

Metro

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



Agenda - Final

Wednesday, January 18, 2017

2:00 PM

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

Planning and Programming Committee

Hilda Solis, Chair

Paul Krekorian, Vice Chair

Kathryn Barger

James Butts

Ara Najarian

Carrie Bowen, non-voting member

Phillip A. Washington, Chief Executive Officer

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

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

CALL TO ORDER

ROLL CALL

APPROVE Consent Calendar item: 12.

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

CONSENT CALENDAR

12 RECEIVE AND FILE **Regional Rail Update through December 2016.**

[2016-0939](#)

Attachments:

[Attachment A-1 -Regional Rail Project Status Report](#)

[Attachment A-2 - Regional Rail Project Budget Report](#)

[Attachment B -- Metrolink Ridership](#)

[Attachment C -- LOSSAN Map](#)

[Attachment D -- Performance Indicators](#)

[Attachment E -- Metrolink Asset Inspection Summary](#)

[Attachment F - Agency Comments on CHSRA Supplemental Alternative Analysis](#)

NON-CONSENT

13

[2016-0890](#)

ADOPT the Development Guidelines (Attachment C) for the joint development of the 1.08-acre Metro-owned property at the Mariachi Plaza Gold Line Station.

Attachments:

[Attachment A - Site Map](#)

[Attachment B - Letter to Los Angeles City Planning Department](#)

[Attachment C - Mariachi Plaza Development Guidelines](#)

14 CONSIDER:

[2016-0938](#)

- A. APPROVING the **SCAG 2017 ATP Regional Program Implementation Project List for Los Angeles County including the assignment of ten points for consistency with regional, local, and Metro plans and a contingency list to be used should additional ATP funds be made available**, as shown in Attachment A; and
- B. AUTHORIZING the Chief Executive Officer to commit \$2,169,000 to the Metro-sponsored project, *Reconnecting Union Station to the Historic Cultural Communities in DTLA*, required in order to secure partial ATP funding of \$3,157,000.

Attachments: [Attachment A - Regional Implementation Projects List for LA County](#)
[Attachment B - Statewide Awards for LA County](#)
[Attachment C - SCAG ATP Project Selection Processes](#)
[Attachment D - Metro Grant Assistance Summary](#)
[Attachment E - Impact to the Call for Projects](#)

15 AUTHORIZE the Chief Executive Officer to:

[2016-0940](#)

- A. EXECUTE Modification No. 3 to Task Order No. PS2999200FFO2TO1 under Contract No. PS4010-3041-FF-XX, with **Kleinfelder, Inc., for the Union Station Master Plan (USMP), to provide additional environmental services** in the amount of \$82,533, increasing the Total Task Order Value from \$839,362 to \$921,895;
- B. INCREASE Contract Modification Authority (CMA) specific to Task Order No. PS2999200FFO2TO1 for USMP in the amount of \$150,000, increasing the total CMA amount from \$100,000 to \$250,000, to support additional services related to USMP;
- C. EXECUTE Modification No. 7 to Contract No. PS4330-2863, with Gruen Associates, for the USMP, to provide planning services in support of a Request for Interests and Qualifications (RFIQ), in the amount of \$209,532, increasing the Total Contract Value from \$5,901,125 to \$6,110,657, and extend the performance period from March 2017 to June 30, 2019; and
- D. INCREASE Contract Modification Authority (CMA) specific to Contract No. PS4330-2869 for the USMP in the amount of \$150,000-increasing the total CMA amount from \$721,825 to \$871,825 to support additional services related to the USMP.

Attachments: [Attachment A-1 - Procurement Summary PS2999200FFO2TO1](#)
 [Attachment A-2 - Procurement Summary PS4330-2863](#)
 [Attachment B-1 - Task Order Log PS2999200FFO2TO1](#)
 [Attachment B-2 - Contract Modification Change Order Log PS4330-2863](#)
 [Attachment C-1 - DEOD Summary PS4010-3041](#)
 [Attachment C-2 - DEOD Summary PS4330-2863](#)

16 CONSIDER: [2016-0945](#)

- A. APPROVING the **FY 2017 Solicitation for Proposals for FTA Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities, Section 5316 Job Access and Reverse Commute (JARC) and Section 5317 New Freedom Program funds**, for which Metro is the Designated Recipient for the urbanized areas of Los Angeles County, including the following:
1. The Allocation Process shown in Attachment A;
 2. The solicitation funding marks estimated up to \$9,692,287 for Section 5310 projects, \$8,013,181 for Section 5316 projects, and \$665,306 for Section 5317 projects, for a combined total of \$18,370,774; and
 3. The Application Package shown in Attachment B.
- B. ALLOCATING \$10,139,411 in Section 5310 funds for Access Services as identified by the FY 2017 Funding Allocation Process, for Traditional Capital Projects, to support complementary paratransit service that the American with Disabilities Act of 1990 (ADA) requires.

Attachments: [Attachment A - FY17 Funding Allocation Process](#)
 [Attachment C - Schedule of Activities - FY 2016 Solicitation for Proposals](#)
 [Attachment B - Application for 2017 Solicitation for Proposals, Revised](#)

17 CONSIDER:

[2016-0952](#)

- A. AMENDING the **2009 Long Range Transportation Plan (LRTP)** to include the projects and programs in the **Measure M Expenditure Plan**; and
- B. WORKING with the **Southern California Association of Governments (SCAG)** to amend the **2016 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS)** and the **Federal Transportation Improvement Program (FTIP)** to include the same projects, as necessary.

