.

SECTION 62. Transit parking rates also encompass non-Metro public transit agencies that accept Metro's TAP Card as fare payment.

SECTION 63. Daily parking fees, where applicable, are valid seven days per week.

SECTION 64. All parking rates set forth in this Resolution include city's parking tax, if applicable.

SECTION 65. Permit holders, including all monthly carpool participants, must maintain permit eligibility requirements as defined in the permit program terms & conditions.

SECTION 66. Parking is available on a first-come, first-served basis.

SECTION 67. Daily parking rates for transit users with verified ridership within 96 hours of parking their vehicle will not exceed a $5.00 daily flat rate, unless rate is otherwise defined as a higher amount in the site specific section of this Resolution. Monthly parking rates for transit users with verified ridership will not exceed a $99.00 flat rate, unless rate is otherwise defined as a higher amount in the site specific section of this Resolution.

SECTION 68. The following fees are established for each type of violation:

	Chapter	Title	Citation Fee
1	8-01-100	Permissions, Space Assignment, Signage and Parking Management Approvals	$63.00
2	8-05-030	Illegal Parking Outside of a Defined Parking Space or Parking	$63.00

		Space Markings	
3	8-05-040	Failure to Obey Signs	$63.00
4	8-05-050	Exceeding Posted Time Limit	$53.00
5	8-05-060	Temporary No Parking	$53.00
6	8-05-070	Restricted Parking	$53.00
7	8-05-080	Parking Within Marked Bicycle Lane	$63.00
8	8-05-090	Illegal Parking in Loading Zone	$53.00
9	8-05-100	Vehicle Exceeds Load Size Limit	$53.00
10	8-05-110	Disconnected Trailer	$53.00
11	8-05-120	Bus Loading Zones	$263.00
12	8-05-130	Illegal Parking in Kiss and Ride Spaces and Passenger Loading Zone	$53.00
13	8-05-140	No Parking – Alley	$53.00
14	8-05-150	Illegal Parking in Red Zones	$53.00
15	8-05-160	Vehicle Parked Seventy-Two (72) or More Hours	$53.00
16	8-05-170	Improperly Parked on Parking Grades	$63.00
17	8-05-180	Improperly Parked in Angled Parking	$63.00
18	8-05-190	Double Parking	$53.00
19	8-05-200	No Parking Anytime/Posted Hours	$53.00
20	8-05-210	Wrong Side Two Way Traffic or Roadway	$53.00
21	8-05-220	Blocking Street or Access	$53.00
22	8-05-230	Parking Special Hazard	$53.00
23	8-05-240	Illegal Parking at Fire Hydrant	$68.00
24	8-05-250	Illegal Parking at Assigned / Reserved Spaces	$53.00
25	8-05-260	Illegal Parking at Taxicab Stands	$53.00
26	8-05-270	Illegal Parking at/ Adjacent to a Landscape Island or Planter	$53.00
27	8-05-280a	Failure to Properly Register Vehicle License Plate Information	$53.00
28	8-05-280b	Parking in a Permit Parking Spaces Without a Permit	$53.00
29	8-05-280c	Display and Altered, Counterfeit, or Expired Permit	$53.00
30	8-05-280d	Display a Permit Registered to Another Vehicle	$53.00
31	8-05-280e	Failure to Properly Display the Permit as Instructed by Parking Terms and Conditions	$53.00
32	8-05-310	Permit Penalty Provisions	$53.00
33	8-05-320	Expired Meter or Pay Station	$53.00
34	8-05-330	Parking Facilities Cleaning, Maintenance and Capital Projects	$53.00
35	8-05-340	Electric Vehicle Parking Spaces	$53.00
36	8-05-350	Parking on Sidewalk/ Parkway	$53.00
37	8-05-370	Peak Hour Traffic Zones	$53.00
38	8-05-380	Parking Prohibition for Vehicles Over Six Feet High, Near Intersections	$53.00
39	8-05-400	Car Share, Vanpool, or Micro Mobility Vehicle Authorization Required	$53.00
40	8-05-410	Speed Limit	$53.00
44	8-05-420	Motor Vehicle Access	$63.00
42	8-05-440	Accessible Parking Spaces Designated for Vehicle Operators with Disabilities	$338.00

43	8-07-030a	Improperly Parked Bicycles outside of Designated Bicycle or Micro Mobility Vehicle Parking Areas	$100.00
44	8-07-030b	Bicycle parked in Landscaped Areas Violation	$38.00
45	8-07-040c	Operation of Motorcycles on Bicycle Pathways or Sidewalks	$100.00
46	8-07-050a	Improperly Parked Micro Mobility Vehicles outside of Designated Micro Mobility Vehicle Parking Areas	$100.00
47	8-07-050b	Operation of Micro Mobility Vehicle on Transit Platform, Transit Vehicle Lane, or Transit Vehicle	$100.00
48	8-07-050c	Improperly Parked Micro Mobility in ADA Spaces and ADA Accessible path of travel for Vehicle Operators with Disabilities	$338.00
49	8-07-050c	Abandoned Micro Mobility Vehicle on transit platform, transit vehicle lane, or transit vehicle	$338.00

SECTION 69. The Parking Fee Resolution adopted by the Metro Board of Directors on, May 18 2017, is repealed as of the effective date of the parking rates set forth in this Resolution.

SECTION 70. If there are any conflicts between the parking rates adopted in this Resolution and any parking rates adopted by prior resolution, the rates adopted in this Resolution shall take precedence.

SECTION 71. The Metro Board shall certify to the adoption of this Resolution, which shall become effective at such time as appropriate signs notifying the public of the provisions herein have been posted by the Metro Parking Management unit.

Micro Mobility Vehicles Feasible Locations - Attachment C

Category by Station					
Category 1	Feasible parking facility and with ample real estate at the station to accommodate physical infrastructure				
Category 2	Non-feasible parking facility, but has ample real estate near or around the station to accommodate scooter / dockless bicycles parking				
Category 3	No parking facility, but with sufficient real estate near or around the station to accommodate scooter / dockless bicycles parking				
Category 4	No feasible parking facility and without ample real estate near the station at all to accommodate scooter/dockless bicycles parking				

Line	Station	City	Category (1,2,3,4)	CalEnviroScreen Score	Disadvantaged Community
Blue	103rd/Watts	Los Angeles	4	97.5	x
Blue	1st St	Long Beach	4	82.5	x
Blue	5th St	Long Beach	4	87.5	x
Blue	Artesia	Compton	2	97.5	x
Blue	Compton	Compton	4	97.5	x
Blue	Del Amo	Los Angeles	1	97.5	x
Blue	Downtown Long Beach	Long Beach	4	82.5	x
Blue	Firestone	Los Angeles	4	95	x
Blue	Florence	Los Angeles	1	97.5	x
Blue	Pacific Ave	Long Beach	4	92.5	x
Blue	Vernon	Los Angeles	4	97.5	x
Blue	Wardlow	Long Beach	1, 3	82.5	x
Blue	Washington	Los Angeles	4	97.5	x
Blue	Willow	Long Beach	1	72.5	
Blue	Willowbrook/Rosa Parks	Los Angeles	1	92.5	x
Expo	17th/SMC	Santa Monica	1, 4	67.5	
Expo	26th/Bergamot	Santa Monica	4	82.5	x
Expo	Culver City - Metro Bike Hub	Culver City	1, 2	72.5	
Expo	Downtown Santa Monica	Santa Monica	4	67.5	
Expo	Expo/Bundy	Los Angeles	2	57.5	
Expo	Expo/Crenshaw	Los Angeles	4	77.5	x
Expo	Expo/La Brea	Los Angeles	4	92.5	x
Expo	Expo/Sepulveda	Los Angeles	2	37.5	
Expo	Farmdale	Los Angeles	4	87.5	x
Expo	La Cienega/Jefferson	Los Angeles	1	97.5	x
Expo	Palms	Los Angeles	3	62.5	
Expo	Westwood/Racho Park	Los Angeles	3, 4	37.5	
Gold	Allen	Pasadena	3, 4	47.5	
Gold	APU/Citrus	Azusa	1	47.5	
Gold	Arcadia	Arcadia	2	37.5	
Gold	Atlantic	Los Angeles	2	87.5	x
Gold	Azusa	Azusa	2	72.5	x
Gold	Chinatown	Los Angeles	4	97.5	x
Gold	Civic Center/Grand Park	Los Angeles	3		

Micro Mobility Vehicles Feasible Locations - Attachment C

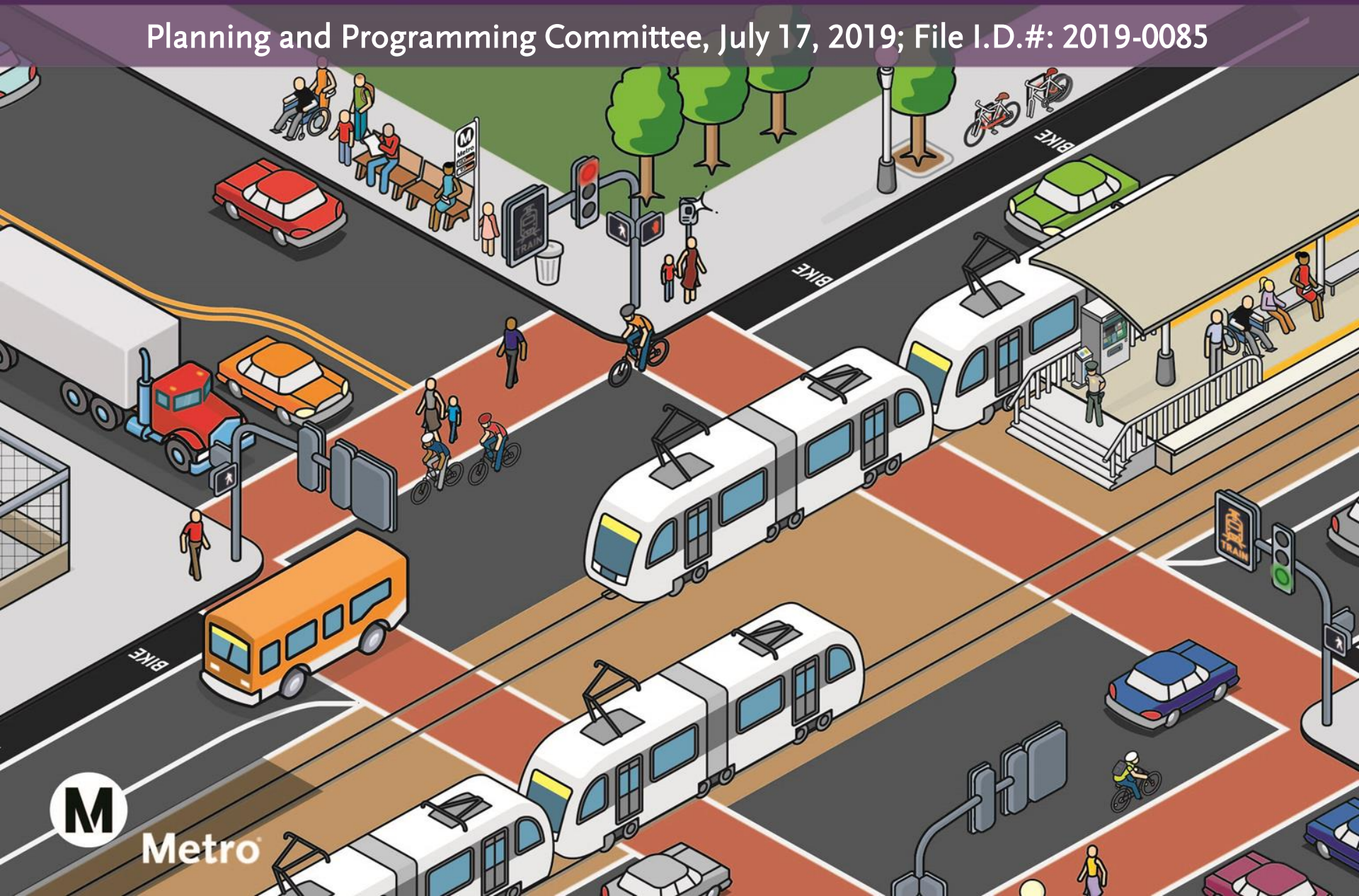
Gold	Del Mar	Pasadena	4	42.5	
Gold	Duarte	Duarte	2	87.5	x
Gold	East LA	Los Angeles	4		
Gold	Fillmore	Pasadena	4		
Gold	Heritage Square	Los Angeles	1		
Gold	Highland Park	Los Angeles	4		
Gold	Indiana	East Los Angeles	4		
Gold	Irwindale	Irwindale	4		
Gold	LAC+USC Medical Ctr	Los Angeles	4		
Gold	Lake	Pasadena	4		
Gold	Lincoln/Cypress	Los Angeles	4		
Gold	Little Tokyo	Los Angeles	4		
Gold	Maravilla	Los Angeles	4		
Gold	Mariachi Plaza	Los Angeles	3, 4		
Gold	Memorial Park	Pasadena	4		
Gold	Monrovia	Monrovia	1		
Gold	Pico/Aliso	Los Angeles	4		
Gold	Sierra Madre Villa	Pasadena	1, 4		
Gold	Soto	Los Angeles	3, 4		
Gold	South Pasadena	Pasadena	2, 4		
Gold	Southwest Museum	Los Angeles	4		
Green	Avalon	Los Angeles	1, 2		
Green	Aviation/LAX	Los Angeles	1		
Green	Crenshaw	Hawthorne	1, 2		
Green	Douglas	El Segundo	4		
Green	El Segundo	El Segundo	1		
Green	Harbor Fwy	Los Angeles	1		
Green	Hawthorne/Lennox	Inglewood	1, 4		
Green	Lakewood	Downey	1, 4		
Green	Long Beach Bl	Lynwood	1		
Green	Mariposa	El Segundo	3, 4		
Green	Norwalk	Norwalk	1		
Green	Redondo Beach	Hawthorne	1		
Green	Vermont/Athens	Los Angeles	2,4		
Orange	Balboa	Encino	1		
Orange	Canoga	Canoga Park	1		
Orange	Chatsworth	Chatsworth	1		
Orange	De Soto	Woodland Hills	4		
Orange	Laurel Canyon	North Hollywood	4		
Orange	Nordhoff	Los Angeles	3, 4		
Orange	Pierce College	Woodland Hills	1		
Orange	Reseda	Tarzana	1, 4	75	x
Orange	Roscoe	Canoga Park	3, 4	62.5	
Orange	Sepulveda	Van Nuys	1	87.5	x

Micro Mobility Vehicles Feasible Locations - Attachment C

Orange	Sherman Way	Los Angeles	1	82.5	x
Orange	Tampa	Tarzana	4	72.5	x
Orange	Valley College	Sherman Oaks	4	65	
Orange	Van Nuys	Van Nuys	1	87.5	x
Orange	Warner Ctr	Los Angeles	4	42.5	
Orange	Woodley	Van Nuys	4	92.5	x
Orange	Woodman	Sherman Oaks	4	72.5	
Purple	Wilshire/Western	Los Angeles	3, 4	55	
Red	Hollywood/Highland	Los Angeles	4	82.5	x
Red	Hollywood/Vine	Los Angeles	4	92.5	x
Red	Hollywood/Western	Los Angeles	3	97.5	x
Red	North Hollywood	North Hollywood	1	92.5	x
Red	Pershing Sq	Los Angeles	4	77.5	x
Red	Union Station	Los Angeles	1	57.5	
Red	Universal City	Studio City	1, 2		
Red	Vermont/Beverly	Los Angeles	3, 4	92.5	x
Red	Vermont/Santa Monica	Los Angeles	4	87.5	x
Red	Vermont/Sunset	Los Angeles	4	77.5	x
Red	Westlake/MacArthur Park	Los Angeles	2	87.5	x
Silver	Carson	Los Angeles	2, 4	75	x
Silver	El Monte	El Monte	1, 2	92.5	x
Silver	San Pedro St	Long Beach	4	97.5	x
Silver	Harbor Gateway Transit Center	Gardena	1	92.5	x
Silver	Manchester	Los Angeles	1, 4	92.5	x
Silver	Rosecrans	Los Angeles	1, 4	97.5	x
Silver	Pacific Coast Hwy	Los Angeles	4	84.17	x
Silver	Slauson	Los Angeles	4	95	x
Silver	Cal State LA	Los Angeles	4	92.5	x
Silver	37th/USC	Los Angeles	4	82.5	x

Micro Mobility Vehicles Program

Planning and Programming Committee, July 17, 2019; File I.D.#: 2019-0085



BACKGROUND & RECOMMENDATION

- Introduced in the March and April 2019 Planning and Programming Committee meetings; additional information in a March Board Box
- Amend (a) Parking Ordinance (Admin. Code 8) and (b) Parking Rates and Permit Fee Resolution as part of Program implementation
- Primary focus of 2-year pilot program is to address:
  - Safety
  - Appropriate parking etiquette
  - Connect with transit
  - Impartial Demographic

Metro

OUTREACH

Staff outreach involved:

- Meeting with operators and internal departments;
- Conducting outreach with advocacy groups;
- Presenting to TAC and all Regional Service Councils; and
- Submitting questionnaires to operators regarding new fee proposal and implementation timeline.

PROPOSED FEES & ESTIMATED REVENUE

Location Category	Application Fee (one-time)	Proposed Fee (per space, per month)	Number of Locations per Category	Proposed Violation Fee
Category 1	$1,500	$125	61	$100
Category 2	$1,500	$175	24	$100
Category 3	$1,500	$250	14	$100
Category 4	N/A	N/A	N/A	$100
Monthly Flat Rate Option	**$1,500**	**$12,500**	**100**	**$100**
Revenue Estimation				
Revenue (one-time application fee)				$10,500
Revenue (annual license agreement and violations)				$600,000-$1,050,000

Metro

DEMOGRAPHIC INDICATORS

- 70.6% of feasible stations considered are in a disadvantaged community (DAC)
- Conducted outreach with 14 community-based advocacy groups. Discussed concerns with 7 of them.
  - Main concern are the obstacles users may encounter.
  - Support designated space for Vehicles.
- Transit dependent users may prefer Metro transit due to low cost and free transfer.
    - E-scooter fees may add an additional layer of cost.
- Monitoring the vehicles deployment demographic

Metro

TIMELINE

- July 2019: Program adoption
- August 2019: Application and license agreement process; conduct site visits
- September 2019: Start Program regulation and enforcement
- Report back to the Board six months after implementation

Metro

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

File #: 2019-0218, **File Type:** Contract **Agenda Number:** 12.

PLANNING AND PROGRAMMING COMMITTEE
JULY 17, 2019

SUBJECT: WEST SANTA ANA BRANCH TRANSIT CORRIDOR PROJECT

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to:

A. EXECUTE Modification No. 7 to Contract No. AE5999300 with WSP USA Inc. for additional environmental technical work to be included in the Draft Environmental Impact Statement/Environmental Impact Report (EIS/EIR) in the amount of $6,476,982, increasing the total contract value from $21,529,734 to $28,006,716; and

B. INCREASE Contract Modification Authority (CMA) specific to Contract No. AE5999300 in the amount of $647,698, increasing the total authorized CMA amount from $1,828,422 to $2,476,120 to support additional environmental assessment work.

ISSUE

At the December 2018 meeting, the Board approved an updated West Santa Ana Branch Transit Corridor (WSAB) project definition. Since December, staff has met with corridor cities, agencies and stakeholders, as project design and environmental review on alignment and station design relating to each jurisdiction and affected agency progresses.

Based on these ongoing coordination efforts, more work has been identified, necessitating a request for Board action to execute a contract modification for the additional work in order to remain on schedule for release of the Draft EIS/EIR and continue the P3 delivery procurement efforts. Board action is also required to increase the CMA for any additional environmental assessment work identified through future coordination efforts.

BACKGROUND

The WSAB Project is a proposed light rail transit (LRT) line that would extend approximately 19 miles between downtown Los Angeles and southeast Los Angeles County (LA County) communities. Attachment A includes the WSAB Alignment Map. South of downtown Los Angeles, a single

alignment parallel to the Blue Line has been identified following existing right-of-way (ROW) (owned by Union Pacific Railroad [UPRR]), then turning east along Randolph Street and the La Habra Branch ROW (owned by UPRR) in the City of Huntington Park, transitioning south following the San Pedro Subdivision Branch (owned by Port of Los Angeles and Port of Long Beach), to the eight-mile abandoned Pacific Electric ROW (owned by Metro) and terminating in the City of Artesia. WSAB would traverse a highly populated area, with high numbers of low-income and heavily transit-dependent residents.

According to Measure M and Metro's Long-Range Transportation Plan (LRTP) financial forecast, as amended, the Project has a $4 billion (B) (2015$) allocation of funding (comprised of Measure M and other local, state, and federal sources) based on the cost estimate that was current at the time the Measure M Expenditure Plan was approved. Measure M funding becomes available in two cycles as follows:

Measure M Expected Opening Date	**LRTP Funding Allocation (2015$)**
FY 2028	$1 billion ($535 million from Measure M)
FY 2041	$3 billion ($900 million from Measure M)

The current end-to-end project capital cost is estimated at $6.5 to $6.6B (in 2018$). This cost range includes rough order of magnitude (ROM) right-of-way estimates; however, a comprehensive capital cost estimate (not a Life of Project budget) is contingent upon further project design, negotiation with the freight railroads and ports, as well as first-last mile (FLM) costs, which will be prepared during the advanced conceptual engineering phase.

The Project is also identified in Metro's Twenty-Eight by '28 Initiative as a "pillar project." Accordingly, efforts are underway to facilitate an early project delivery.

Measure M indicates that an early delivery of the subsequent project phase may be made possible with a public-private partnership (P3) delivery method. A P3 with a comprehensive delivery approach is being pursued as part of a strategy for accelerating a significantly increased project scope by 2028.

DISCUSSION

Contract Modification No. 7

The supplemental scope is to conduct additional technical and environmental work needed to complete the draft environmental document. Major tasks of the additional work include:

- Design modifications of the alignment to accommodate clearances proposed by UP near the freight railroad tracks;
- Updating sections of the environmental document as necessary resulting from alignment redesigns;
- ROW cost estimates;
- Additional Environmental (Section 4(f)) technical work; and
- Civil Rights Title VI analysis of the proposed maintenance and storage facilities.

Contract Modification Authority Increase

Due to the environmental complexity of the project, additional CMA is being requested to support unforeseen additional environmental assessment and technical work. This allows for flexibility and responsiveness necessary to maintain the project schedule.

Freight Coordination

The WSAB Project involves a shared corridor of approximately ten miles of freight-owned ROW that runs along the Wilmington and La Habra Branches (owned by UPRR) and the San Pedro Subdivision (owned by the Ports of LA and Long Beach). UPRR currently has operating rights for use of the San Pedro Subdivision. In some segments, UPRR tracks will need to be relocated to allow for the coordinated operations of both freight and passenger rail. Attachment B shows a map of the alignment and existing freight interface.

Reaching consensus on project design features and ROW negotiations with UPRR is a critical component to meeting the project schedule and has cost implications. Staff has held initial coordination meetings with UPRR and Ports staff to understand their current and future operational needs, as well as design considerations related to safety, operations and ROW. Metro must work with these entities to craft a solution that meets their needs as well as this Project's needs.

Equity Platform Consistency

The Project, and the aforementioned Project direction and actions, are consistent with the Equity Platform and will provide new benefits of enhanced mobility and regional access to minority and low-income populations within the Project Area. Approximately 60% of the corridor has been identified as having environmental justice communities. Minority residents consist of 66% of the total Project area population and 25% of Project area residents live below poverty, which is higher than the Los Angeles County average of 17%. Most of the transit service in the Project area is local with limited express buses operating on the congested roadway network. These communities have been historically underserved by transit investments. The Project provides meaningful mobility value by improving trips within southeastern Los Angeles County communities and connectivity with downtown Los Angeles. The Project will also significantly reduce travel times and Vehicle Miles Traveled (VMT) in the Project area, which could lead to air quality, safety, and livability improvements for the Project area's most vulnerable communities. All the aforementioned Project benefits will collectively expand economic opportunities and enhance the quality of life for residents of the Project area by greatly improving access to opportunity. Staff will ensure that Metro's Equity Platform will guide the process for evaluating the project in the Draft EIS/EIR.

DETERMINATION OF SAFETY IMPACT

These actions will not have any impact on the safety of Metro customers and/or employees because this Project is in the planning process phase and no capital or operational impacts results from this Board action.

FINANCIAL IMPACT

The FY 2019-20 budget contains $8,300,000 in Cost Center 4370 (Mobility Corridors Team 2), Project 460201 (WSAB Corridor Admin) for professional services. Since this is a multi-year contract, the Cost Center Manager and Chief Planning Officer will be responsible for budgeting in future years.

Impact to Budget

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

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The requested Project actions are consistent with the purpose and need of the Project, which align closely with Strategic Plan Goal 1: Provide high quality mobility options that enable people to spend less time traveling. When complete WSAB is anticipated to provide an approximately 35-minute one-seat ride from the proposed Pioneer Station in the southern terminus to either WSAB northern terminus. Taking a similar trip today on existing Metro bus and rail lines would take approximately two to three times as long, depending on the route, number of transfers, and local traffic conditions. The WSAB corridor traverses some of Los Angeles County's most densely-developed, historically underserved and environmental justice communities. Many of the Project area communities are characterized by heavily transit-dependent populations who currently lack access to a reliable transit network. The Project area is served by buses that operate primarily along a heavily congested freeway and arterial network with limited connections to the Metro rail system. A high-capacity and reliable transit investment between the Metro rail system and Gateway Cities would provide mobility and travel choices within the WSAB corridor and reduce dependence on auto travel. The Project aims to increase mobility, reduce travel times on local and regional transportation networks and accommodate future population and employment growth in southeastern Los Angeles County.

ALTERNATIVES CONSIDERED

The Board could decide not to approve the recommendations. This alternative is not recommended, as this would impact the project's environmental clearance schedule and would further delay the release of the Draft EIS/EIR and the selection of the
locally preferred alternative, which could also affect the potential for a P3 delivery procurement. Declining to increase the contract modification authority would disallow the flexibility necessary to react quickly to evolving conditions inherent to this stage of the project.

NEXT STEPS

Upon Board approval, staff will execute the contract modification for additional environmental and technical work to be included in the Draft EIS/EIR. Staff will continue to coordinate with key stakeholders, including freight operators. Community and stakeholder meetings are ongoing and will

continue.

ATTACHMENTS

Attachment A - WSAB Alignment Map
Attachment B - WSAB Freight Interface
Attachment C - Procurement Summary
Attachment D - Contract Modification/Change Order Log
Attachment E - DEOD Summary

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Craig Hoshijima, DEO, Countywide Planning & Development (213) 418-3384
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Reviewed by:
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Debra Avila, Chief Vendor/Contract Management Officer, (213) 418-3051
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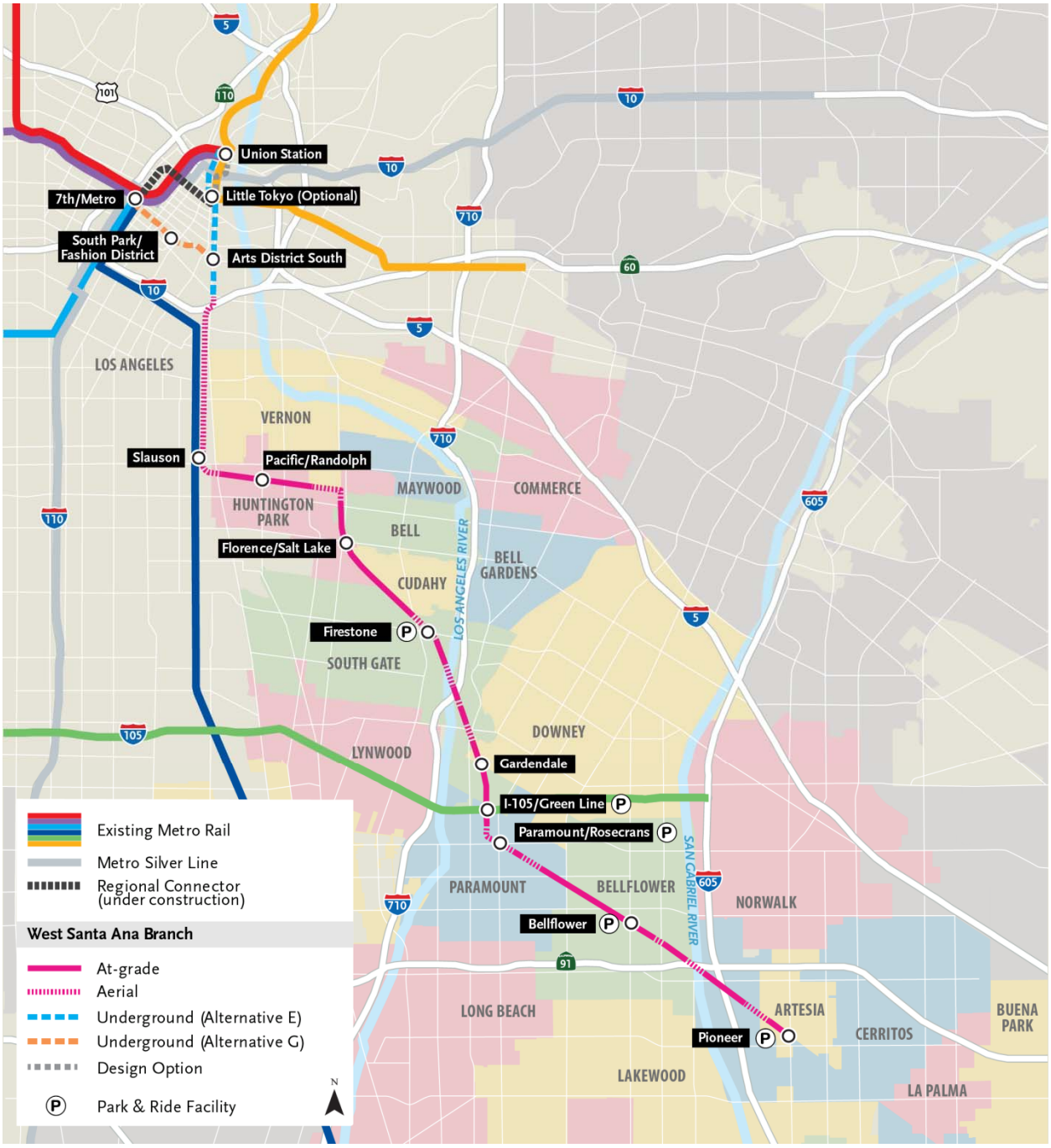
Joshua Schank, Chief Innovation Officer, (213) 418-3345

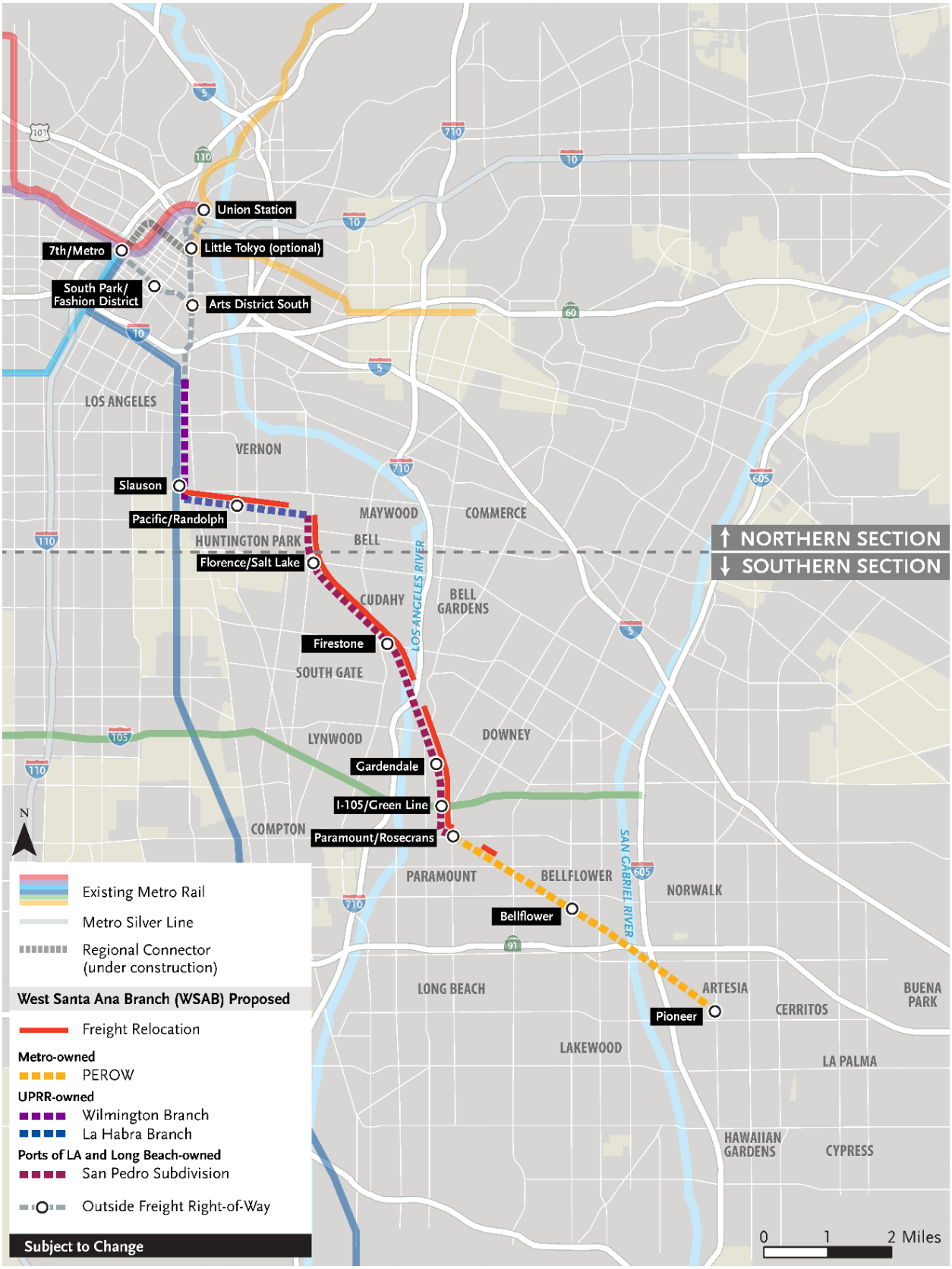
Phillip A. Washington
Chief Executive Officer

ATTACHMENT A

West Santa Ana Branch Transit (WSAB) Corridor Alignment Map



Attachment B



PROCUREMENT SUMMARY

WEST SANTA ANA BRANCH TRANSIT CORRIDOR/AE5999300

1.	**Contract Number**: AE5999300			
2.	**Contractor**: WSP USA Inc.			
3.	**Mod. Work Description**: Additional environmental technical work to be included in the Draft Environmental Impact Statement/Environmental Impact Report (EIS/EIR).			
4.	**Contract Work Description**: West Santa Ana Branch Transit Corridor Technical Services			
5.	**The following data is current as of**: June 25, 2019			
6.	**Contract Completion Status**		**Financial Status**	
	Contract Awarded:	09/26/16	**Contract Award Amount:**	$9,392,326
	Notice to Proceed (NTP):	09/26/16	**Total of Modifications Approved:**	$12,137,408
	Original Complete Date:	09/30/20	**Pending Modifications (including this action):**	$6,476,982
	Current Est. Complete Date:	09/30/20	**Current Contract Value (with this action):**	$28,006,716
7.	**Contract Administrator**: Gina Romo		**Telephone Number**: (213) 922-7558	
8.	**Project Manager**: Meghna Khanna		**Telephone Number**: (213) 922-3931	

A. Procurement Background

This Board Action is to approve Contract Modification No. 7 issued for additional environmental technical work to be included in the Draft EIS/EIR for the West Santa Ana Branch Transit Corridor.