Attachments: [Attachment A - Measure M Ordinance](#)

18 CONSIDER:

[2016-0962](#)

- A. APPROVING programming of funds for **third party costs for the L.A. County Grade Crossing and Corridor Safety Program** in the amount of \$500,000 of Measure R 3% funds;
- B. APPROVING programming of funds for **third party costs for the Brighton to Roxford Double Track Project** in the amount of \$2,176,700 of Measure R 3% funds;
- C. APPROVING programming of funds for the **Metrolink San Bernardino Line Diesel Multiple Unit (DMU) Study** in the amount of \$400,000 of Measure R 3% funds; and
- D. AUTHORIZING the Chief Executive Officer to negotiate and execute all necessary third-party and other agreements, referenced above;

Attachments: [Attachment A - Third Party Costs](#)

19 APPROVE:

[2016-0967](#)

- A. The recommended **Alternative 2 Northerly Point of Access and Salem Sperry Grade Separation** for the environmental documents and preliminary engineering design phase; and
- B. Third party costs of up to \$2 million for the City of Glendale, City of Los Angeles, Southern California Regional Rail Authority and other third parties and authorize the Chief Executive Officer (CEO), or his designee, to negotiate and execute all agreements necessary for this action.

Attachments:

[Attachment A - June 2015 Board Report](#)

[Attachment B - Northerly Point-of-Access and Salem Sperry Overpass](#)

[Attachment C - Recommended Alternative 2 - Salem Sperry Overpass](#)

[Attachment D - Recommended Alternative 2 - Northerly Point-of-Access \(J-Hool](#)

[Attachment D1 - Recommended Alternative 2 - Northerly Point-of-Access \(P-Ho](#)

[Attachment E - Director Najarian Board Motion](#)

- 20 CONSIDER **Motion by Antonovich and Najarian** that the Metro Board of Directors direct the CEO to report back to the Board in March 2017 with a status update on the High Desert Multipurpose Corridor Project, including important milestones reached, next steps, collaborative efforts between staff and the HDMC JPA, and opportunities for advancement of the project.

[2016-0949](#)

48 CONSIDER:

[2016-0980](#)

- A. AUTHORIZING the Chief Executive Officer (CEO) to negotiate and execute contract modification(s) to Contract No. C0988 with **Walsh/Shea Corridor Constructors (WSCC), for final costs associated with construction on accommodations so as not to preclude a future Light Rail Transit (LRT) Station at 96th Street** and implement an agreement on critical cost and schedule impacts in an amount of \$59,150,000 increasing the total contract value from \$1,311,627,532 to \$1,370,777,532, no impact to Crenshaw/LAX Project Life-of-Project Budget;
- B. AMENDING the FY17 budget by \$28,600,000 for Project 460303 Airport Metro Connector Accommodations from \$10,760,760 to \$39,360,760 for the allocable portion of its costs related to the \$59,150,000 under Recommendation A; and
- C. AUTHORIZING the CEO to negotiate and execute project-related agreements, including contract modification(s) up to the authorized Life-of-Project budget, to streamline project management of the Crenshaw/LAX Transit Project subject to monthly reporting requirements to the Board of Directors.

Attachments:

[Attachment A - Procurement Summary.pdf](#)

[Attachment B - Contract Modification-Change Order Log.pdf](#)

[Attachment C - DEOD Summary.pdf](#)

[Attachment D - WSCC-Metro Agreement.pdf](#)

[Attachment E - WSCC-Metro Agreement.pdf](#)

(ALSO ON CONSTRUCTION COMMITTEE)

Adjournment

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



Board Report

File #: 2016-0939, **File Type:** Informational Report

Agenda Number: 12

PLANNING AND PROGRAMMING COMMITTEE JANUARY 18, 2017

SUBJECT: Regional Rail Update through December 2016

ACTION: RECEIVE AND FILE

RECOMMENDATION

RECEIVE AND FILE **Regional Rail Update through December 2016.**

ISSUE

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

DISCUSSION

Metro is the largest member agency for the Southern California Regional Rail Authority (SCRRA), the operator of the Metrolink commuter rail network. Metrolink carries approximately 42,000 riders per day throughout the southern California Region. Metro is a member of the Los Angeles - San Diego - San Luis Obispo (LOSSAN) Rail Corridor Agency. This Joint Powers Authority (JPA) coordinates the passenger rail services of the three carriers (Amtrak, Metrolink, and COASTER) within this intercity rail corridor.

Metro is instrumental in the planning and coordination efforts within the County of Los Angeles for the future high speed rail system connecting northern California to southern California. Staff is also involved with regional and statewide agencies working to develop integrated passenger rail service in the state. The Regional Rail team coordinates and leads capital improvement projects for the Metro owned and Metrolink operated right-of-way.

Capital Projects

The Regional Rail unit has 10 capital improvement projects that it is actively managing. These projects range from planning studies to the design of capacity and safety related projects. See Attachment A-1 and Attachment A-2.

1. North Burbank Airport Station (Station), Antelope Valley Line

The North Burbank Airport Station, formerly called Bob Hope Airport/Hollywood Way Station will add

a new Metrolink station on the Antelope Valley Line to provide a vital plane-to-train transit connection to the Burbank-Glendale-Pasadena Airport Authority. The first Invitation for Bids (IFB) for construction took place in March 2016. The construction bids came in approximately 50 percent over budget so all construction bids were declined in May 2016. Staff went back to the Board to increase the Life of Project (LOP) budget in June 2016 to include additional funds for construction, third party costs, and station redesign to reduce operation and maintenance (O&M) costs. The project redesign was completed in July 2016 and the IFB was reissued in August 2016. Construction bids were received on September 16, 2016. On December 6, City of Burbank Council unanimously approved the operation and maintenance (O&M) of the station. Since 70 percent of the proposed station is located in the City of Burbank and the remaining 30 percent of the station is located in the City of Los Angeles, City of Los Angeles has committed to funding 30 percent of the total cost of the operation and maintenance of the station. Staff is working with the City of Burbank, City of Los Angeles, and SCRRA to execute an O&M agreement. Burbank-Glendale-Pasadena Airport Authority is committed to provide free courtesy shuttle service from the station to the airport. Construction Contract award is anticipated by January 2017 and revenue operation is anticipated by March 2018.