This Contract Modification was processed in accordance with Metro's Acquisition Policy and the contract type is a firm fixed price.

On September 26, 2016, the Board awarded a firm fixed price Contract No. AE5999300 to Parsons Brinckerhoff, Inc., now WSP USA Inc., in the amount of $9,392,326 for the West Santa Ana Branch Transit Corridor.

Refer to Attachment D – Contract Modification/Change Order Log.

B. Cost Analysis

The recommended price has been determined to be fair and reasonable based upon an independent cost estimate (ICE), cost analysis, technical analysis, fact finding and negotiations. Fee remains unchanged from the original contract.

Proposal Amount	Metro ICE	Negotiated
$6,704,683	$6,613,433	$6,476,982

CONTRACT MODIFICATION/CHANGE ORDER LOG

WEST SANTA ANA BRANCH TRANSIT CORRIDOR/AE5999300

Mod. No.	Description	Status (approved or pending)	Date	$ Amount
1	Addition of a travel demand model review and calibration of six main tasks.	Approved	11/21/17	$252,166
2	Environmental review and technical analysis on the three northern alignments in the Draft EIR/EIS (EIR/EIS) for the West Santa Ana Branch Transit Corridor.	Approved	05/24/18	$2,760,752
3	Conduct additional environmental review and technical analyses to complete the Draft EIS/EIR.	Approved	12/07/18	$335,484
4	Conduct additional environmental review and technical analyses related to Minimum Operating Segment (MOS) to complete the Draft and Final EIS/EIR.	Approved	01/10/19	$494,230
5	Conduct additional environmental review and technical analyses related to identifying and evaluating two additional maintenance facility sites to complete the Draft and Final EIS/EIR.	Approved	01/10/19	$316,332
6	Technical services to advance the level of design to 15% to support Draft EIS/EIR and optional third-party coordination.	Approved	12/06/18	$7,978,444
7	Additional environmental technical work to be included in the Draft EIS/EIR.	**Pending**	**07/25/19**	**$6,476,982**
	Modification Total:			**$18,614,390**
	Original Contract:		09/26/16	**$9,392,326**
	Total:			**$28,006,716**

DEOD SUMMARY

WEST SANTA ANA BRANCH TRANSIT CORRIDOR/AE5999300

A. Small Business Participation

WSP USA Inc. (WSP) made a 25.03% Disadvantaged Business Enterprise (DBE) commitment. The project is 62% complete and the current DBE participation is 20.66%, a shortfall of 4.37%. WSP explained that their shortfall is related to the timing of certain scope items that will be performed by DBE's. WSP indicated that much of the engineering work completed to-date has been performed by non-DBE subcontractors; however, the environmental work that is heavily weighted towards DBE participation, is still in progress. WSP's shortfall has decreased from 4.60% to 4.37% since the last Board Report modification in November 2018. WSP indicated that they expect to meet their DBE commitment on this project.

Notwithstanding, Metro Project Managers and Contract Administrators, will work in conjunction with DEOD to ensure that WSP is on schedule to meet or exceed its DBE commitment. DEOD will request WSP to submit an updated mitigation plan to address the current shortfall. Additionally, key stakeholders associated with the contract have been provided access to Metro's tracking and monitoring system to ensure that all parties are actively tracking Small Business progress.

Small Business Commitment	**25.03% DBE**	**Small Business Participation**	**20.66% DBE**

	DBE Subcontractors	**Ethnicity**	**% Committed**	**Current Participation[1]**
1.	BA Inc.	African American	1.65%	2.17%
2.	CityWorks Design	Hispanic American	3.68%	3.26%
3.	Connetics Transportation Group	Asian Pacific American	0.78%	0.85%
4.	Epic Land Solutions	Caucasian Female	1.18%	1.14%
5.	Geospatial Professional Services	Asian Pacific American	0.25%	1.04%
6.	Lenax Construction	Caucasian Female	2.31%	1.93%
7.	Terry A. Hayes Associates	African American	11.41%	5.58%
8.	Translink Consulting	Hispanic American	3.77%	2.50%
9.	Dunbar Transportation	Caucasian Female	Added	0.36%
10.	Rail Surveyors and Engineers	Asian Pacific American	Added	0.89%
11.	Wiltec	African American	Added	0.57%
12.	Yunsoo Kim Design	Asian Pacific American	Added	0.37%
		Total	**25.03%**	**20.66%**

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

B. Living Wage and Service Contract Worker Retention Policy Applicability

The Living Wage and Service Contract Worker Retention Policy (LW/SCWRP) is not applicable to this contract.

C. Prevailing Wage Applicability

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

D. Project Labor Agreement/Construction Careers Policy

Project Labor Agreement/Construction Careers Policy is not applicable to this Contract. Project Labor Agreement/Construction Careers Policy is applicable only to construction contracts that have a construction contract value in excess of $2.5 million.

Next stop: new rail to southeast LA County.

WEST SANTA ANA BRANCH TRANSIT CORRIDOR

Metro

Planning and Programming Committee : July 17, 2019

File 2019-0218

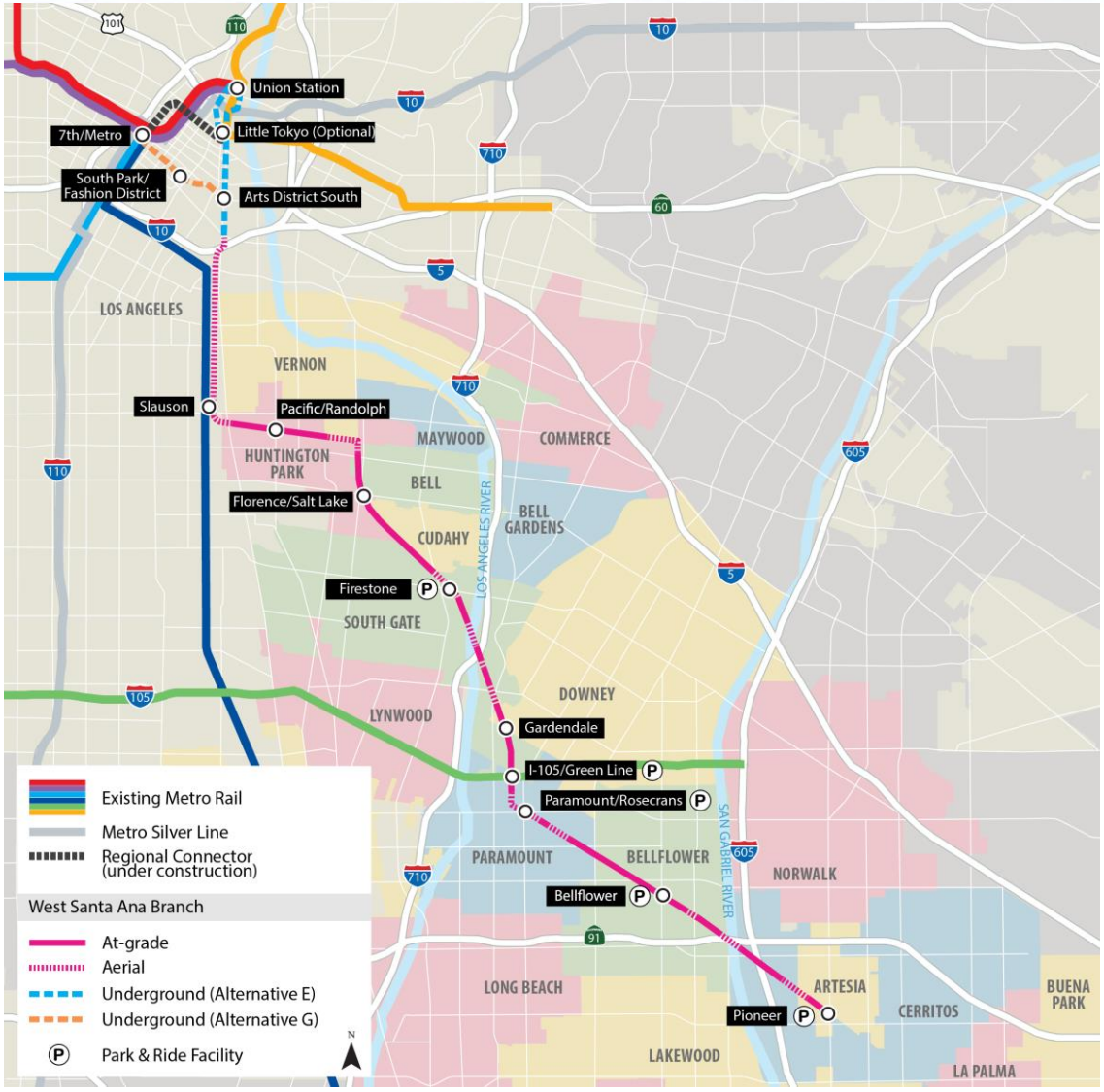
Recommendation

A. AUTHORIZING the Chief Executive Officer to:

1. EXECUTE Modification No. 7 to Contract No. AE5999300 with WSP USA Inc. for additional environmental technical work to be included in the Draft Environmental Impact Statement/Environmental Impact Report (EIS/EIR) in the amount of $6,476,982;
2. INCREASE Contract Modification Authority (CMA) specific to Contract No. AE5999300 in the amount of $647,698 to support additional environmental assessment work

Metro

Project Overview



- 98 square miles
- 19 miles long
- 12 new stations
- 1.4 M people currently reside in the Study Area, with 1.6 M residents projected in 2042
- 619,000 jobs currently located in the Study Area, 747,000 jobs projected in 2042
- Populations and employment densities are five times higher than LA County

Contract Modification No. 7

- Additional technical and environmental work is needed to complete the draft environmental document and includes:

  - Design modifications of the alignment to accommodate clearances proposed by UP near the freight railroad tracks;
  - Updating sections of the environmental document as necessary resulting from alignment redesigns;
  - ROW cost estimates;
  - Additional Environmental (Section 4(f)) technical work; and
  - Civil Rights Title VI analysis of the proposed maintenance and storage facilities.

Metro

Freight Coordination

➢ Key Considerations

- Approximately ten-miles of shared corridor on freight-owned ROW (Wilmington and La Habra Branches – UP-owned) and (San Pedro Subdivision – Ports of LA and LB-owned)
- Staff has held initial meetings with UP and Ports to understand current and future operational needs, and design considerations related to safety, operations and ROW
- Additional work has been identified to accommodate WSAB and freight, including updates to design, environmental work, and ROW cost estimates.
- Timely coordination/agreement with Union Pacific (UP) on design and ROW is critical to meeting project schedule and has cost implications.

Metro

Project Consistency with Agency Goals

- Project is consistent with Metro's Equity Platform Framework
  - Project area populations would have greatly improved access to opportunity
  - Reduces travel times and Vehicle Miles Traveled (VMT)

- Project is aligned with Metro Vision 2028 Strategic Plan goals
  - Goal #1 - Provide high quality mobility options that will enable people to spend less time traveling

- Measure M and Twenty-Eight by '28
  - The Project is included as a "pillar project" under Twenty-Eight by '28 and efforts are underway to facilitate early project delivery

Metro

Near Term Next Steps

- Community Update Meetings: Fall 2019

Metro

Next stop: new rail to southeast LA County.

WEST SANTA ANA BRANCH TRANSIT CORRIDOR

Metro

Thank You!

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

File #: 2019-0461, **File Type:** Program **Agenda Number:** 13.

PLANNING AND PROGRAMMING COMMITTEE
JULY 17, 2019

SUBJECT: COUNTYWIDE CALL FOR PROJECTS

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

CONSIDER:

A. RECERTIFYING $75.2 million in existing Fiscal Year (FY) 2019-20 commitments from previously approved Countywide Call for Projects (Call) and AUTHORIZING the expenditure of funds to meet these commitments as shown in Attachment A;

B. DEOBLIGATING $12.3 million of previously approved Call funding, as shown in Attachment B, ALLOCATING $11 million to fulfill the countywide light rail yard cost allocation commitment and hold the remaining $1.3 million in RESERVE;

C. AUTHORIZING the CEO to:
   1. Negotiate and execute all necessary agreements and/or amendments for previously awarded projects; and
   2. Amend the FY 2019-20 budget, as necessary, to include the 2019 Countywide Call Recertification and Extension funding in the Subsidies budget;

D. APPROVING changes to the scope of work for:
   1. City of Burbank - San Fernando Bikeway (#F1502);
   2. City of Los Angeles - LADOT Streets for People: Parklets and Plazas (#F7814);
   3. City of Long Beach - 1st Street Pedestrian Gallery (#F9628);
   4. City of San Fernando - San Fernando Pacoima Wash Bike Path (#F1505);
   5. City of South El Monte - Civic Center and Interjurisdictional Bicycle Lanes (#F5516); and

E. RECEIVING AND FILING:
   1. Time extensions for 63 projects shown in Attachment D;
   2. Reprogramming for eight projects shown in Attachment E; and
   3. Update on future countywide Call considerations

ISSUE

Each year the Board must recertify funding for projects that were approved through prior Calls in

order to release the funds to the project sponsors. The Board must also approve the deobligation of lapsing project funds after providing project sponsors with the opportunity to appeal staff's preliminary deobligation recommendations to Metro's Technical Advisory Committee (TAC). The Board must also receive and file the extensions and reprogrammed funds granted through previously delegated Board authority.

DISCUSSION

The Call process implements Metro's multi-modal programming priorities and implements the adopted Long Range Transportation Plan (LRTP). The 2019 Call Recertification and Deobligation process reinforces the annual authorization and timely use of funds policies. Specifically, Board policy calls for consideration of deobligation of funding from project sponsors who have not met lapsing deadlines, have not used the entire grant amount to complete the project (project savings) or have formally notified Metro that they no longer wish to proceed with the project (cancellation).

Technical Advisory Committee (TAC) Appeals

On June 5, 2019, TAC heard sponsor appeals on the deobligation of funding from 13 projects (Attachment F). TAC recommended one-year extensions with certain reporting conditions on all appeals. Staff concurs with these recommendations. Therefore, no projects would involuntarily lose funding due to the lapsing schedule and would have the timeline to completion lengthened under this proposed Board action.

Additionally, all proposed deobligated funds included in Attachment B are due primarily to project savings or cancellation requested by the project sponsors and would not be involuntarily deobligated by this proposed Board action, as further described in the attachment. The TAC reviewed and concurs with this recommendation.

Future Countywide Call Considerations

The Call process was initiated in the early 1990s and has changed significantly in its policy emphasis over the years, as has the environment for transportation investments that were underwritten by Call-related funding in the past. Specifically, levels of anticipated available funding have markedly changed. In August 2016, any future Call programming was put on hold due to the pending outcome of the Measure M ballot initiative and the update of the LRTP.

The latest 2015 Call cycle programmed funding through FY 2020-21. These commitments remain. Metro staff completed assessments of the past and current recipient performance in project delivery (2007 to 2015 Call cycles), see table 1 below. There are approximately 289 active and/or upcoming Call projects totaling $575 million, yet to be fully implemented. Staff believes the most prudent course is to continue deferring future considerations of the Call until completion of the next LRTP, to better align to the priorities set forth in the plan. Given that there are still more than half billion dollars of programmed funds not yet expended or obligated, staff will focus on working with the project sponsors in expediting the delivery of those projects.

Table 1 - Active and Upcoming Call for Projects as of May 31, 2019

Cycle	# of Awarded Projects	Programming Years	Total Programmed Amount ($000')	# of Active/ Upcoming Projects	Remaining Balance ($000')
2007 Call	169	FY08 - FY13	$ 454,520	40	$ 65,459
2009 Call	133	FY12 - FY15	337,551	61	132,537
2011 Call	72	FY15 - FY17	123,516	41	56,686
2013 Call	96	FY15 - FY19	199,390	68	137,454
2015 Call	88	FY17 - FY21	201,923	79	183,099
	558		**$ 1,316,900**	**289**	**$ 575,235**

Equity Platform

Consistent with Metro's Equity Platform, projects funded under Call are inherently intended to improve equity by increasing access to opportunity. Metro staff will be actively working with the jurisdictions to ensure delivery of those projects.

DETERMINATION OF SAFETY IMPACT

The 2019 Call Recertification and Deobligation will not have any adverse safety impacts on Metro's employees or patrons.

FINANCIAL IMPACT

The amount of $55.3 million is included in the FY 2019-20 Adopted Budget in Cost Centers 0441 (Subsidies to Others) and 0442 (Highway Subsidies) for the Countywide Call. Since these are multi-year projects, the cost center managers, Chief Planning Officer and Chief Program Management Officer will be responsible for budgeting in future years.

Impact to Budget

The sources of funds for these activities are Proposition C 25%, State Repayment of Capital Project Loan Funds, Congestion Mitigation and Air Quality (CMAQ), and Regional Surface Transportation Program (RSTP). The Proposition C 25% funds are not eligible for Metro bus and rail operating and capital expenditures.

CMAQ funds can be used for both transit operating and capital. However, there are no additional operating expenses that are eligible for CMAQ funding. Los Angeles County must strive to fully obligate its share of CMAQ funding by May 1 of each year, otherwise it risks its redirection to other California Regional Transportation Planning Agencies by Caltrans. Staff recommends the use of long

lead-time CMAQ funds as planned to insure utilizing Metro's federal funds.

RSTP funds in this action could be used for Metro's transit capital needs. Also, while these funds cannot be used directly for Metro's bus or rail operating needs, these funds could free up other such eligible funds by exchanging the funds used for Metro's paratransit provider, Access Services Incorporated. Since these RSTP funds originate in the Highway portion (Title 23) of MAP-21, they are among the most flexible funds available to Metro and are very useful in meeting Call projects' requirements.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

Recommendation supports the following goals of the Metro Vision 2028 Strategic Plan:

Goal 1: Provide high-quality mobility options that enable people to spend less time traveling by alleviating the current operational deficiencies and improving mobility along the projects.