2. Bob Hope Airport Pedestrian Grade Separation, Ventura Line

The Bob Hope Airport Pedestrian Grade Separation project consist of an elevated walkway to improve safety by providing a separate dedicated passageway for passengers to access the Bob Hope Airport from the Metrolink station. Staff has placed the Project on hold as Airport, LOSSAN, and City of Burbank has declined to accept O&M responsibility for the pedestrian bridge. Metro and SCRRA do not maintain Metrolink stations and associated grade separation structures. The \$7 million in State Interregional Transportation Improvement Program (ITIP) funds approved by the State for the construction of the Project has been deferred to FY 20/21. Since the project is on permanent hold, SCRRA has reallocated \$5.375 million Public Transportation Modernization, Improvement, and Service Enhancement Account Program (PTMISEA) funds from the Project to fund SCRRA State of Good Repair projects.

3. Brighton to Roxford Double Track

This project will double track approximately 11 miles of the Antelope Valley Line between Burbank and Sylmar. All crossings will be designed to be quiet-zone.

The consultant is currently working on Phase-2 Design Documents (65% PS&E) which is targeted for submittal on April 2017.

4. Doran Street and Broadway/Brazil Grade Separation Project

The objective of the Doran Street and Broadway/Brazil Grade Separation Project, formerly referred to as the Doran Street and Broadway/Brazil Safety and Access Project, is to significantly improve safety and enhance mobility by closing two at-grade rail crossings located in the City of Glendale and the City of Los Angeles. The project consisted of two components that will accommodate future rail expansion. First is the Salem/Sperry Overpass which connects West San Fernando Road to San Fernando Road in the vicinity of Sperry Street in Los Angeles and Salem Avenue in Glendale. The second component is the Northerly Access Point Overpass, formerly called the Fairmont Connector, which would be the extension of West San Fernando Road over the Verdugo Wash with a two-way connection to Fairmont Avenue. The Northerly Point of Access Overpass utilizes Fairmont Avenue,

resulting in a significant cost savings by using existing infrastructure as part of the solution.

In June 2015, the Metro Board partially approved the Doran Street and Broadway/Brazil Safety Access Project, Alternative 2 Fairmont Connector and Salem/Sperry Overpass. The Board approved the Salem/Sperry Overpass but Director Najarian amended the motion and directed staff to work with the City of Glendale and the City of Los Angeles to examine the project without the Fairmont Connector and to report back to the Board on furthering the study to develop another feasible alternative to the Fairmont Connector that meets the short term and long term goals of the region and local communities.

Traffic Study

Staff has completed a new traffic study that examined several alternatives, including prohibiting public access, one-way outbound traffic, and two-way traffic solutions. The results of the study indicate that both the Salem/Sperry Overpass and the Fairmont Connector, currently referred to as the “Northerly Point-of-Access”, with a two-way connection to Fairmont Avenue work in tandem, and together these provide a comprehensive solution that addresses the existing and forecasted traffic growth. The two-way traffic solution is critical for the economic vitality of the North Atwater Village businesses while not significantly impacting the intersection operations on Fairmont Avenue. The Salem/Sperry Overpass and two-way Northerly Point-of-Access to Fairmont Avenue will allow for the closure of both the Doran Street and Broadway/Brazil at-grade rail crossings, resulting in a substantial safety and mobility improvement for the community. In January 2017, staff will be requesting the Board to approve the recommended Alternative 2 Northerly Point of Access and Salem Sperry Grade Separation for the environmental documents and preliminary engineering design phase including third party costs of up to \$2 million for the City of Glendale, City of Los Angeles, Southern California Regional Rail Authority and other third parties.

Community Meeting

Metro conducted 2 community meetings on December 7, 2016 and updated the community participants with additional traffic and circulation analysis, the preferred alternative, and the future transit corridor improvements.

Funding

The project is funded for environmental and design phase only. Funding for real estate acquisition and construction is yet to be determined. The project is listed in the 2012 Southern California Memorandum of Understanding Agreement with California High Speed Rail Authority with a potential financial commitment of 50 percent of the total project cost.

5. Los Angeles County Grade Crossing and Corridor Safety Program

This is a comprehensive at-grade crossing and corridor safety program, including 110 at-grade crossings along the 160 miles of Metro owned and Metrolink operated right-of-way.

The team has developed preliminary recommendations on grade crossing and corridor safety improvements. In addition, the team has developed a preliminary ranking for grade crossing improvements and grade separation candidates. The team will be sharing the preliminary results and

recommendations with cities along the rail corridors and incorporating feedback into the final results and recommendations. The final report is anticipated to be completed in early 2017.

6. Raymer to Bernson Double Track

The Raymer to Bernson Double Track Project is currently on hold. This project will increase regional mobility along the Metrolink Ventura Subdivision and the Los Angeles-San Diego-Luis Obispo (LOSSAN) corridor by providing a second mainline track, approximately 6.4 miles in length, between Control Point (CP) Raymer to CP Bernson. The Ventura Subdivision is used by Metrolink Ventura Line, Amtrak Pacific Surfliner, Amtrak Coast Starlight and Union Pacific freight trains. This project is located in the rail corridor owned by Union Pacific Railroad (UPRR) and Metro. As part of this work, nine at-grade rail crossings and two bridges will be reconstructed including a new second side platform and a new grade separated pedestrian crossing at the existing Northridge Metrolink Station.

Background

There are currently two mainline tracks between Los Angeles Union Station and CP Raymer. North of CP Raymer, it is a single track with passing sidings located along the corridor through Ventura County. When northbound and southbound train schedules require a meet in the single-track corridor, one train must wait in a siding location for the other train to pass. This not only delays service but also results in trains idling in the sidings. Since CP Bernson to CP Topanga currently has two mainline track, the double track project as originally proposed would then allow for a continuous double-track railroad for additional 8.7 miles north of CP Raymer to CP Topanga, near the Chatsworth Metrolink station, improving the regional mobility, increasing the reliability of train services and reducing greenhouse gas emissions from idling trains

Modified Double Track Alternative

In response to concerns of residents adjacent to the project site, Metro has engaged WSP Parsons Brinkerhoff to analyze an alternative configuration of a partial double track that consist of leaves in-place the existing 1.5 miles of single track by the residential neighborhood between Lindley Avenue and Balboa Boulevard (north of CP Raymer) and provides 5 miles of a new second mainline track between Balboa Boulevard to CP Bernsen. The purpose of the study is to determine the operational benefits of the existing condition compared to the “partial double track” alternative and the full double track alignment.

The study concluded that both configurations (partial and full double track) can support the current train service schedules (passenger and freight) and the forecasted future train service growth defined by Metrolink’s 10-Year Strategic Plan and LOSSAN Corridorwide Strategic Implementation Plan. The operational capacity would increase by 150% for a partial double track alternative compared to a 200% increase for the full double track alignment. The study also indicated that additional capacity under both the partial and full double track alignments is possible through modification of the existing signal system.

State’s Response

Staff has shared the results of the study with the California State Transportation Agency and the California Department of Transportation (Caltrans) Division of Rail and Mass Transportation. Caltrans is supportive of the full double track project as it is a much needed improvement that will enhance regional mobility for the LOSSAN corridor. Caltrans was not receptive to the proposed partial double

track concept and preferred the full double track configuration. Caltrans also indicated that the state funds can only be redirected to the improvements along the LOSSAN corridor which is along the Metrolink Ventura Line in Los Angeles County.

Staff also met with Sherwood Forest residential neighborhood in October 2016 to discuss the findings of the study including the State's response on the preference for the full double track configuration. Staff will continue to keep the Sherwood Forest residential neighborhood and any interested stakeholders updated with any new developments of the project.

Funding

Metro has secured a total of \$80.3 million for the project with \$60.82 million from the California State Transportation Improvement Program and \$19.48 million California State Proposition 1B Intercity Rail. The California Transportation Commission has postponed the funding of the project to fiscal year 2019. As of June 2016, Caltrans has ended the funding contract for the design phase of the project and Metro has placed the project on hold. Staff will continue to monitor state funding for the project and if state funding is still available, staff will return to the Board with recommendations by the first quarter of FY 19

7. Rosecrans/Marquardt Grade Separation

Rosecrans/Marquardt Grade Separation is major safety improvement to the confluence of railroad tracks crossing the intersection of Rosecrans and Marquardt Avenues in the City of Santa Fe Springs. The railroad tracks run in a diagonal direction at the Rosecrans and Marquardt grade crossing and is ranked No. 1 on the California Public Utilities Commission (CPUC) Section 190 list as the most hazardous crossing in the state. An estimated 45,000 vehicles and 130 trains use the intersection of Rosecrans and Marquardt daily with over 60 freight and 52 passenger trains daily. Train crossings are approximately every ten minutes bringing vehicular traffic to a standstill for a total of 21 hours gate down time per week.

The project completed 65 percent design in November 2016 and updated the total project budget from \$137.2 million to \$155.3 million based on this more detailed engineering work. Staff is in real estate acquisition on all eight full takes with the goal on beginning the remaining partial take real estate acquisition by Spring 2017. The real estate acquisition phase is the critical path on the project schedule as the process will take a total of two years or longer. The project is anticipated to be complete with 100 percent design by Summer 2017. The target start date for construction is Spring 2019.

Third Main Line Track

In advance of construction of the Rosecrans/Marquardt grade separation, BNSF in partnership with Caltrans is working on constructing the last segment of 1.3 mile of a third main line track at Rosecrans Avenue and Marquardt Avenue crossing which will facilitate the completion of the 14.7 mile triple track project from Redondo Junction in Los Angeles County to Fullerton in Orange County. Currently, there are no available time slots for passenger trains along this BNSF rail corridor with 28 time slots for Metrolink and 24 time slots for Amtrak. The triple track project will add capacity to the corridor by providing 32 new time slots with 10 additional time slots for Amtrak (for a total of 34 time slots) and 22 additional time slots for Metrolink (for a total of 50 time slots) and relieving a significant operational constraint in the corridor.

The CPUC's approval of the third main line track is conditioned upon the construction of the Rosecrans/Marquardt grade separation. As an additional benefit, having an operational third track during construction of the grade separation would eliminate the occasional need of reducing capacity from two tracks to one. This will help create a safer and more efficient working environment, lessen impacts on all rail operations, and will reduce potential construction delays.

Funding Plan

In July 2016, Metro was awarded a TIGER Grant for \$15 million for the Project. Metro also received a letter of financial commitment for \$68.6 Million funding from the California State Transportation Agency (Calsta). Since the project is ranked No.1 the CPUC list, it is eligible for Section 190 fund in the amount of \$15 million. Metro has committed \$26.5 million for Measure R funds. BNSF has also committed \$7 million. Staff is working with the California State Transportation agency to secure additional state funding sources to make up the \$23.3 million funding gap. In the meantime, staff is working with all the funding partners (i.e. California High Speed Rail Authority, BNSF, Calsta, City of Santa Fe Springs) to execute full funding agreements for right of way acquisition and construction.

8. Link Union Station (Link US)

The Link US project will reconfigure the railyard at Los Angeles Union Station (LAUS) to expand rail service capacity and enhance operational flexibility by creating up to 10 new run through tracks leaving LAUS to the south over US 101 and meeting mainline tracks along the Los Angeles River, and creating a northern loop track. Link US will significantly increase the capacity of the station and also significantly reduce greenhouse gases associated with idling locomotives. The project will provide the track infrastructure needed to support potential one-seat rides to key destinations in Southern California.