Goal 4: Transform LA County through regional collaboration with the subregions and local jurisdictions in implementation of the projects.

ALTERNATIVES CONSIDERED

The Board could cancel all or some of the FY 2019-20 funding commitments rather than authorize their continued expenditures. This would be a change to the previous Board-approved Countywide Calls programming commitments and would disrupt ongoing projects that received multi-year funding.

With respect to deobligations, the Board could choose to deobligate funds from one or more project sponsors whose projects are beyond the lapse dates and are not moving forward consistent with the adopted Revised Lapsing Policy rather than extending the deadlines. A much stricter interpretation of the Revised Lapsing Policy might encourage project sponsors in general to deliver them in a more timely fashion. However, this would be disruptive to the process of delivering the specific projects currently underway, many of which are now very close to being delivered. On balance, the appeals process between the project sponsors and the Metro TAC is a significant reminder to project sponsors that these funded projects should not be further delayed to ensure policy objectives are achieved in expending the funds as intended by the Call program.

NEXT STEPS

With Board approval of the 2019 Countywide Call Recertification, Deobligation and Extension process, project sponsors will be notified and Funding Agreements (FAs) and Letters of Agreement (LOAs) will be executed with those who have received their first year of funding through the Recertification process. Amendments to existing FAs and LOAs will be completed for those sponsors receiving time extensions. Project sponsors whose funds are being deobligated will be formally notified of the Board action as well as those receiving date certain time extension deadlines for executing their agreements.

ATTACHMENTS

Attachment A - FY 2018-19 Countywide Call Recertification
Attachment B - FY 2017-18 Countywide Call Deobligation
Attachment C - Background/Discussion of Each Recommendation
Attachment D - FY 2017-18 Countywide Call Extensions
Attachment E - FY 2017-18 Countywide Call Reprogramming
Attachment F - Result of TAC Appeals Process

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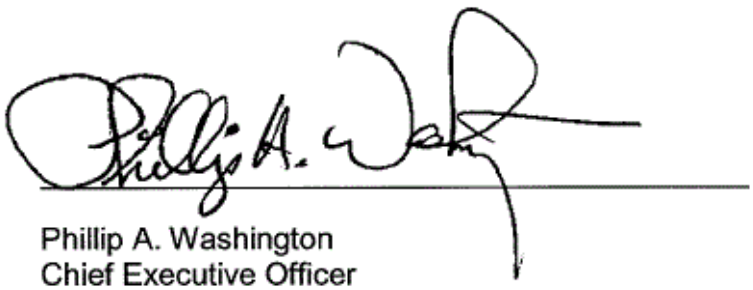

Phillip A. Washington
Chief Executive Officer

LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY
2019-20 CALL FOR PROJECTS RECERTIFICATION
($000)

	PROJ	AGENCY	PROJECT TITLE	TOTAL
1	F9600	AVALON	CITY OF AVALON FIVE-CORNER COMPREHENSIVE PEDESTRIAN PROJECT	$ 1,032
2	F3507	BALDWIN PARK	SOUTH BALDWIN PARK COMMUTER BIKEWAY PROJECT	$ 484
3	F9111	BELL GARDENS	FLORENCE AV. IMPROVEMENTS AT IRA AVENUE & JABONERIA RD.	351
4	F9804	BELLFLOWER	DOWNTOWN SMART PARK SYSTEM AND PROGRAM IMPLEMENTATION	15
5	F9109	BEVERLY HILLS	SUNSET BLVD. MEDIAN RECONSTRUCTION-COMPLETE STREET APPROACH	68
6	F9602	BEVERLY HILLS	PEDESTRIAN IMPROVEMENTS AT SELECTED CROSSWALKS WITHIN BEVERLY HILLS	392
7	F9436	BURBANK	BURBANKBUS TRANSIT VEHICLE REPLACEMENT	559
8	F9605	CUDAHY	CUDAHY CITY WIDE COMPLETE STREETS IMPROVEMENT PROJECT	1,971
9	F9435	GLENDALE	PURCHASE OF ALTERNATIVE FUEL BUSES FOR GLENDALE BEELINE	653
10	F9102	HAWTHORNE	HAWTHORNE BLVD MOBILITY PROJECT - PHASE 2	174
11	F9310	LANCASTER	CITY OF LANCASTER TRANSPORTATION MANAGEMENT CENTER	327
12	F1609	LA CITY	MAIN STREET BUS STOP AND PEDESTRIAN IMPROVEMENTS	548
13	F3630	LA CITY	MAIN STREET PEDESTRIAN ENHANCEMENTS	662
14	F3643	LA CITY	BOYLE HEIGHTS CHAVEZ AVE STREETSCAPE/PEDESTRIAN IMPROV.	2,648
15	F5821	LA CITY	VALENCIA TRIANGLE LANDSCAPE BEAUTIFICATION PLAZA	443
16	F7125	LA CITY	SHERMAN WAY WIDENING BETWEEN WHITSETT AVE TO HOLLYWOOD FWY	770
17	F9123	LA CITY	Complete Streets Project for Colorado Blvd. in Eagle Rock	347
18	F9204	LA CITY	SLAUSON AVENUE - VERMONT AVENUE TO CRENSHAW BLVD	1,429
19	F9207	LA CITY	ALAMEDA ST WIDENING - NORTH OLYMPIC BLVD TO I-10 FREEWAY	171
20	F9308	LA CITY	ATSAC ATCS/TPS/LRT/HRI/CMS SYSTEM RELIABILITY AND EFF.	1,307
21	F9309	LA CITY	TRAFFIC SIGNAL RAIL CROSSING IMPROVEMENT PROJECT	1,603
22	F9311	LA CITY	ATSAC TRAFFIC SURVEILLANCE VIDEO TRANSPORT SYSTEM ENHAN.	381
23	F9422	LA CITY	DASH CLEAN FUEL VEHICLES - HEADWAY REDUCTION	1,729
24	F9520	LA CITY	MID-CITY LOW STRESS BICYCLE ENHANCEMENT CORRIDORS	1,495
25	F9619	LA CITY	LANI - SANTA MONICA BOULEVARD IMPROVEMENT PROJECT	94
26	F9623	LA CITY	BEVERLY BLVD, VERMONT AVE TO COMMONWEALTH AVE PEDESTRIAN IMPROVEMENTS	310
27	F9805	LA CITY	VENICE - LA EXPRESS PARK	741
28	F9806	LA CITY	EXPOSITION PARK - LA EXPRESS PARK	784
29	F1310	LA COUNTY	INFORMATION EXCHANGE NETWORK PHASE II	365
30	F1311	LA COUNTY	SOUTH BAY FORUM TRAFFIC SIGNAL CORRIDORS PROJECT	110
31	F1321	LA COUNTY	SAN GABRIEL VALLEY FORUM TRAFFIC SIGNAL CORRIDORS PROJECT	1,065
32	F3308	LA COUNTY	SAN GABRIEL VALLEY FORUM TRAFFIC SIGNAL CORRIDORS PROJECT	3,430
33	F3309	LA COUNTY	GATEWAY CITIES FORUM TRAFFIC SIGNAL CORRODORS PROJ, PHASE VI	1,250
34	F3310	LA COUNTY	SOUTH BAY FORUM TRAFFIC SIGNAL CORRIDORS PROJECT	4,931
35	F5111	LA COUNTY	COLIMA ROAD - CITY OF WHITTIER LIMITS TO FULLERTON ROAD	2,212
36	F5310	LA COUNTY	RAMONA BOULEVARD/BADILLO STREET/COVINA BOULEVARD TSSP/BSP	897
37	F5315	LA COUNTY	SAN GABRIEL VALLEY FORUM TRAFFIC SIGNAL CORRIDORS PROJECT	441
38	F5316	LA COUNTY	SOUTH BAY FORUM TRAFFIC SIGNAL CORRIDORS PROJECT	1,220
39	F7115	LA COUNTY	THE OLD ROAD-LAKE HUGHES RD TO HILLCREST PKWY PHASE I	1,261
40	F7305	LA COUNTY	GATEWAY CITIES FORUM TRAFFIC SIGNAL CORRIDORS PROJECT, PHASE	410
41	F7306	LA COUNTY	FOOTHILL BOULEVARD TRAFFIC SIGNAL CORRIDOR PROJECT	1,250
42	F7307	LA COUNTY	SAN GABRIEL VALLEY FORUM TRAFFIC SIGNAL CORRIDOR PROJECT	820
43	F7308	LA COUNTY	EAST LOS ANGELES TRAFFIC SIGNAL CORRIDOR PROJECT.	1,470
44	F7310	LA COUNTY	ITS: IMPROVEMENTS ON SOUTH BAY ARTERIALS	610
45	F9114	LA COUNTY	FULLERTON ROAD CORRIDOR IMPROVEMENTS - LA COUNTY	3,940
46	F9302	LA COUNTY	SGV FORUM 2015 TRAFFIC SIGNAL CORRIDORS PROJECT	1,770
47	F9303	LA COUNTY	SOUTH BAY FORUM 2015 TRAFFIC SIGNAL CORRIDORS PROJECT	302
48	F9304	LA COUNTY	GATEWAY CITIES FORUM 2015 TRAFFIC SIGNAL CORRIDORS PROJECT	62
49	F9305	LA COUNTY	NORTH COUNTY TRAFFIC SIGNAL COMMUNICATIONS PROJECT	96
50	F9504	LA COUNTY	E. PASADENA & E. SAN GABRIEL VALLEY BIKEWAY ACCESS IMPROVEMENTS	1,394
51	F9511	LA COUNTY	SOUTH WHITTIER COMMUNITY BIKEWAY ACCESS IMPROVEMENTS	2,574
52	F7316	LONG BEACH	ARTESIA CORRIDOR ATCS ENHANCEMENT PROJECT	914
53	F9130	LONG BEACH	ARTESIA - GREAT BOULEVARD	2,350
54	F9314	LONG BEACH	MID-CITY SIGNAL COORDINATION IN LONG BEACH	2,386
55	F9628	LONG BEACH	1ST STREET PEDESTRIAN GALLERY	1,373
56	F9808	LONG BEACH	PARK OR RIDE	197
57	F9402	LONG BEACH TRANSIT	LBT PURCHASE OF ZERO EMISSION BUSES	2,111
58	F9502	MONTEREY PARK	MONTEREY PASS ROAD COMPLETE STREETS BIKE PROJECT	467
59	F1300	PALMDALE	NORTH COUNTY TRAFFIC FORUM ITS EXPANSION	1,669

	PROJ	AGENCY	PROJECT TITLE	TOTAL
60	F9613	PASADENA	LAKE AVENUE GOLD LINE STATION PEDESTRIAN ACCESS IMPROVEMENTS	344
61	F9526	POMONA	POMONA ATP PHASE 2 BICYCLE NETWORK FOR COMMUNITY ASSETS	2,841
62	F9203	PORT OF LONG BEACH	PIER B STREET FREIGHT CORRIDOR RECONSTRUCTION PROJECT	1,090
63	F9110	ROSEMEAD	GARVEY AVENUE REGIONAL ACCESS & CAPACITY IMPROVEMENT PROJECT	225
64	F9313	SAN FERNANDO	SAN FERNANDO CITYWIDE SIGNAL SYNCH AND BUS SPEED IMPRV.	85
65	F7105	SANTA CLARITA	LYONS AVENUE/DOCKWEILER DRIVE EXTENSION	104
66	F9118	SANTA CLARITA	DOCKWEILER DRIVE GAP CLOSURE	3,267
67	6347	SOUTH GATE	I-710/FIRESTONE BLVD. INTERCHANGE RECONSTRUCTION	560
68	F9400	TORRANCE TRANSIT	TORRANCE TRANSIT SYSTEM - FLEET MODERNIZATION FINAL PHASE	471
69	F5314	WHITTIER	GATEWAY CITIES FORUM TRAFFIC SIGNAL CORRIDORS PROJECT	1,390
			TOTAL	**$75,212**

Metro

LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY
FY 2018-19 CALL FOR PROJECTS DEOBLIGATION RECOMMENDATIONS
($000)

	PROJ. ID #	AGENCY	PROJECT TITLE	FUNDING SOURCE	MODE	DOLLARS PROGRAMMED AND FISCAL YEAR						$ EXPD/ OBLG	TOTAL DEOB	REASON
						Prior	FY 17	FY 18	FY 19	FY 20	FY 21			
1	6297	COMPTON	COMPTON TMOC & RETROFIT OF CITY TRAFFIC SIGNAL SYSTEM	PC25	SS	$ 555						$ 155	$ 400	AUDIT SAVINGS
2	F3125	EL MONTE	RAMONA CORRIDOR TRANSIT CENTER ACCESS PROJECT	CMAQ	RSTI	7,651						-	$ 7,651	CANCELLED
3	F1502	BURBANK	SAN FERNANDO BIKEWAY	CMAQ	CMAQ				5,834			-	$ 422	SCOPE CHANGE
4	F3715	GLENDALE	ADVANCED WAYFINDING AND GUIDANCE SYSTEM	LTF	TDM	486						470	16	AUDIT SAVINGS
5	F7622	LA CITY	LANI - WEST BLVD. COMMUNITY LINKAGES PROJECT	CMAQ	PED				276		1,103	-	319	SCOPE CHANGE
6	F1320	PASADENA	PASADENA ITS MASTER PLAN IMPLEMENTATION - PHASE II	PC25	SS	2,684						2,520	$ 164	AUDIT SAVINGS
7	F7521	REDONDO BEACH	BICYCLE TRANSPORTATION PLAN IMPLEMENTATION PHASE II	CMAQ	BIKE		233	1,329				-	$ 1,562	CANCELLED
8	F7119	SAN MARINO	HUNTINGTON DRIVE MULTIMODAL CAPACITY ENHANCEMENTS	PC25	RSTI	105	834					-	$ 939	CANCELLED
9	8095	SIGNAL HILL	CHERRY AVENUE WIDNING PROJECT	PC25	RSTI	2,720						1,865	$ 855	AUDIT SAVINGS
			TOTAL			**$ 14,201**	**$ 1,067**	**$ 1,329**	**$ 6,110**	**$ -**	**$ 1,103**	**$ 5,010**	**$ 12,328**	

TOTAL DEOBLIGATION RECOMMENDATION BY MODE	
REGIONAL SURFACE TRANSPORTATION IMPROVEMENTS (RSTI)	$ 9,445
TRANSIT CAPITAL (TC)	-
SIGNAL SYNCHRONIZATION & BUS SPEED IMPROVEMENTS (SS)	564
BICYCLE IMPROVEMENTS (BIKE)	1,984
PEDESTRIAN IMPROVEMENTS (PED)	319
TRANSPORTATION DEMAND MANGEMENT	16
TOTAL	**$ 12,328**

Background/Discussion of Each Recommendation

A. Recertify

The $75.2 million in existing FY 2019-20 Board approved commitments and programmed through previous Countywide Call processes are shown in Attachment A. The action is required to ensure that funding continues in FY 2019-20 for those on-going projects for which Metro previously committed funding.

B. Deobligate

Attachment B shows the $12.3 million of previously approved Countywide Calls funding that is being recommended for deobligation. This includes approximately $.7 million in project downscopes, $10.2 million in cancelled projects, and $1.4 million in project savings.

In May 2015, the Board approved the updated countywide light rail yard cost allocation percentages (Legistar File # 2015-0455). As part of the approval, $11 million of the $22 million cost increase was to be funded over time from the Countywide Call for Projects Deobligation. Since current year's recommended deobligation amount is $12.3 million, staff recommends fulfilling the countywide light rail yard cost allocation commitment of $11 million and the reserving remaining $1.3 million deobligated funds for any future Metro lead competitive Grant Programs, similarly to 2018 Call for Project deobligation action.

C. Authorize

Projects receiving their first year of funding are required to execute Funding Agreements or Letter of Agreements with Metro. And Projects receiving time extensions are required to execute Amendments with Metro. This recommendation will authorize the CEO or his designee to negotiate and execute any agreements and/or amendments with the project sponsors, based on the project sponsors showing that the projects have met the Project Readiness Criteria and timely use of funds policies.

D. Approve Project Scope Change

1. The City of Burbank - San Fernando Bikeway (#F1502) was programmed through the 2007 Call. As approved, the project is located between the northern city limit at San Fernando Blvd/Cohassett Street and the Downtown Burbank Metrolink Station. The project consists of 2.85 miles of Class I and 0.15 of Class II bike path, traveling on the west side of the Metro-owned Metrolink/Union Pacific operated railroad right-of-way along San Fernando Blvd between Cohassett and Lincoln Street, on Victory Place between Lincoln Street and Lake Street, on Lake Street between Victory Place and Burbank Blvd, then via the Burbank Western Channel between Burbank Blvd and Magnolia Blvd, and finally back on the west side of the railroad right-of-way between Magnolia Blvd and the Downtown Burbank Metrolink Station. The City began design work but had to put the project on hold due to its alignment through the project area adjacent to Caltrans' ongoing I-5 North HOV/Empire Interchange Project, and the difficulty of obtaining right-of-way or easement from Union Pacific Railroad (UPRR) for the bike path. The City is requesting to revise the scope of

work to exclude a 0.89 miles segment between the Empire Center and the Western Burbank Channel to avoid ongoing construction of the I-5 Project, which also impacts UPRR right-of-way. The remaining 2.1-mile Class I bikeway would span from San Fernando Blvd/Cohassett Street to the Empire Center and from the Western Burbank Channel to the Downtown Burbank Metrolink Station. The City will seek future State Active Transportation Program funds to construct the 0.89-mile gap once the I-5 Project is complete. Staff has evaluated the proposed change in scope and found that they are consistent with the intent of the original scope of work. The revised scope of work will reduce Metro Call funds from $6,595,000 to $6,172,836 and the City corresponding local match commitment (20%) from $1,644,000 to 1,543,216. The revised total project cost of $7,716,052 will result in a cost saving of $422,164 in Call funds, which is recommended for deobligation. In addition, the City is committed to cover any future project cost overruns, if occurs.

2. The City of Los Angeles – LADOT Streets for People: Parklets and Plazas (#F7814) was programmed through the 2013 Call. As approved, the project is in the City of Los Angeles along major transit corridors that are within ½ mile of Metro Rapid and/or one mile of Metro Rail transit station areas. The project consists of installing 12 parklets and three plazas. Since the award of the Call grant, the People Street Program has been formalized by the City and new project guidelines/ requirements were created including new project typologies such as intersection murals and decorative crosswalks. The City is requesting to revise the scope of work by eliminating numbers of parklets and plaza and adding the new project typologies. The revised scope of work will install one parklet, one plaza, four intersection murals and nine decorative crosswalks. Staff has evaluated the proposed change in scope and found that they are consistent with the intent of the original scope of work. Metro will maintain its funding commitment of $437,200 and the City will maintain its local match commitment of $109,300 (20%). In addition, the City is committed to cover any future project cost overruns, if occurs.

3. The City of Long Beach - 1st Street Pedestrian Gallery (#F9628) was programmed through the 2015 Call. As approved, the project covers 0.37 miles of pedestrian improvements – including sidewalks and crosswalks, pedestrian lighting, benches, wayfinding signage, and landscaping - on 1st Street between Long Beach Blvd. and Elm Ave., on Broadway between Long Beach Blvd. and Elm Ave., and on Long Beach Blvd. between Broadway and Ocean Blvd. The City is requesting to revise the scope of work by eliminating the Broadway and Long Beach Blvd segments, and extending the 1st Street segment westward from its current limit at Long Beach Blvd. to Pacific Avenue for a total corridor length of 0.35 miles. Changes to the original project segments would allow the City to capitalize on recent land use developments in downtown Long Beach and the Civic Center area. Staff has evaluated the proposed change in scope and found that they are consistent with the intent of the original scope of work. Metro will maintain its funding commitment of $2,716,524 and the City will maintain its local match commitment of $905,507 (25%). In addition, the City is committed to cover any future project cost overruns, if occurs.

4. The City of San Fernando - San Fernando Pacoima Wash Bike Path (#F1505) was programmed through the 2007 Call. As approved, the project is located along the Pacoima Wash between Foothill Blvd. and San Fernando Road. The project consists of a 1.6-mile long 12-foot wide Class I path with three bridges (at 4th, 7th, and 8th Streets), five underpasses (at Foothill Blvd., Glenoaks Blvd., 5th St., 4th St., and San Fernando Rd.), eight access points with ramps on both sides (at Foothill Blvd., Glenoaks Blvd., 5th St., and 4th St.), and a connection to the existing Mission City trail along San Fernando Rd. The City is now proposing to construct a 1.34-mile path from Foothill Blvd. to 4th St. The revised scope will include a prefabricated bridge at 8th St. connecting the bikeway on the east side of the Pacoima Wash to the 8th St. Natural Park on the west side, three access points (Foothill Blvd., Glenoaks Blvd., and 5th St.), and additional items that are not part of the original scope. Underpasses beneath railroad tracks are no longer feasible due to a conflict with the Metro East San Fernando Valley Transit Corridor and the Brighton to Roxford Double Track projects. Staff has evaluated the proposed change in scope and found that they are consistent with the intent of the original scope of work. Metro will maintain its funding commitment of $1,513,000 and the City will maintain its local match commitment of $982,000 (39%). In addition, the City is committed to cover any future project cost overruns, if occurs.

5. The City of South El Monte - Civic Center and Interjurisdictional Bicycle Lanes (#F5516) was programmed through the 2011 Call. As approved, the project includes 4.1 miles of Class II and Class III bicycle lanes and sharrows along four corridors in the City of South El Monte: Santa Anita Avenue from Klingerman Street to Merced Avenue, Merced Avenue from Fern Avenue to Santa Anita Avenue, Lerma Avenue from Merced Avenue to the southwest City limit, and Thienes Avenue from Tyler Avenue to the southeast City limit. Improvements are also planned for the Civic Center with bike parking and wayfinding signage. The City is now requesting to eliminate the Merced Avenue, Lerma Avenue, and Thienes Avenue segments. These segments have either been completed through separate street improvement projects or are not in the City limit. Original plans for the Civic Center remain unchanged. Santa Anita Avenue corridor will be incorporated into the Santa Anita Avenue and Tyler Avenue Revitalization Project, which overlaps the Civic Center and Interjurisdictional Bicycle Lanes limits. City will install protected Class IV cycle track and Class III bike lanes as well as pedestrian mobility improvements. Staff has evaluated the proposed change in scope and found that they are consistent with the intent of the original scope of work. Metro will maintain its funding commitment of $484,905 and the City will maintain its local match commitment of $128,899 (21%). In addition, in May 2019, Metro Board approved programming of Measure M Multi-year Subregional funds to this project to cover the cost increases due to the revised scope of work.

E. Receive and File

1. During the 2001 Countywide Call Recertification, Deobligation and Extension, the Board authorized the administrative extension of projects based on the following reasons:

1) Project delay due to an unforeseen and extraordinary circumstance beyond the control of project sponsor (federal or state delay, legal challenge, Act of God);

2) Project delay due to Metro action that results in a change in project scope, schedule or sponsorship that is mutually agreed; and

3) Project is contractually obligated, however, a time extension is needed to complete construction that is already underway (capital projects only).

Based on the above criteria, extensions for the 63 projects shown in Attachment D are being granted.

2. Since the March 2016 Metro TAC approval of the Proposed Revised Call Lapsing Policy, several project sponsors have informed staff that their projects will not be able to be completed within the one-time, 20-month extension. Through the 2016 Call Recertification and Deobligation process, Board delegated authority to reprogram currently programmed Call funds to a later year (latest to FY 2020-21). Reprograms for the eight projects shown in Attachment E are being granted.

Reason for Extensions:
1. Project delay due to an unforeseen and extraordinary circumstance beyond the control of the project sponsor (federal or state delay, legal challenge, Act of God, etc.);
2. Project delay due to Metro action that results in a change in project scope, schedule, or sponsorship that is mutually agreed; and
3. Project is contractually obligated, however, a time extension is needed to complete construction that is already underway (capital projects only).

Metro

LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY
2018-19 CALL FOR PROJECTS EXTENSION LIST
AS OF JUNE 30, 2019
($000')

	PROJ #	AGENCY	PROJECT TITLE	FUND SOURCE	LAPSING PROG YEAR(S)	TOTAL PROG $	TOTAL EXP/OBLIG/ ALLOC $	AMT SUBJECT TO LAPSE	REC'D EXT MONTHS	REASON FOR EXT #1, 2 OR 3	NEW REVISED LAPSE DATE
1	F3607	ARCADIA	ARCADIA GOLD LINE STATION PEDSTRIAN LINKAGE PROJECT	CMAQ	2016	$ 1,546	$ -	$ 1,546	12	1	6/30/2020
2	F9404	AVTA	ELECTRIC BUS CHARGING INFRASTRUCTURE IMPROVEMENTS	CMAQ	2017	308	-	308	12	3	6/30/2020
3	F9200	BELL	EASTERN AVENUE CAPACITY AND OPERATIONAL IMPROVEMENTS	PC25	2017	536	-	536	20	1	2/28/2021
4	F5306	BURBANK	BURBANK TRAFFIC RESPONSIVE SIGNAL SYSTEM	PC25	2017	544	141	403	20	3	2/28/2021
5	F5508	BURBANK	LOS ANGELES RIVER BRIDGE	CMAQ	2016 2017	680	-	680	12	1	6/30/2020
6	F5701	BURBANK	BURBANK TRAVELER INFORMATION AND WAYFINDING SYSTEM	LTF	2017	232	21	211	20	3	2/28/2021
7	F7506	BURBANK	CHANDLER BIKEWAY EXTENSION	CMAQ	2017	743	-	743	12	1	6/30/2020
8	F9300	CALABASAS	SIGNAL SYNCHRONIZATION AND BUS SPEED IMPROVEMENTS	PC25	2017	590	10	580	20	1	2/28/2021
9	F7322	CARSON	BROADWAY INTERSECTION IMPROVEMENTS - TRAFFIC SIGNAL MODIFICATIONS	PC25	2016 2017	529	12	517	20	1	2/28/2021
10	F5108	COMMERCE	GARFIELD AVENUE/WASHINGTON BOULEVARD MULTIMODAL INTERSECTION	PC25	2016 2017	538	22	516	20	1	2/28/2021
11	F7201	COMMERCE	COMMERCE GOODS MOVEMENT ATLANTIC BLVD: WASHINGTON TO COMO	PC25	2016 2017	688	142	546	20	3	2/28/2021
12	F7303	CULVER CITY	NETWORK-WIDE SIGNAL SYNCH WITH VID AND ARTERIAL PERFORMANCE ME	PC25	2017	989	178	811	20	1	2/28/2021
13	F3304	DOWNEY	WOODRUFF AV FIBER-OPTIC TRAFFIC SIGNAL COMMUNICATIONS PROJ	PC25	2017	738	43	695	20	1	2/28/2021

Reason for Extensions:
1. Project delay due to an unforeseen and extraordinary circumstance beyond the control of the project sponsor (federal or state delay, legal challenge, Act of God, etc.);
2. Project delay due to Metro action that results in a change in project scope, schedule, or sponsorship that is mutually agreed; and
3. Project is contractually obligated, however, a time extension is needed to complete construction that is already underway (capital projects only).

Metro

LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY
2018-19 CALL FOR PROJECTS EXTENSION LIST
AS OF JUNE 30, 2019
($000')

	PROJ #	AGENCY	PROJECT TITLE	FUND SOURCE	LAPSING PROG YEAR(S)	TOTAL PROG $	TOTAL EXP/OBLIG/ ALLOC $	AMT SUBJECT TO LAPSE	REC'D EXT MONTHS	REASON FOR EXT #1, 2 OR 3	NEW REVISED LAPSE DATE
14	F5114	DOWNEY	TELEGRAPH ROAD TRAFFIC THROUGHPUT AND SAFETY ENHANCEMENT	RSTP	2015 2016 2017	2,787	-	2,787	12	1	6/30/2020
15	F7118	DOWNEY	FLORENCE AVE. BRIDGE OVER SAN GABRIEL RIVER	CMAQ	2016 2017	1,917	-	1,917	12	1	6/30/2020
16	F5705	EL MONTE	SHARED PARKING PROGRAM/SMART PARKING DETECTION SYSTEM	LTF	2016 2017	316	-	316	20	1	2/28/2021
17	F5307	GLENDALE	GLENDALE SUB-REGIONAL TRAFFIC MANAGEMENT CENTER IMPLEMENTATI	PC25	2017	522	-	522	20	1	2/28/2021
18	F5100	INDUSTRY	SR57/60 CONFLUENCE, GRAND AVENUE AT GOLDEN SPRINGS DRIVE	PC25	2015 2016 2017	6,728	-	6,728	20	3	2/28/2021
19	F5300	INGLEWOOD	CITY OF INGLEWOOD ITS - PHASE IV IMPROVEMENT PROJECT	PC25	2016 2017	996	104	892	20	3	2/28/2021
20	F5522	LA CANADA FLINTRIDGE	FOOTHILL BLVD. LINK BIKEWAY & PEDESTRIAN GREENBELT PROJECT	CMAQ	2016	1,366	-	1,366	12	1	6/30/2020
21	F5304	LANCASTER	TRAFFIC SIGNAL SYSTEM MODERNIZATION	PC25	2017	1,009	811	198	20	3	2/28/2021
22	F3112	LAWNDALE	INGLEWOOD AVENUE CORRIDOR WIDENING	PC25	2014 2015	1,314	76	1,238	12	3	2/28/2020
23	F1129	LA CITY	WIDENING SAN FERNANDO RD AT BALBOA RD	CMAQ	2010	1,061	212	849	12	1	6/30/2020
24	F1338	LA CITY	HIGHWAY-RAIL GRADE CROSSING IMPROVEMENT SYSTEM	PC25	2010 2011 2017	6,338	3,926	2,412	20	3	2/28/2021
25	F1612	LA CITY	CENTURY CITY URBAN DESIGN AND PEDESTRIAN CONNECTION PLAN	CMAQ	2011	1,605	297	1,308	12	1	6/30/2020
26	F3409	LA CITY	STOCKER/MLK CRENSHAW ACCESS TO EXPO LRT STATION	LTF	2016 2017	1,390	113	1,277	20	3	2/28/2021

Reason for Extensions:
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LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY
2018-19 CALL FOR PROJECTS EXTENSION LIST
AS OF JUNE 30, 2019
($000')

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27	F3514	LA CITY	EXPOSITION-WEST BIKEWAY-NORTHVALE PROJECT	CMAQ	2014 2015	4,416	1,732	2,684	12	1	6/30/2020
28	F3631	LA CITY	WESTLAKE MACARTHUR PARK PEDESTRIAN IMPROVEMENT PROJECT	CMAQ	2014 2015	1,339	268	1,071	12	1	6/30/2020
29	F3640	LA CITY	LANI - EVERGREEN PARK STREET ENHANCEMENT PROJECT	CMAQ	2013 2014 2015	844	-	844	12	1	6/30/2020
30	F3721	LA CITY	ANGELS WALK SILVERLAKE	LTF	2013 2014 2015 2017	675	40	635	20	3	2/28/2021
31	F3722	LA CITY	ANGELS WALK BOYLE HEIGHTS	LTF	2012 2013 2014 2017	655	36	619	20	1	2/28/2021
32	F3726	LA CITY	FIRST AND LAST MILE TRANSIT CONNECTIVITY OPTIONS	CMAQ	2013 2014	1,313	105	1,208	12	1	6/30/2020
33	F5121	LA CITY	BALBOA BOULEVARD WIDENING AT DEVONSHIRE STREET	RSTP	2016 2017	1,099	98	1,001	12	1	6/30/2020
34	F5317	LA CITY	ITS PLATFORM UPGRADES	PC25	2017	2,300	-	2,300	20	1	2/28/2021
35	F5519	LA CITY	BICYCLE FRIENDLY STREETS (BFS)	CMAQ	2015 2016	586	-	586	12	1	6/30/2020
36	F5525	LA CITY	BICYCLE CORRAL PROGRAM LAUNCH (PLUS F5709 TDM)	CMAQ	2016 2017	972	-	972	12	1	6/30/2020
37	F5707	LA CITY	ANGELS WALK CENTRAL AVENUE	CMAQ	2017	366	-	366	12	1	6/30/2020
38	F7123	LA CITY	MAGNOLIA BL WIDENING (NORTH SIDE) -CAHUENGA BL TO VINELAND	RSTP	2017	4,947	461	4,486	12	1	6/30/2020
39	F7205	LA CITY	ALAMEDA ST. WIDENING FROM ANAHEIM ST. TO 300 FT SOUTH OF PCH	RSTP	2017	2,361	1,014	1,347	12	1	6/30/2020

Reason for Extensions:
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2018-19 CALL FOR PROJECTS EXTENSION LIST
AS OF JUNE 30, 2019
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40	F7207	LA CITY	IMPROVE ANAHEIM ST. FROM FARRAGUT AVE. TO DOMINGUEZ CHANNEL (SEE MR312.51 IS MATCH)	RSTP	2017	630	-	630	12	1	6/30/2020
41	F7814	LA CITY	LADOT STREETS FOR PEOPLE: PARKLETS AND PLAZAS	LTF	2017	437	-	437	20	1	2/28/2021
42	F7817	LA CITY	VERMONT AVE STORMWATER CAPTURE & GREENSTREET TRANSIT PROJECT	LTF	2017	1,145	-	1,145	20	1	2/28/2021
43	F9430	LA CITY	PURCHASE OF THREE ELECTRIC ZERO EMISSION DASH BUSES	CMAQ	2017	766	-	766	12	3	6/30/2020
44	F7109	LA CITY	SOTO STREET COMPLETE STREETS PROJECT	PC25	2016 2017	6,056	462	5,594	20	3	2/28/2021
45	F3311	LA COUNTY	INFORMATION EXCHANGE NETWORK PHASE III	CMAQ	2013 2014 2015	2,391	1,311	1,080	12	3	6/30/2020
46	F5115	LA COUNTY	AVENUE L ROADWAY WIDENING PROJECT	RSTP	2015 2016 2017	4,797	-	4,797	12	1	6/30/2020
47	F5704	LA COUNTY	METRO GREEN LINE VERMONT STATION WAYFINDING SIGNAGE	CMAQ	2016 2017	396	-	396	12	3	6/30/2020
48	F7412	LA COUNTY	LOS ANGELES COUNTY/USC MEDICAL CENTER TRANSIT VEHICLE	CMAQ	2016	282	-	282	12	1	6/30/2020
49	F3615	LONG BEACH	LONG BEACH BLVD. PEDESTRIAN IMPROVEMENT PROJECT	RSTP	2017	1,722	-	1,722	12	1	6/30/2020
50	F3139	MANHATTAN BEACH	SEPULVEDA BOULEVARD BRIDGE WIDENING PROJECT	RSTP	2012 2013 2014	6,813	1,440	5,373	12	1	6/30/2020
51	8211	MONROVIA	HUNTINGTON DRIVE PHASE II PROJECT (OLD TOWN PEDESTRIAN IMPROVEMENTS)	RSTP	2017	684	-	684	12	3	6/30/2020
52	F7304	PALMDALE	NORTH COUNTY ITS - PALMDALE EXTENSION	CMAQ	2017	240	-	240	12	1	6/30/2020

Reason for Extensions:
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Metro

LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY
2018-19 CALL FOR PROJECTS EXTENSION LIST
AS OF JUNE 30, 2019
($000')