The project is currently in the Preliminary Engineering and Environmental Clearance phase. The Draft EIR/EIS is scheduled to be released to the public in summer 2017 and FRA's Record of Decision is scheduled for winter 2017. Staff will report to the Board in January with a recommendation on the Recommended Alternative that will be included in the Draft EIR/EIS.

Staff is continuing to coordinate the development of Link US with Metrolink and the CHSRA. Regular meetings are occurring among the Link US team, Metrolink and the CHSRA about accommodating the high speed rail program into the footprint of Link US EIR/S. Staff continues to work with the CHSRA on the necessary agreements including a full funding agreement and operations and maintenance agreement that addresses the implementation phase of the project (right of way acquisition and construction).

9. Van Nuys North Platform

Currently, there is only one single side platform serving the two main line tracks at the Amtrak/Metrolink Van Nuys station. A center platform will be constructed, along with a pedestrian underpass to the platform, providing safe access to both main tracks.

Final design was completed in Summer 2016. In June 2016 both the Metro and SCRRA boards, plus the CTC, approved the transfer of the construction of this project from Metro to SCRRA. This is a

pilot project, and if successful, will establish a path forward for Metrolink to manage the construction of future Metro class 1 commuter rail projects in Los Angeles County.

Metrolink released the IFB for construction in December 2016. Metrolink expects to award the construction contract in March 2017, and issue the NTP in April 2017. Construction is anticipated to take two years and be completed in early 2019.

10. Lone Hill to CP White Second Track

The Metrolink San Bernardino line is 70% single track. This project will add a 3.9 mile section of additional second track in the cities of La Verne and San Dimas. All 12 crossings will be designed to be quiet-zone ready.

The project is in the environmental clearance and 30% design phase. Community meetings were held in late November 2016. Survey work is mostly complete and the project is in the noise and vibration, environmental studies, and 30% design phase. Further outreach to the community will occur this Spring. The project is scheduled to be completed Summer 2017.

Metrolink Commuter Rail Operations

- Ticket Vending Machine Update

Metrolink is proceeding with their TVM procurement with a suggested recommendation for a cashless system with the option for cash TVMs. Metro has emphasized our Board's request for a TVM cash option in Los Angeles County and submitted a station by station request for one or more cash TVM at all Los Angeles County stations.

Metrolink has concluded their Title 6 analysis. Metro's TAP, OMB and Regional Rail departments meet regularly with Metrolink to provide input on the TVM procurement.

- Metrolink Request for Additional Rehab Funding (\$33M)

In November, the Metrolink board approved a budget amendment to provide additional rehabilitation and renovation funding, in order to prevent slow orders from occurring, as early as summer 2017. The majority of the work includes bridge, track and tie replacement along the Antelope Valley and Ventura lines, the River Corridor, and the rehabilitation of the canopies at Union Station.

Metro's share of the budget amendment is \$33M, which must be independently approved by the Metro board. In response to this budget amendment request, Regional Rail is hiring a consultant to verify the condition and state of good repair of Metro owned assets. Staff anticipates the consultant will be engaged by February 2017.

In the interim, staff accompanied SCRRA staff on a Hi-Rail trip on November 23, 2016 and December 8, 2016 to review asset conditions in advance of hiring the consultant (Attachment E - Metrolink Asset Inspection Summary). Staff's findings indicate that there are certain tracks, ties, bridges and culverts that are recommended for replacement immediately. However, there are a few bridges and culverts that despite their age are in fair condition and should be annually inspected. Staff will return to the board with a recommendation for additional state of good repair funding by April 2017.

- FY 2015-2016 CAFR and Audit

Metro's auditors Vasquez and Company are awaiting Metrolink's notice to proceed with field work which was expected to begin on around December 31, 2016. Metro staff will come back to the board when the final audit report is issued.

- \$18 Million Loan

Metro received Metrolink's first payment of \$5 million on April 1, 2016.

The following is a summary of Metrolink's repayment plan for the remaining payments and what has been paid to date:

\$5 million on or before March 31, 2016 - PAID

\$5 million on or before May 31, 2016 - PAID

\$590,240.76 Interest Payment received on July 29, 2016

\$1 million on or before August 31, 2016 - PAID

\$1 million on or before November 30, 2016 - PAID

\$1 million on or before February 28, 2017

The balance on or before June 30, 2017

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

- Metrolink Invoices and Billing Issues

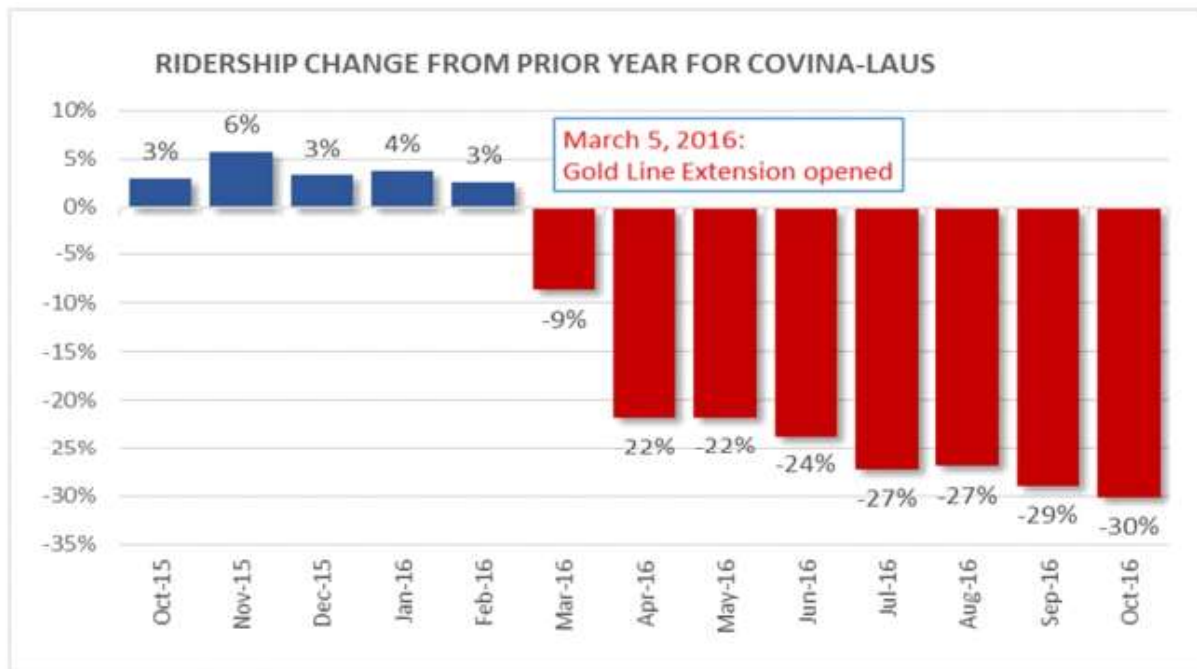
Metrolink has made some progress in submitting invoices to draw down on the \$30M of funding. However, there remains an issue with billing member agencies for Oracle 11I reimbursements for fiscal years 2011, 2012 and 2013. Metro's board approved extending the lapsing date to June 30, 2017, to allow Metrolink an opportunity to expend these funds. Metrolink has provided an invoicing and expenditure plan to meet the June 30, 2017, deadline to expend the lapsing funds. Staff will monitor Metrolink's progress in meeting the expenditure plan and will continue to meet with Metrolink management to resolve the invoicing backlog.