	PROJ #	AGENCY	PROJECT TITLE	FUND SOURCE	LAPSING PROG YEAR(S)	TOTAL PROG $	TOTAL EXP/OBLIG/ ALLOC $	AMT SUBJECT TO LAPSE	REC'D EXT MONTHS	REASON FOR EXT #1, 2 OR 3	NEW REVISED LAPSE DATE
53	F3302	PASADENA	INTELLIGENT TRANSPORTATION SYSTEM (ITS) PHASE III	PC25	2015	4,235	2,897	1,338	12	3	2/28/2020
54	F3522	PASADENA	CORDOVA STREET ROAD DIET PROJECT	CMAQ	2016	2,115	-	2,115	12	1	6/30/2020
55	F5305	PASADENA	MOBILITY CORRIDORS - ROSE BOWL ACCESS SYSTEMS	PC25	2017	1,298	343	955	20	3	2/28/2021
56	F3502	REDONDO BEACH	REDONDO BEACH BICYCLE TRANSPORTATION PLAN IMPLEMENTATION	CMAQ	2016	1,559	-	1,559	12	1	6/30/2020
57	F5301	REDONDO BEACH	GRANT AVENUE SIGNAL IMPROVEMENTS	PC25	2017	1,222	-	1,222	20	1	2/28/2021
58	8002	SGV COG	ALAMEDA CORRIDOR EAST - PHASE I	PC25	2015 2016 2017	255,730	242,417	13,313	20	3	2/28/2021
59	8002R	SGV COG	ALAMEDA CORRIDOR EAST - MEASURE R	MR	2015 2016	358,000	145,549	212,451	24	3	6/30/2021
60	F5516	SOUTH EL MONTE	CIVIC CENTER AND INTERJURISDICTIONAL BICYCLE LANES	CMAQ	2016	485	-	485	12	1	6/30/2020
61	F3124	SOUTH GATE	FIRESTONE BOULEVARD CAPACITY IMPROVEMENTS	PC25	2014 2015	7,072	2,790	4,282	12	3	2/28/2020
62	F5308	SOUTH PASADENA	SOUTH PASADENA'S ATMS, CENTRAL TCS AND FOIC FOR FAIR OAKS AV	PC25	2017	464	38	426	20	1	2/28/2021
63	F7519	WHITTIER	WHITTIER GREENWAY TRAIL EXTENSION	CMAQ	2016	2,458	-	2,458	12	1	6/30/2020
					TOTAL	**$718,880**	**$ 407,109**	**$ 311,771**			

Metro

LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY
2018-19 CALL FOR PROJECTS REPROGRAMMING
($000)

Reprogrammed Years are listed in Bold and Italic

PROJ	AGENCY	PROJECT TITLE	2018 & Prior	2019	2020	2021	TOTAL	FUND SOURCE
F3507	BALDWIN PARK	SOUTH BALDWIN PARK COMMUTER BIKEWAY PROJECT	$ 484				$ 484	LTF
					484		***484***	
F9534	GLENDALE	GLENDALE-LA RIVERWALK BRIDGE/ACTIVE TRANSPORTATION FACILITY		3,070			3,070	PC 25
						3,070	***3,070***	
F5111	LA COUNTY	COLIMA ROAD - CITY OF WHITTIER LIMITS TO FULLERTON ROAD	4,423				4,423	PC 25
					2,212	***2,211***	***4,423***	
F9302	LA COUNTY	SGV FORUM 2015 TRAFFIC SIGNAL CORRIDORS PROJECT		1,770	5,537		7,307	PC 25
					1,770	***5,537***	***7,307***	
F7316	LONG BEACH	ARTESIA CORRIDOR ATCS ENHANCEMENT PROJECT	1,827				1,827	PC 25
					914	***913***	***1,827***	
F9130	LONG BEACH	ARTESIA - GREAT BOULEVARD	3,421	1,279			4,700	PC 25
					2,350	***2,350***	***4,700***	
F9526	POMONA	POMONA ATP PHASE 2 BICYCLE NETWORK FOR COMMUNITY ASSETS				2,841	2,841	PC 25
					2,841		***2,841***	

Metro

LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY
2018-19 CALL FOR PROJECTS REPROGRAMMING
($000)

Reprogrammed Years are listed in Bold and Italic

PROJ	AGENCY	PROJECT TITLE	2018 & Prior	2019	2020	2021	TOTAL	FUND SOURCE
F1168	SANTA CLARITA	VIA PRINCESSA EXTENSION-GOLDEN VALLEY ROAD TO RAINBOW GLEN	11,577				11,577	PC 25
						11,577	**11,577**	

ORIGINAL PROGRAMMED AMOUNT	$ 21,732	$ 6,119	$ 5,537	$ 2,841	$ 36,229
REPROGRAMMED AMOUNT	***$ -***	***$ -***	***$ 10,571***	***$ 25,658***	***$ 36,229***
DELTA	**21,732**	**6,119**	**(5,034)**	**(22,817)**	**-**

Metro

June 2019 Metro Technical Advisory Committee (TAC) Appeals
Sorted by Agency

	PROJ #	AGENCY	PROJECT TITLE	FUND SOURCE	PROG YR(S)	TOTAL METRO PROG $	LAPSING FUND YR(S)	PROG $ SUBJECT TO LAPSE (000')	TOTAL YRS EXT	REASON FOR APPEAL	TAC RECOMMENDATION	METRO RESPONSE
1	F3607	Arcadia	ARCADIA GOLD LINE STATION PEDSTRIAN LINKAGE PROJECT	CMAQ	2016	1,546	2016	1,546	1	Did not meet Lapsing Policy	One-year extension to June 30, 2020.	Concur with TAC recommendation.
2	F5508	Burbank	LOS ANGELES RIVER BRIDGE	CMAQ	2016 2017	680	2016 2017	680	1	Did not meet Lapsing Policy	One-year extension to June 30, 2020.	Concur with TAC recommendation.
3	F5108	Commerce	GARFIELD AVENUE/WASHINGTON BOULEVARD MULTIMODAL INTERSECTION	PC25	2016 2017	538	2016 2017	516	1	Did not meet Lapsing Policy	One-time 20-month extension to February 28, 2021 to complete the project.	Concur with TAC recommendation.
4	F5114	Downey	TELEGRAPH ROAD TRAFFIC THROUGHPUT AND SAFETY ENHANCEMENT	RSTP	2015 2016 2017	2,787	2015 2016 2017	2,787	2	Did not meet Lapsing Policy	One-year extension to June 30, 2020 to complete right-of-way certification and receive E-76 authorization to proceed for	Concur with TAC recommendation.
5	F7118	Downey	FLORENCE AVE. BRIDGE OVER SAN GABRIEL RIVER	CMAQ	2016 2017	1,917	2016 2017	1,917	1	Did not meet Lapsing Policy	One-year extension to June 30, 2020. Project Sponsor must provide an update at the 2020 TAC appeals and demonstrate full project funding.	Concur with TAC recommendation.
6	F5705	El Monte	SHARED PARKING PROGRAM/SMART PARKING DETECTION SYSTEM	LTF	2016 2017	316	2016 2017	316	1	Did not meet Lapsing Policy	One-time 20-month extension to February 28, 2021 to complete the project.	Concur with TAC recommendation.
7	F1129	Los Angeles	WIDENING SAN FERNANDO RD AT BALBOA RD	CMAQ	2009 2010	1,061	2010	849	7	Did not meet Lapsing Policy	One-year extension to June 30, 2020 to secure full project funding and receive E-76 authorization to proceed for construction.	Concur with TAC recommendation.
8	F1612	Los Angeles	CENTURY CITY URBAN DESIGN AND PEDESTRIAN CONNECTION PLAN	CMAQ	2009 2011	$ 1,605	2011	$ 1,308	8	Did not meet Lapsing Policy	One-year extension to June 30, 2020 to obtain environmental clearance, complete design, right-of-way certification and receive E-76 authorization to proceed for construction.	Concur with TAC recommendation.

	PROJ #	AGENCY	PROJECT TITLE	FUND SOURCE	PROG YR(S)	TOTAL METRO PROG $	LAPSING FUND YR(S)	PROG $ SUBJECT TO LAPSE (000')	TOTAL YRS EXT	REASON FOR APPEAL	TAC RECOMMENDATION	METRO RESPONSE
9	F3514	Los Angeles	EXPOSITION-WEST BIKEWAY-NORTHVALE PROJECT	CMAQ	2013 2014 2015	4,416	2014 2015	2,684	3	Did not meet Lapsing Policy & Status Update per May 2018 TAC Appeal	One-year extension to June 30, 2020. Project Sponsor must provide an update at the 2020 TAC appeals and demonstrate full project funding.	Concur with TAC recommendation.
10	F3721	Los Angeles	ANGELS WALK SILVERLAKE	LTF	2013 2014 2015 2017	675	2013 2014 2015 2017	635	4	Did not meet Lapsing Policy	One-time 20-month extension to February 28, 2021 to complete the project.	Concur with TAC recommendation.
11	F5519	Los Angeles	BICYCLE FRIENDLY STREETS	CMAQ	2015 2016	586	2015 2016	586	2	Did not meet Lapsing Policy	One-year extension to June 30, 2020. Project Sponsor must provide an update at the 2020 TAC	Concur with TAC recommendation.
12	F3139	Manhattan Beach	SEPULVEDA BLVD BRIDGE WIDENING PROJECT	RSTP	2012 2013 2014	6,813	2012 2013 2014	5,373	4	Did not meet Lapsing Policy & Status Update per May 2018 TAC Appeal	One-year extension to June 30, 2020 to complete right-of-way certification and receive E-76 authorization to proceed for	Concur with TAC recommendation.
13	F3502	Redondo Beach	REDONDO BEACH BICYCLE TRANSPORTATION PLAN IMPLEMENTATION	CMAQ	2016	1,559	2016	1,559	1	Did not meet Lapsing Policy	One-year extension to June 30, 2020. Project Sponsor must provide an update at the 2020 TAC	Concur with TAC recommendation.
14	F7119	San Marino	HUNTINGTON DRIVE MULTIMODAL CAPACITY ENHANCEMENTS	PC25	2016 2017	939	2016 2017	939	1	Did not meet Lapsing Policy	City declined to appeal. Letter dated June 3, 2019 requesting to cancel the project.	No further action is needed.

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

File #: 2019-0461, **File Type:** Program **Agenda Number:** 13.

PLANNING AND PROGRAMMING COMMITTEE
JULY 17, 2019

SUBJECT: COUNTYWIDE CALL FOR PROJECTS

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

CONSIDER:

A. RECERTIFYING $75.2 million in existing Fiscal Year (FY) 2019-20 commitments from previously approved Countywide Call for Projects (Call) and AUTHORIZING the expenditure of funds to meet these commitments as shown in Attachment A;

B. DEOBLIGATING $12.3 million of previously approved Call funding, as shown in Attachment B, ALLOCATING $11 million to fulfill the countywide light rail yard cost allocation commitment and hold the remaining $1.3 million in RESERVE;

C. AUTHORIZING the CEO to:
   1. Negotiate and execute all necessary agreements and/or amendments for previously awarded projects; and
   2. Amend the FY 2019-20 budget, as necessary, to include the 2019 Countywide Call Recertification and Extension funding in the Subsidies budget;

D. APPROVING changes to the scope of work for:
   1. City of Burbank - San Fernando Bikeway (#F1502);
   2. City of Los Angeles - LADOT Streets for People: Parklets and Plazas (#F7814);
   3. City of Long Beach - 1st Street Pedestrian Gallery (#F9628);
   4. City of San Fernando - San Fernando Pacoima Wash Bike Path (#F1505);
   5. City of South El Monte - Civic Center and Interjurisdictional Bicycle Lanes (#F5516); and

E. RECEIVING AND FILING:
   1. Time extensions for 63 projects shown in Attachment D;
   2. Reprogramming for eight projects shown in Attachment E; and
   3. Update on future countywide Call considerations

ISSUE

Each year the Board must recertify funding for projects that were approved through prior Calls in

order to release the funds to the project sponsors. The Board must also approve the deobligation of lapsing project funds after providing project sponsors with the opportunity to appeal staff's preliminary deobligation recommendations to Metro's Technical Advisory Committee (TAC). The Board must also receive and file the extensions and reprogrammed funds granted through previously delegated Board authority.

DISCUSSION

The Call process implements Metro's multi-modal programming priorities and implements the adopted Long Range Transportation Plan (LRTP). The 2019 Call Recertification and Deobligation process reinforces the annual authorization and timely use of funds policies. Specifically, Board policy calls for consideration of deobligation of funding from project sponsors who have not met lapsing deadlines, have not used the entire grant amount to complete the project (project savings) or have formally notified Metro that they no longer wish to proceed with the project (cancellation).

Technical Advisory Committee (TAC) Appeals

On June 5, 2019, TAC heard sponsor appeals on the deobligation of funding from 13 projects (Attachment F). TAC recommended one-year extensions with certain reporting conditions on all appeals. Staff concurs with these recommendations. Therefore, no projects would involuntarily lose funding due to the lapsing schedule and would have the timeline to completion lengthened under this proposed Board action.

Additionally, all proposed deobligated funds included in Attachment B are due primarily to project savings or cancellation requested by the project sponsors and would not be involuntarily deobligated by this proposed Board action, as further described in the attachment. The TAC reviewed and concurs with this recommendation.

Future Countywide Call Considerations

The Call process was initiated in the early 1990s and has changed significantly in its policy emphasis over the years, as has the environment for transportation investments that were underwritten by Call-related funding in the past. Specifically, levels of anticipated available funding have markedly changed. In August 2016, any future Call programming was put on hold due to the pending outcome of the Measure M ballot initiative and the update of the LRTP.

The latest 2015 Call cycle programmed funding through FY 2020-21. These commitments remain. Metro staff completed assessments of the past and current recipient performance in project delivery (2007 to 2015 Call cycles), see table 1 below. There are approximately 289 active and/or upcoming Call projects totaling $575 million, yet to be fully implemented. Staff believes the most prudent course is to continue deferring future considerations of the Call until completion of the next LRTP, to better align to the priorities set forth in the plan. Given that there are still more than half billion dollars of programmed funds not yet expended or obligated, staff will focus on working with the project sponsors in expediting the delivery of those projects.

Table 1 - Active and Upcoming Call for Projects as of May 31, 2019

Cycle	# of Awarded Projects	Programming Years	Total Programmed Amount ($000')	# of Active/ Upcoming Projects	Remaining Balance ($000')
2007 Call	169	FY08 - FY13	$ 454,520	40	$ 65,459
2009 Call	133	FY12 - FY15	337,551	61	132,537
2011 Call	72	FY15 - FY17	123,516	41	56,686
2013 Call	96	FY15 - FY19	199,390	68	137,454
2015 Call	88	FY17 - FY21	201,923	79	183,099
	558		**$ 1,316,900**	**289**	**$ 575,235**

Equity Platform

Consistent with Metro's Equity Platform, projects funded under Call are inherently intended to improve equity by increasing access to opportunity. Metro staff will be actively working with the jurisdictions to ensure delivery of those projects.

DETERMINATION OF SAFETY IMPACT

The 2019 Call Recertification and Deobligation will not have any adverse safety impacts on Metro's employees or patrons.

FINANCIAL IMPACT

The amount of $55.3 million is included in the FY 2019-20 Adopted Budget in Cost Centers 0441 (Subsidies to Others) and 0442 (Highway Subsidies) for the Countywide Call. Since these are multi-year projects, the cost center managers, Chief Planning Officer and Chief Program Management Officer will be responsible for budgeting in future years.

Impact to Budget

The sources of funds for these activities are Proposition C 25%, State Repayment of Capital Project Loan Funds, Congestion Mitigation and Air Quality (CMAQ), and Regional Surface Transportation Program (RSTP). The Proposition C 25% funds are not eligible for Metro bus and rail operating and capital expenditures.

CMAQ funds can be used for both transit operating and capital. However, there are no additional operating expenses that are eligible for CMAQ funding. Los Angeles County must strive to fully obligate its share of CMAQ funding by May 1 of each year, otherwise it risks its redirection to other California Regional Transportation Planning Agencies by Caltrans. Staff recommends the use of long

lead-time CMAQ funds as planned to insure utilizing Metro's federal funds.

RSTP funds in this action could be used for Metro's transit capital needs. Also, while these funds cannot be used directly for Metro's bus or rail operating needs, these funds could free up other such eligible funds by exchanging the funds used for Metro's paratransit provider, Access Services Incorporated. Since these RSTP funds originate in the Highway portion (Title 23) of MAP-21, they are among the most flexible funds available to Metro and are very useful in meeting Call projects' requirements.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

Recommendation supports the following goals of the Metro Vision 2028 Strategic Plan:

Goal 1: Provide high-quality mobility options that enable people to spend less time traveling by alleviating the current operational deficiencies and improving mobility along the projects.

Goal 4: Transform LA County through regional collaboration with the subregions and local jurisdictions in implementation of the projects.

ALTERNATIVES CONSIDERED

The Board could cancel all or some of the FY 2019-20 funding commitments rather than authorize their continued expenditures. This would be a change to the previous Board-approved Countywide Calls programming commitments and would disrupt ongoing projects that received multi-year funding.

With respect to deobligations, the Board could choose to deobligate funds from one or more project sponsors whose projects are beyond the lapse dates and are not moving forward consistent with the adopted Revised Lapsing Policy rather than extending the deadlines. A much stricter interpretation of the Revised Lapsing Policy might encourage project sponsors in general to deliver them in a more timely fashion. However, this would be disruptive to the process of delivering the specific projects currently underway, many of which are now very close to being delivered. On balance, the appeals process between the project sponsors and the Metro TAC is a significant reminder to project sponsors that these funded projects should not be further delayed to ensure policy objectives are achieved in expending the funds as intended by the Call program.