- Metrolink Ridership and Revenues for FY 2015-16

For FY 2015-16 (July 2015 thru June 2016) Metrolink ridership was 1.2% below budget. Revenues were 1% above budget. Ridership was down 1% and revenues were even compared to FY 2014-15 actuals. More information is available in Attachment B.

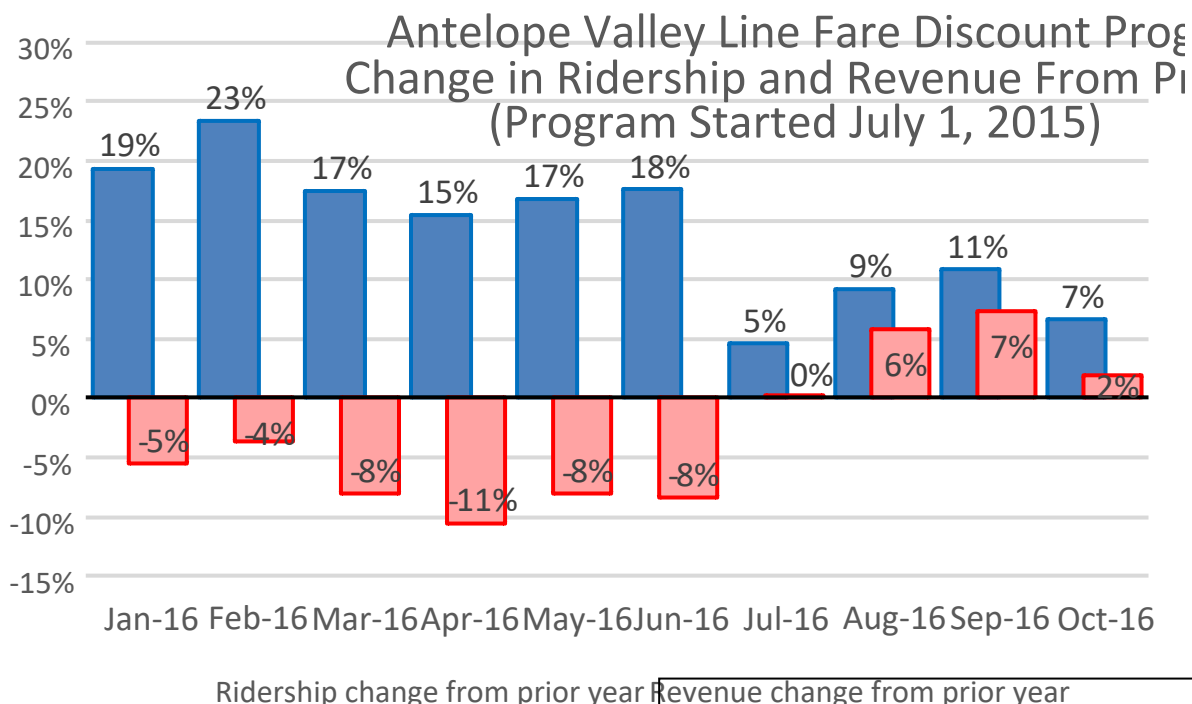
- Metrolink San Bernardino Line Ridership

Since the extension of the Metro Gold Line to Azusa in March 2016, ridership on the Metrolink San Bernardino Line has declined 12% year over year from July 2016 thru December 2016. Ridership to Los Angeles is down from El Monte (-13%), and Baldwin Park (-15%); however, decline from Covina has been most noticeable, down 28% since the opening of the Metro Gold Line.



- Antelope Valley Line (AVL) 25% Fare Discount Program**

Since this program's inception in July 2015, the AVL fare discount program has been highly successful in attracting new riders to the AVL. Ridership growth for January 2016 thru November 2016 averaged 14% increase in ridership compared to the prior year. Fare revenues have increased, and the program is recovering more than half of the budgeted costs.



- Metrolink Rams Service

In late September Metrolink began operating the first of seven weekends of special Metrolink service to LA Rams home games. The service includes one additional round trip on each of the Antelope Valley, San Bernardino, Orange County and 91/Perris Valley lines. Ridership thru the first five games was strong, averaging 30% increase ridership compared to the prior weekend. Several trains were packed with hundreds of riders and standees. So far, the special Rams service has been highly successful at attracting additional Metrolink ridership.

- LOSSAN Intercity Rail (Amtrak Pacific Surfliner)

The LOSSAN corridor is the second busiest intercity rail corridor in the nation (see Attachment C). There are 41 stations and more than 150 daily passenger trains, with an annual ridership of 2.9 million on the Amtrak Pacific Surfliner plus 5.1 million on Metrolink and Coaster commuter rail.

For the 12 months ending June 2016, Amtrak Pacific Surfliner intercity rail ridership was 2.9M boardings, a 4% increase over prior year, and the most in fiscal year history since inception in 1977. Revenues on the Pacific Surfliner were also up 3% compared to the prior year. Farebox recovery is 75%. Attachment D shows the top 25 LOSSAN corridor station pairs for both ridership and revenues.

In early November 2016, additional service was added between Los Angeles and San Diego. This 12th round trip arrives at Los Angeles at 7:00 a.m. and provides a needed early morning arrival to Los Angeles. The return trip leaves at 8:25 p.m. and fills a previous three hour gap in the existing schedule.

Also in November, LOSSAN had 80,000 boardings on the Pacific Surfliner during the five days of Wednesday thru Sunday of the busy Thanksgiving week. This is a 6% increase in ridership compared to 2015.

LOSSAN and SCRRA agreed to extend the term of the Rail-2-Rail Agreement thru June 30, 2016 for an increase in the contract value by \$662,000, for a total contract value of \$2.8 million. This is consistent with the current Metrolink budget for fiscal year 2016-17, and does not require an increase in subsidy from the Metrolink member agencies.

However, by June 30, 2017, LOSSAN is requesting to negotiate and execute a new R2R agreement that includes an increased reimbursement rate of \$7.00 per boarding (current rate is \$4.50) consistent with the average fare per boarding on the Metrolink Orange County and Ventura County lines. LOSSAN indicated that their recommended \$7.00 per boarding represents an equitable distribution of fare revenue between the two services.

The fiscal impact to each of the member agencies of this increase in reimbursement rate is summarized below.

Member Agency	Current Subsidy	Proposed Subsidy	Net Change
OCTA 63%	\$885,000	\$1,371,775	\$486,775
LA METRO 32%	\$446,000	\$696,774	\$250,774
VCTC 5%	\$69,000	\$108,871	\$39,871
TOTAL	\$1,400,000	\$2,177,420	\$777,420

Discussions continue between LOSSAN, SCRRA and the member agencies, including Metro, regarding a long-term Rail-2-Rail agreement.

- High Speed Rail

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

The Supplemental Alternative Analysis work is underway on the Burbank to Palmdale and Burbank to Anaheim segments in L.A. County. The California High Speed Rail Authority (CHSRA) is evaluating an alternative that partially includes LACMTA owned right-of-way as well as one that takes a more direct route between Palmdale and Burbank. The Draft 2016 Business Plan has been released by the CHSRA. This Plan has redefined the Initial Operating Segment (IOS) to be between the Central Valley north to San Jose. This is a departure from the previous plans that showed the IOS to be between the Central Valley and Burbank. In addition, the plan discussed an investment of \$4 billion dollars into southern California in advance of high speed rail. Metro in partnership with SCRRA provided comments to the CHSRA Supplemental Alternative Analysis Report for the Burbank to Los Angeles Project Section on October 5, 2016 (refer to Attachment F).

The Link US project accommodates HSR with up to 2 platforms and 4 tracks in LAUS. HSR has made a formal offer to acquire real estate at 728 Commercial Street for the Link US project.

NEXT STEPS


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

ATTACHMENTS

Attachment A-1 -- Regional Rail Capital Projects Status Report
Attachment A-2 - Regional Rail Capital Projects Budget
Attachment B -- Metrolink Ridership and Revenue Report
Attachment C -- LOSSAN Corridor Map
Attachment D -- LOSSAN Corridor Top 25 Station Pairs
Attachment E - Metrolink Asset Inspection Summary
Attachment F - Agency Comments on CHSRA Supplemental Alternative Analysis

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Phillip A. Washington
Chief Executive Officer