NEXT STEPS

With Board approval of the 2019 Countywide Call Recertification, Deobligation and Extension process, project sponsors will be notified and Funding Agreements (FAs) and Letters of Agreement (LOAs) will be executed with those who have received their first year of funding through the Recertification process. Amendments to existing FAs and LOAs will be completed for those sponsors receiving time extensions. Project sponsors whose funds are being deobligated will be formally notified of the Board action as well as those receiving date certain time extension deadlines for executing their agreements.

ATTACHMENTS

Attachment A - FY 2018-19 Countywide Call Recertification
Attachment B - FY 2017-18 Countywide Call Deobligation
Attachment C - Background/Discussion of Each Recommendation
Attachment D - FY 2017-18 Countywide Call Extensions
Attachment E - FY 2017-18 Countywide Call Reprogramming
Attachment F - Result of TAC Appeals Process

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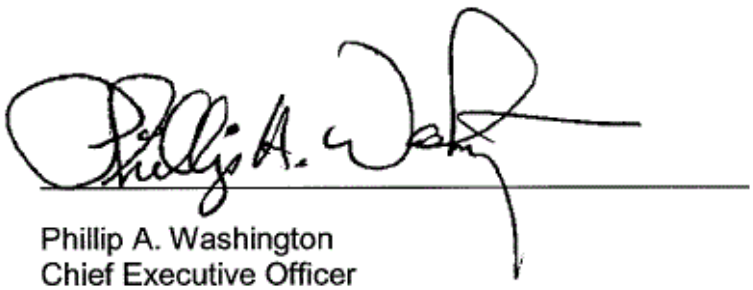

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File #: 2019-0461, **File Type:** Program **Agenda Number:** 13.

PLANNING AND PROGRAMMING COMMITTEE
JULY 17, 2019

SUBJECT: COUNTYWIDE CALL FOR PROJECTS

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

CONSIDER:

A. RECERTIFYING $75.2 million in existing Fiscal Year (FY) 2019-20 commitments from previously approved Countywide Call for Projects (Call) and AUTHORIZING the expenditure of funds to meet these commitments as shown in Attachment A;

B. DEOBLIGATING $12.3 million of previously approved Call funding, as shown in Attachment B, ALLOCATING $11 million to fulfill the countywide light rail yard cost allocation commitment and hold the remaining $1.3 million in RESERVE;

C. AUTHORIZING the CEO to:
   1. Negotiate and execute all necessary agreements and/or amendments for previously awarded projects; and
   2. Amend the FY 2019-20 budget, as necessary, to include the 2019 Countywide Call Recertification and Extension funding in the Subsidies budget;

D. APPROVING changes to the scope of work for:
   1. City of Burbank - San Fernando Bikeway (#F1502);
   2. City of Los Angeles - LADOT Streets for People: Parklets and Plazas (#F7814);
   3. City of Long Beach - 1st Street Pedestrian Gallery (#F9628);
   4. City of San Fernando - San Fernando Pacoima Wash Bike Path (#F1505);
   5. City of South El Monte - Civic Center and Interjurisdictional Bicycle Lanes (#F5516); and

E. RECEIVING AND FILING:
   1. Time extensions for 63 projects shown in Attachment D;
   2. Reprogramming for eight projects shown in Attachment E; and
   3. Update on future countywide Call considerations

ISSUE

Each year the Board must recertify funding for projects that were approved through prior Calls in

order to release the funds to the project sponsors. The Board must also approve the deobligation of lapsing project funds after providing project sponsors with the opportunity to appeal staff's preliminary deobligation recommendations to Metro's Technical Advisory Committee (TAC). The Board must also receive and file the extensions and reprogrammed funds granted through previously delegated Board authority.

DISCUSSION

The Call process implements Metro's multi-modal programming priorities and implements the adopted Long Range Transportation Plan (LRTP). The 2019 Call Recertification and Deobligation process reinforces the annual authorization and timely use of funds policies. Specifically, Board policy calls for consideration of deobligation of funding from project sponsors who have not met lapsing deadlines, have not used the entire grant amount to complete the project (project savings) or have formally notified Metro that they no longer wish to proceed with the project (cancellation).

Technical Advisory Committee (TAC) Appeals

On June 5, 2019, TAC heard sponsor appeals on the deobligation of funding from 13 projects (Attachment F). TAC recommended one-year extensions with certain reporting conditions on all appeals. Staff concurs with these recommendations. Therefore, no projects would involuntarily lose funding due to the lapsing schedule and would have the timeline to completion lengthened under this proposed Board action.

Additionally, all proposed deobligated funds included in Attachment B are due primarily to project savings or cancellation requested by the project sponsors and would not be involuntarily deobligated by this proposed Board action, as further described in the attachment. The TAC reviewed and concurs with this recommendation.

Future Countywide Call Considerations

The Call process was initiated in the early 1990s and has changed significantly in its policy emphasis over the years, as has the environment for transportation investments that were underwritten by Call-related funding in the past. Specifically, levels of anticipated available funding have markedly changed. In August 2016, any future Call programming was put on hold due to the pending outcome of the Measure M ballot initiative and the update of the LRTP.

The latest 2015 Call cycle programmed funding through FY 2020-21. These commitments remain. Metro staff completed assessments of the past and current recipient performance in project delivery (2007 to 2015 Call cycles), see table 1 below. There are approximately 289 active and/or upcoming Call projects totaling $575 million, yet to be fully implemented. Staff believes the most prudent course is to continue deferring future considerations of the Call until completion of the next LRTP, to better align to the priorities set forth in the plan. Given that there are still more than half billion dollars of programmed funds not yet expended or obligated, staff will focus on working with the project sponsors in expediting the delivery of those projects.

Table 1 - Active and Upcoming Call for Projects as of May 31, 2019

Cycle	# of Awarded Projects	Programming Years	Total Programmed Amount ($000')	# of Active/ Upcoming Projects	Remaining Balance ($000')
2007 Call	169	FY08 - FY13	$ 454,520	40	$ 65,459
2009 Call	133	FY12 - FY15	337,551	61	132,537
2011 Call	72	FY15 - FY17	123,516	41	56,686
2013 Call	96	FY15 - FY19	199,390	68	137,454
2015 Call	88	FY17 - FY21	201,923	79	183,099
	558		**$ 1,316,900**	**289**	**$ 575,235**

Equity Platform

Consistent with Metro's Equity Platform, projects funded under Call are inherently intended to improve equity by increasing access to opportunity. Metro staff will be actively working with the jurisdictions to ensure delivery of those projects.

DETERMINATION OF SAFETY IMPACT

The 2019 Call Recertification and Deobligation will not have any adverse safety impacts on Metro's employees or patrons.

FINANCIAL IMPACT

The amount of $55.3 million is included in the FY 2019-20 Adopted Budget in Cost Centers 0441 (Subsidies to Others) and 0442 (Highway Subsidies) for the Countywide Call. Since these are multi-year projects, the cost center managers, Chief Planning Officer and Chief Program Management Officer will be responsible for budgeting in future years.

Impact to Budget

The sources of funds for these activities are Proposition C 25%, State Repayment of Capital Project Loan Funds, Congestion Mitigation and Air Quality (CMAQ), and Regional Surface Transportation Program (RSTP). The Proposition C 25% funds are not eligible for Metro bus and rail operating and capital expenditures.

CMAQ funds can be used for both transit operating and capital. However, there are no additional operating expenses that are eligible for CMAQ funding. Los Angeles County must strive to fully obligate its share of CMAQ funding by May 1 of each year, otherwise it risks its redirection to other California Regional Transportation Planning Agencies by Caltrans. Staff recommends the use of long

lead-time CMAQ funds as planned to insure utilizing Metro's federal funds.

RSTP funds in this action could be used for Metro's transit capital needs. Also, while these funds cannot be used directly for Metro's bus or rail operating needs, these funds could free up other such eligible funds by exchanging the funds used for Metro's paratransit provider, Access Services Incorporated. Since these RSTP funds originate in the Highway portion (Title 23) of MAP-21, they are among the most flexible funds available to Metro and are very useful in meeting Call projects' requirements.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

Recommendation supports the following goals of the Metro Vision 2028 Strategic Plan:

Goal 1: Provide high-quality mobility options that enable people to spend less time traveling by alleviating the current operational deficiencies and improving mobility along the projects.

Goal 4: Transform LA County through regional collaboration with the subregions and local jurisdictions in implementation of the projects.

ALTERNATIVES CONSIDERED

The Board could cancel all or some of the FY 2019-20 funding commitments rather than authorize their continued expenditures. This would be a change to the previous Board-approved Countywide Calls programming commitments and would disrupt ongoing projects that received multi-year funding.

With respect to deobligations, the Board could choose to deobligate funds from one or more project sponsors whose projects are beyond the lapse dates and are not moving forward consistent with the adopted Revised Lapsing Policy rather than extending the deadlines. A much stricter interpretation of the Revised Lapsing Policy might encourage project sponsors in general to deliver them in a more timely fashion. However, this would be disruptive to the process of delivering the specific projects currently underway, many of which are now very close to being delivered. On balance, the appeals process between the project sponsors and the Metro TAC is a significant reminder to project sponsors that these funded projects should not be further delayed to ensure policy objectives are achieved in expending the funds as intended by the Call program.

NEXT STEPS

With Board approval of the 2019 Countywide Call Recertification, Deobligation and Extension process, project sponsors will be notified and Funding Agreements (FAs) and Letters of Agreement (LOAs) will be executed with those who have received their first year of funding through the Recertification process. Amendments to existing FAs and LOAs will be completed for those sponsors receiving time extensions. Project sponsors whose funds are being deobligated will be formally notified of the Board action as well as those receiving date certain time extension deadlines for executing their agreements.

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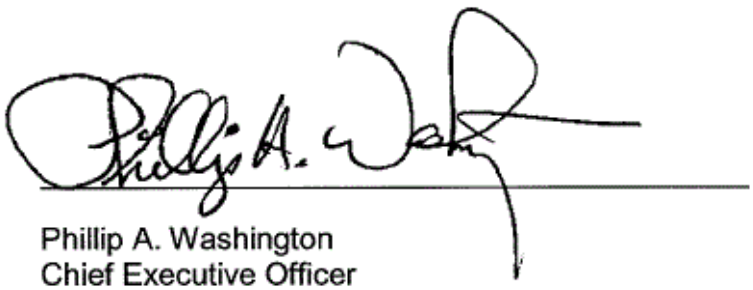

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File #: 2019-0466, **File Type:** Program **Agenda Number:** 14.

PLANNING AND PROGRAMMING COMMITTEE
JULY 17, 2019

SUBJECT: PROGRAM ADDITIONAL FUNDS FOR I-10 HOV LANES PROJECT

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

APPROVE:

A. $10,910,051 in Congestion Mitigation and Air Quality Improvement Program (CMAQ) Funds savings in the I-10 High Occupancy Vehicle (HOV) Lanes Project from I-605 to Puente Avenue (Segment 1) to be programmed to pay for the cost increase in the I-10 HOV Lanes Project from Puente Avenue to Citrus Avenue (Segment 2); and

B. an additional $836,000 in CMAQ Funds for the cost increase in Segment 2.

ISSUE

Construction of the HOV lanes on I-10 between Puente Avenue and Citrus Avenue is progressing. However, the project has experienced challenges, including changes and delays leading to the need for additional funds to complete the construction.

BACKGROUND

The I-10 HOV Project from I-605 to SR-57 is being delivered in three segments. Once completed, the Project will add over ten miles of HOV lanes in each direction. Segment 1, between I-605 and Puente Avenue was completed in 2016 with savings of $10,910,051 in CMAQ Funds. Segment 2, with a total Funding Agreement budget of $195,580,000 (reduced to $189,325,000 after bid opening), between Puente Avenue and Citrus Avenue is currently under construction and is expected to open to traffic in February 2020. Segment 3, between Citrus Avenue and SR-57, also under construction, is expected to open to traffic in Spring 2021. Upon completion, the Project will close the gap and provide a continuous HOV/Express Lanes facility from east of Downtown Los Angeles to the San Bernardino County Line.

Caltrans awarded the Segment 2 construction contract to Ames Construction, Inc. in February 2014 and the contractor commenced construction in June 2014. Construction of Segment 2 is over 80% complete.

DISCUSSION

Major construction activities and the open to traffic milestone for Segment 2, originally scheduled to be completed in April 2017 are delayed to February 2020, a schedule delay of 34 months.

Caltrans attributes the delays to:

- Delays in the SCE utility relocations as power poles and utility lines that were not shown on the plans had to be relocated at several locations.
- Redesigning retaining walls and soundwalls to address conflicts with existing facilities, utilities (sewer and communications lines) and mature trees.
- Redesign of several interchange ramps to avoid conflicts with major storm drain facilities (96”and 78”) that were not identified during design due to lack of as-built plans.
- Waiting on court orders for easements to demolish buildings or obtain temporary construction easements to perform construction.
- Delays due to weather conditions.

The Project has an estimated cost increase of $19,504,112 for construction support and capital costs. Caltrans has estimated the total construction support costs at $39,991,112, which is $9,363,112 over the current budget of $30,628,000. The reasons for the increase are additional labor for: construction administration costs for an additional 21 months from the previous revised schedule and budget, the support required for the SCE relocations, contract plans modifications due to differing field conditions, staging plans revisions and increased coordination with the city of West Covina for street and ramp closures.

The estimated costs for the construction capital component have increased due to a significant number of Contract Change Orders and anticipated contractor claims on the project for such items as the time related delays while Caltrans resolved the conflicts between the design and the actual field conditions and delays in relocation of SCE-owned utilities. The contractor moved forces in and out of the project on multiple occasions. While the initial bids for the project were less than the engineer’s estimate, the number and magnitude of the changes have substantially increased the construction costs. The amount of the potential claims is yet to be determined. Caltrans is requesting $10,141,000 for the additional construction capital expenses.

Caltrans will fund up to $6,578,112 of the cost increase with state-controlled funds. Metro controlled funds are required to cover the remaining $12,926,000. The balance would be funded through shifting the $10,910,051 in CMAQ savings from Segment 1 to Segment 2 as proposed in Recommendation A. Additionally, the Board previously approved the use of $3,900,000 in I-10 ExpressLanes toll revenues to fund the CCOs for the median barrier changes to accommodate the future ExpressLanes Project on Segments 2 and 3 (Attachment A, Board Report 2019-0129). $1,180,000 of the of the $3,900,000 is required for Segment 2. Lastly, the remaining $836,000 shortfall would be funded with additional CMAQ funds (Recommendation B).

DETERMINATION OF SAFETY IMPACT

The proposed action has no known adverse impact to the safety of Metro patrons and employees or users of our facilities. The I-10 freeway is a state-owned facility and Caltrans standards will be adhered to in the construction of the proposed improvements.

FINANCIAL IMPACT

Adoption of the recommendation will not have an impact to the FY 2020 budget as Regional Programming has identified CMAQ funds to pay for the cost increase. CMAQ funds are pass through funds and do not impact the budget.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The construction of HOV lanes supports strategic plan goal #1, provide high-quality mobility options that enable people to spend less time traveling.

ALTERNATIVES CONSIDERED

The Board could choose to not approve the additional funding. This option is not recommended as it would result in further project delays, additional contractor claims and increased costs. Caltrans has declared that they do not have funds beyond what they have committed to and documented in this Board Report.

NEXT STEPS

Staff will prepare the Programming Agreement with Caltrans to facilitate payment of cost overruns.

ATTACHMENT

Attachment A - I-10 Express Lanes Extension from I-605 to LA/SB County Line File # (2019-0129)

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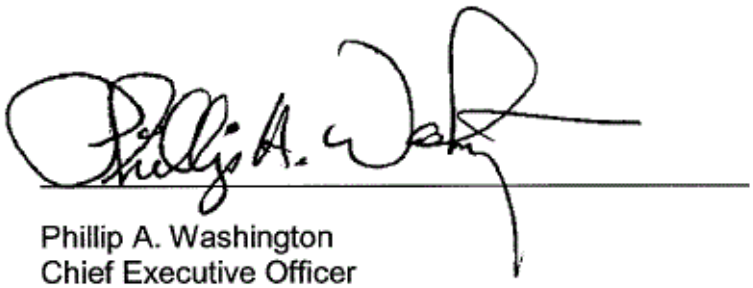

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File #: 2019-0129, **File Type:** Project **Agenda Number:** 6.

AD HOC CONGESTION, HIGHWAY AND ROADS COMMITTEE
APRIL 17, 2019

SUBJECT: I-10 EXPRESSLANES EXTENSION FROM I-605 TO LA/SB COUNTY LINE

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

AUTHORIZE the use of toll revenues, in a not-to-exceed amount of $3.9 million for the upgrade of a 42-strand bundle of single mode fiber optic (SMFO) cable to a 72-strand bundle of SMFO cable and a fiber patch panel for Segment 3 of the I-10 High Occupancy Vehicle (HOV) lane project to accommodate for the communications network necessary for conversion to future ExpressLanes. Additional improvements include the installation of 2-inch conduit, pull boxes, cast-in-drilled-hole (CIDH) pile foundations, and modified concrete barrier for median lighting improvements for Segments 2 and 3 for improved lighting. If authorized, the improvements will accommodate for future communications for the I-10 ExpressLanes Extension project, as well as any related Intelligent Transportation System (ITS) efforts, and improved visibility at HOV lane ingress/egress points.

ISSUE

At the February 20, 2019 Ad Hoc Congestion, Highway and Roads Committee meeting, Director Fasana directed staff to work with Caltrans to explore opportunities to incorporate additional improvements that would benefit future ExpressLanes as part of the I-10 HOV lane project currently in construction with the intent of minimizing future costs and impacts.

BACKGROUND

The I-10 HOV lane project includes construction of one HOV lane in each direction along I-10 between I-605 (San Gabriel River Freeway) and SR-57 (Orange Freeway).

The I-10 HOV lane project is comprised of three segments, with total Life of Project (LOP) budget of approximately $550 million:

1. Segment 1, between I-605 and Puente Ave in Baldwin Park has been completed as of 2013.
2. Segment 2, between Puente Ave and Citrus St is currently in construction and expected to be completed by December 2019.
3. Segment 3, between Citrus St and SR-57 is currently in construction and is expected to be completed by Summer 2021.

DISCUSSION

Metro and Caltrans explored opportunities to incorporate additional improvements that would better accommodate future ExpressLanes needs, ITS deployment, and other highway improvements as part of Segments 2 and 3 of the I-10 HOV lane project currently in construction. The improvements considered include improved lighting at ingress/egress locations and installation of upgraded SMFO cables for communications for the potential I-10 ExpressLane Extension project and ITS enhancements, amongst other highway improvements.

The I-10 ExpressLane Extension project is identified as a Tier I (near-term) priority in the 2017 Metro Countywide ExpressLane Strategic Plan. In addition, the I-10 ExpressLane Extension project has been identified as a key project for Metro and Los Angeles County and is included in Metro's Twenty-Eight by '28 project list, which intends to construct twenty-eight projects before the 2028 Summer Olympics and Paralympics. The anticipated Twenty-Eight by '28 completion year for the project is 2028.

Findings

Construction of Segments 2 and 3 of the I-10 HOV lane project is currently underway. Construction contractors are expected to initiate work within the median barrier in Spring 2019, while work within the outside shoulder for the eastbound portion for Segment 3 is expected in Fall 2019.

Given the timing of construction within the median, Metro and Caltrans staff identified this as an opportunity to include the installation of 2-inch conduit, pull boxes, CIDH pile foundations, and modified concrete barrier for the median lighting at the HOV lane egress/ingress locations along I-10 for Segments 2 and 3. The improvements will provide improved visibility for drivers at HOV lane egress/ingress points where lane changing and turbulence is concentrated. The proposed improvements are also consistent with Caltrans Transportation Operations Policy Directive 11-02 providing updated lighting standards at access openings for managed lanes, including ExpressLanes.

In addition, to improved lighting, staff consulted with Caltrans staff on the potential sharing of conduit for future communications. In consultation with Caltrans, Metro proposes to improve communications for Segment 3, by upgrading the proposed 48-strand bundle of SMFO to a 72-strand bundle of SMFO, and a fiber patch panel to allow for additional fiber strands for communications that could potentially be used for the communications network necessary for the I-10 ExpressLanes Extension project.

The additional scope includes the installation of 2-inch conduits, pull boxes, CIDH pile foundations, and modified concrete barrier for the median lighting for Segments 2 and 3. In addition to the installation of a 72-strand bundle of SMFO cable and a fiber patch panel for Segment 3. The cost for the additional improvements is approximately $3.9 million.

In leveraging ongoing construction efforts, cost savings are achieved by minimizing the need for future trenching and excavation of the median and outside shoulder. The additional improvements

may also serve to expedite the delivery of the I-10 ExpressLane Extension project, which has been identified as a priority in Metro's Twenty-Eight by '28 project list and the 2017 Metro Countywide ExpressLane Strategic Plan. Metro will continue to coordinate with Caltrans on further improvements throughout the construction of Segments 2 and 3 of the I-10 HOV lane project.

DETERMINATION OF SAFETY IMPACT

The approval of funding will not have any impact on the safety of our customers and employees.

FINANCIAL IMPACT

Funding in the amount of $3.9 million is available in the FY19 and proposed FY20 budget in cost center 2220 to implement this effort. Because this is a multi-year program, the cost center manager and the Executive Officer of the Congestion Reduction programs will be responsible for budgeting for future years.

Impact to Budget

The funding for this action will come from toll revenues generated from the Metro I-10 ExpressLanes operations. No other funds were considered for this activity.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The project is consistent with the following Metro Vision 2020 Goals and Objectives:

Strategic Goal 1: Provide high quality mobility options that enable people to spend less time traveling by providing the potential for improved ITS communications in an effort to improve future mobility.

ALTERNATIVES CONSIDERED

The Board could choose not to approve the staff's recommendation. This alternative is not recommended as it would result in the deferment of potential cost savings and improvements to allow for improved lighting, power and communications for the planned I-10 ExpressLanes Extension project.

NEXT STEPS

Upon Board approval, staff will coordinate with Caltrans on final construction costs, enter into any necessary agreements and implement the identified enhancements.

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File #: 2019-0490, **File Type:** Contract **Agenda Number:** 15.

PLANNING AND PROGRAMMING COMMITTEE
JULY 17, 2019
CONSTRUCTION COMMITTEE
JULY 18, 2019

SUBJECT: SEPULVEDA TRANSIT CORRIDOR PROJECT

ACTION: APPROVE CONTRACTING DELIVERY APPROACH

RECOMMENDATION

CONSIDER:

A. FINDING that use of a Pre-Development Agreement (PDA) approach pursuant to Public Utilities Code Section 130242 will achieve certain private sector efficiencies in the integration of the planning, design, and construction of the Sepulveda Transit Corridor Project (Project); and

(REQUIRES TWO-THIRDS VOTE OF THE BOARD)

B. APPROVING the solicitation of PDA contract(s) with up to two responsible proposer(s), pursuant to Public Utilities Code Section 130242(e), with the proposer(s) chosen by utilizing a competitive process that employs objective selection criteria (in addition to price).

ISSUE

Metro is authorized to enter into a PDA pursuant to Public Utilities Code Section 130242(a) and Section 130242(e). Benefits of the PDA process include the optimization of project performance, risk, constructability, affordability, and delivery schedule through early design solutions, innovation, and private sector rigor and resources.

BACKGROUND

Metro is planning for the construction of the Sepulveda Transit Corridor, a fixed-guideway transit service running between the San Fernando Valley and Los Angeles International Airport (LAX), through the Westside of Los Angeles. Metro is currently conducting a Transit Feasibility Study (TFS)- the Alternatives Analysis phase of the planning process. This TFS will identify and evaluate a range of high-capacity fixed guideway transit alternatives for the Project such as, evaluating various transit modes, alignments generally following the I-405 corridor, and potential station locations. The

alignments include potential connections to existing and planned Metro bus and rail lines, the LOSSAN corridor regional rail services, and several major activity centers. The Project is included on the Twenty-Eight by '28 list of projects scheduled to be completed in time for the 2028 Olympic and Paralympic Games.

DISCUSSION

In 2016, Metro received three Unsolicited Proposals (UPs) for delivery of the Sepulveda Transit Corridor (Valley to Westside segment), each of which offered different approaches to achieve innovative, accelerated delivery of the project. Two of the three also proposed the use of a PDA to advance preliminary definition and design of the project, followed by project delivery through a potential public-private partnership, which would include the design, construction, finance, and potentially project operations and/or maintenance. The Metro Board previously directed Metro staff to "…proceed with all actions necessary to assist in the preparation of a Pre Development Agreement (PDA) to develop the [Sepulveda Transit Project]" in a motion made by Directors Richard Katz and Mel Wilson, approved at the December 13, 2012 Board meeting.

A PDA is a form of early contractor involvement where a private project developer participates in early project definition and design, in partnership with the project owner. Teams of firms that are awarded a PDA contract (PDA Contractor) would continue to provide technical work products including cost estimates, constructability reviews, technical analyses, etc. that support the ongoing development of the project as it progresses through environmental review and approval processes. When the project scope and design are sufficiently developed, a PDA Contractor will have the right to submit an offer to Metro for a firm fixed price for delivery. Metro would develop its own independent cost estimate and then, at its sole discretion, enter into negotiations with the PDA Contractor. If negotiations are successful, staff would bring a recommended contract action to the Board. If negotiations are not successful, Metro would use any relevant work products produced by the PDA Contractor and move forward with a competitive procurement for the work. Based on review of the UPs, Metro determined that a PDA could offer significant value as it works to balance the project's performance, construction costs, operations, maintenance and state-of-good-repair costs, and key project risks, particularly an accelerated schedule.

Metro anticipates selecting up to two PDA Contractors to identify and develop project concepts, likely involving distinct transit mode types. Selection of the PDA Contractor(s) will be based on technical, managerial and financial qualification factors that will be included in the solicitation. The selection of the Contractor(s) is subject to Board approval. Work products supporting development of the project will be reviewed and assessed by Metro staff to determine the extent to which they support Metro's project goals. The review and assessment will include performance (travel time, passenger throughput, etc.), feasibility/constructability, and other factors, as part of the environmental clearance process for the project. The environmental clearance process will be supported by a separate consulting contract.

The PDA project development period will include clear phases and milestones, each of which will allow Metro the opportunity to decline to continue its relationship with a PDA Contractor.

This process will occur in parallel to the process of developing a combined Environmental Impact

Statement/Environmental Impact Report (EIS/EIR) to satisfy the requirements of NEPA and CEQA. The PDA Contractors will be expected to closely coordinate their ongoing efforts to advance the Project's design with Metro staff and Metro's environmental consultants to ensure robust public participation and strict adherence to all environmental permitting requirements. Staff has determined that the use of a PDA is not likely to negatively affect any of the major EIS/EIR process milestones that Metro projects typically must satisfy, including an initial scoping period, community meetings and comment periods, establishment by the Metro Board of a Locally Preferred Alternative (LPA), and certification of the Final EIR by the Metro Board and issuance of a Record of Decision for the project by the Federal Transit Administration. Additionally, provisions will be included in the Statement of Work to ensure that the EIS Consultant and each PDA Team maintain schedule coordination and will not be unduly delayed. The statements of work for both the PDA Contractors and EIS/EIR consultant will include defined mechanisms to ensure sufficient and thoughtful coordination of schedule and technical deliverables.

DETERMINATION OF SAFETY IMPACT

This Board action will not have an impact on established safety standards for Metro's capital projects.

FINANCIAL IMPACT

Recommendations A and B do not have a fiscal year budget impact at this time as the actions are requesting permission for project delivery approach. The Board would consider proposals from qualified proposers prior to award of any contract for a PDA. Measure M and Measure R expenditure plans allocate approximately $10.8 billion (2015 $) to the Project from 2024 through 2057 for new fixed-guideway transit service and express lanes between the San Fernando Valley and the Westside. The Sepulveda Transit Corridor project (460305) is allocated $3.7 million in the FY20 budget. This project is currently funded on a Fiscal Year to Fiscal Year basis until such time that a Life of Project Budget (LOP) is adopted.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

Delivering this important Measure M projects as efficiently and effectively as possible is consistent with the following Vision 2028 goals:

- Goal 1 - Provide high-quality mobility options that enable people to spend less time traveling.
- Goal 2 - Deliver outstanding trip experiences for all users of the transportation system
- Goal 3 - Enhance communicates and lives through mobility and access to opportunity
- Goal 5 - Provide responsive, accountable, and trustworthy governance within the Metro organization

ALTERNATIVES CONSIDERED

The Board may reject the recommendations to use a PDA to support the project's development and delivery. However, certain private sector efficiencies in the integration of project design with long-term operational performance and cost of ownership may not be achieved. Also, the opportunity to

potentially identify strategies to improve performance, reduce costs, and accelerate project delivery utilizing this recommended method will not be available.

Metro staff explored delivering the Project utilizing Design/Bid/Build and Design/Build contracting, as well as a traditional hard-bid P3 (without early contractor involvement); however, these approaches would not benefit from contractor insights into project definition and design that could support more efficient achievement of Metro's project goals. Therefore, it is not recommended that either option be utilized.

NEXT STEPS

In order to support an efficient project development schedule that aligns with Metro's environmental clearance, engineering, and construction schedule, Metro will issue a solicitation in 2019 for the PDA contract.

Upon approval by the Board, staff will issue a competitive solicitation for a PDA contract(s). The proposal(s) will be selected by utilizing objective selection criteria, in addition to price. The process of evaluation, negotiations (if any), and decision to recommend award of the PDA contract(s) is anticipated to last into 2020. This procurement process will be conducted in parallel with an effort to procure a consulting team to support the environmental clearance of the project. Metro staff currently anticipates selection of up to two contractors by summer 2020, allowing for evaluation of their project concepts and selection of an LPA by 2023.

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Phillip A. Washington
Chief Executive Officer

Sepulveda Transit Corridor Project

Metro

Planning & Programming Committee
Agenda Item: 2019-0490

Preliminary Development Agreement Summary

A PDA is a form of Early Contractor Involvement (ECI) in which a private developer participates in early project design

- PDA teams compete for the right develop project design in collaboration with Metro and stakeholders
- Limited right to submit an offer for firm fixed price delivery; competitive hard bid procurement if offer is not satisfactory

Value proposition: Contractor insights on critical early design decisions with incentive to optimize feasibility, improve performance, manage cost, accelerate delivery

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Why PDA for Sepulveda?

- Once-in-a-generation opportunity to redefine mobility in one of America's most challenging travel corridors.
- Balancing mobility and performance with risk, cost, and constructability is an extraordinary challenge.
- A PDA allows Metro to tap into the best minds in the field to deliver the most for available project funding.

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Anticipated PDA Structure

Sepulveda PDA has been designed with a unique structure, involving two potential PDA Teams

- Teams to support Transportation Solution Concept for subsequent development
- Each team to refine concept to optimize feasibility
- PDA Contractor work structured in five phases according to Metro's existing Project Development Process
- Metro discretion to proceed after each phase of work

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Compensation and Risk Sharing

The goal of this PDA is to incentivize attainment of feasibility, not to offload project development costs

- Objective: Incentive for the best teams to come to the table early, while limiting opportunities for "gaming"
- Compensation priced by phase through PDA proposals
- Deferred compensation: opportunity for PDA Team profit increases as project nears feasibility
- Monthly subcontractor payment certification
- Metro ownership of final technical work products to utilize as it sees fit

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Key Information

No change to process of conducting public and stakeholder outreach

> All outreach to public and key project stakeholders will be conducted through Metro staff

No change to Metro Board's role in project decisions

> Approve PDA; Approve scoping; Select LPA; Approve delivery model (⅔ vote), Authorize project delivery contract; Set life-of-project budget

Small and Disadvantaged Business participation will be incorporated as with any project

> Metro DEOD will set SBE/DBE goals for each PDA phase

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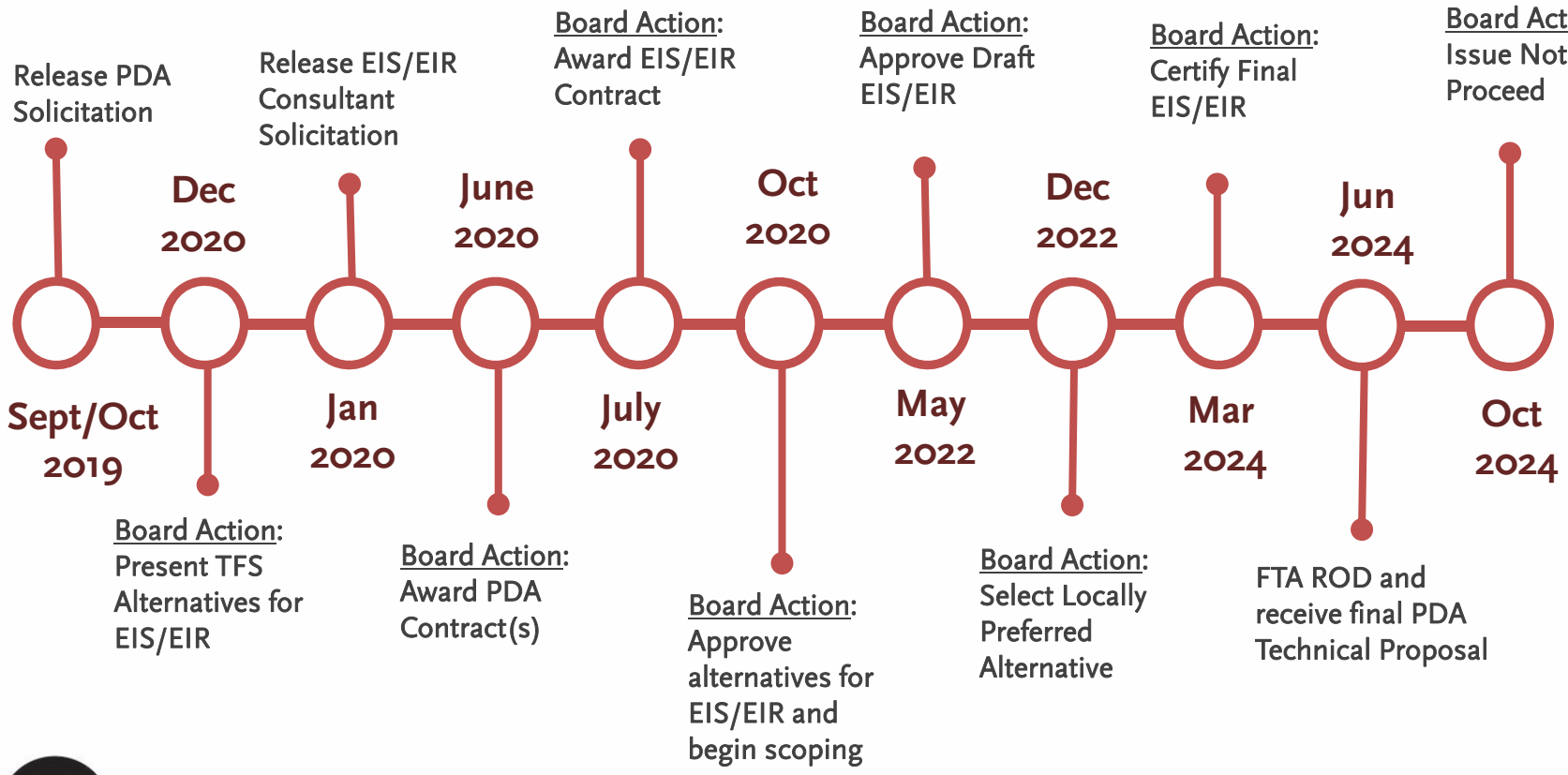
Tentative Project Timeline



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**Timeline assumes PDA Team continues supporting project development through final price proposal, with no external delays (e.g. litigation, etc.)*