**REGIONAL RAIL PROJECT STATUS REPORT
AS OF DECEMBER 10, 2016**

PROJECT NAME	BOARD APPROVED	SENT TO PROCUREMENT	RFP ISSUED	PROJECT AWARD	PROJECT STATUS	PROJECT START DATE	PROJECT COMPLETION	DELAYS/COST INCREASE EXPLANATION
Antelope Valley Line Study	APR 2011	JUL 2011	BENCH	OCT 2011	Completed	NOV 2011	SEP 2014	
Bob Hope Airport Metrolink Station	JUL 2012 MAY 2013 JUL 2014 DEC 2015	AUG 2016	BENCH	OCT 2016	RFP for Construction issued	OCT 2016	MAR 2018	
Bob Hope Airport Pedestrian Bridge	JUN 2014	OCT 2014	JAN 2015	MAR 2015	ON HOLD	MAY 2015	TBD	
Brighton to Roxford Double Track	JUL 2012	JUL 2014	SEP 2014	SEP 2015	Environmental & PSE	SEP 2015	OCT 2018	
Citadel/Montebello Metrolink Station Study	JUN 2016	JUL 2016	AUG 2016	NOV 2016	Study in progress	SEP 2016	JUL 2017	
Citrus Grade Crossing Improvements	MAR 2015	N/A	Metrolink	AUG 2015	Pre Construction	OCT 2015	APR 2019	
Doran St Grade Separation	MAY 2011	NOV 2012	DEC 2012	JUL 2013	ON HOLD	JUL 2013	TBD	Meeting with cities of Glendale and Los Angeles to obtain consensus on project.
El Monte Metrolink Station Study	MAR 2016	JUL 2016	AUG 2016	NOV 2016	Study in progress	SEP 2016	JUL 2017	
L.A. Glendale Burbank Corridor Studies	OCT 2016	Staff developing RFP						
L.A. County Grade Crossings	JUL 2012	NOV 2014	MAR 2015	SEP 2015	Study in progress	OCT 2015	OCT 2017	
L.A. County Metrolink Station Needs Assessment	JUL 2012	NOV 2014	BENCH	DEC 2015	Study in progress	JAN 2016	MAR 2017	
Lone Hill to White - Env & 30 % Design	OCT 2013	MAY 2015	SEP 2015	MAR 2016	Environmental & preliminary engineering	MAR 2016	JUN 2017	
Northridge Metrolink Station Study	JUN 2016	JUL 2016	AUG 2016	NOV 2016	Study in progress	SEP 2016	JUL 2017	
Ramona Grade Crossing Improvements	MAR 2015	N/A	Metrolink	AUG 2015	Pre Construction	OCT 2015	APR 2019	
Raymer/Bernsen Double Track	JAN 2014	JAN 2014	JUN 2014	AUG 2014	ON HOLD	AUG 2014	TBD	Delayed at the request of the Board of Directors and CEO
Rio Hondo Metrolink Station Study	JUN 2016	JUL 2016	AUG 2016	NOV 2016	Study in progress	SEP 2016	JUL 2017	
Rosecrans Marquardt Grade Separation	Measure R List of Projects	AUG 2014	OCT 2014	APR 2015	Environmental; PS&E; Real estate acquisition	APR 2015	JUN 2019	
San Bernardino Line Study	JUL 2012	OCT 2012	FEB 2013	APR 2013	Completed	MAY 2013	SEP 2014	
Soledad Speed Increase	MAR 2015	N/A	Metrolink	AUG 2015	Pre Construction	OCT 2015	APR 2019	
LINK US (Formerly SCRIP)	JUL 2012 OCT 2015	AUG 2013	OCT 2013	AUG 2014	Environmental; preliminary engineering	NOV 2014	MAR 2018	Environmental expanded
Van Nuys North Platform	JAN 2014	JAN 2014	FEB 2014	JUN 2014	100% Design	JUL 2014	TRANSFERRED TO METROLINK FOR CONSTRUCTION	

**REGIONAL RAIL PROJECT BUDGET REPORT
AS OF DECEMBER 10, 2016**

ATTACHMENT A-2

PROJECT NAME	LIFE OF PROJECT BUDGET	FUND SOURCES	(\$1,000) AMOUNT														
				FY13		FY14		FY15		FY 16		FY 17		FY18	FY19	FY20	FY21
				BUDGET	ACTUAL	BUDGET	ACTUAL	BUDGET	ACTUAL	BUDGET	ACTUAL	BUDGET	ACTUAL				
Antelope Valley Line Study	1,000	MR 3%	1,000	1,000	618	-	18	-	85	-	-	-	-				
Bob Hope Airport Metrolink Station	15,000	MR 3%	12,414	2,000	1,367	2,000	1,089	2,600	784	2,015	690	7,940	127	10,937			
		STURRA	2,586														
Bob Hope Airport Pedestrian Bridge	28,000	MR 3%	15,625					5,150	1	3,500	1,251	1,300	6	300			
		PROP 1B PTMISEA	5,375														
		ITIP	7,000														
Brighton to Roxford Double Track	110,000	MR 3%	3,000					1,500	9	1,250	1,335	3,000	1,363	1,500	1,085		
		PROP 1A	55,000														
		CHSRA	52,000														
Citadel/Montebello Metrolink Station Study												220	-				
Citrus Grade Crossing Improvements	2,030	MR 3%	2,030							250	17	500	182	500	1,000	280	
Doran St Grade Separation	83,700	MR 3%	6,600	6,600		1,000	1,054	8,000	890	1,009	711	2,200	43	3,000	1,371		
		PROP 1A	45,000														
		CHSRA	19,600														
		TBD	12,500														
El Monte Metrolink Station Study	TBD	MR 3%	300								1	220	-	300			
L.A. Glendale Burbank Corridor Studies												-	-				
L.A. County Grade Crossings	4,500	MR 3%	4,500					3,000	-	1,110	743	1,800	592	2,500			
L.A. County Metrolink Station Needs Assessment	600	MR 3%	600					500	-	350	15	325	152	600			
Lone Hill to White - Env & 30 % Design	72,000	MR 3%	3,000					175	-	400	192	2,100	602	2,000	447		
		TBD	69,000														
Northridge Metrolink Station Study	TBD	MR 3%	200								1	340	-	200			
Ramona Grade Crossing Improvements	2,030	MR 3%	2,030							250	18	500	287	500	1,000	280	
Raymer/Bernsen Double Track	104,416	MR 3%	391			2,000	1,846	6,500	4,280	4,653	1,232	300	286	-			
		STIP	63,500				Reimbursed		Reimbursed								
		PROP 1B	16,800							Advance \$ and get reimbursed							
		FRA	1,564														
		TBD	30,109														
Rio Hondo Metrolink Station Study												220	-				
Rosecrans Marquardt Grade Separation	137,200	MR 20%	35,000					1,000	9	3,000	2,208	2,105	867	22,000	10,000	1,653	-
		PROP 1A	53,000														
		SECTION 190	15,000														
		BNSF	7,000														
		TBD	27,200														
San Bernardino Line Study	1,000	MR 3%	1,000	1,000		7,500	669	-	103	-	-	-	-	-	-	-	-
LINK US (Formerly SCRIP)	2,500,000	MR 3%	55,000	4,000		4,000	55	9,000	5,454	9,535	6,814	9,225	5,435	19,000	8,000	7,000	
		PROP 1A	175,000														
		ARRA	32,000														
		CHSRA	137,000														
		TBD	2,101,000														
Soledad Speed Increase	3,940	MR 3%	3,940							500	157	500	296	500	1,900	1,040	
Van Nuys North Platform	32,598	MR 3%	200			1,000	742	3,000	1,718	3,213	1,129	500	417	TRANSFERRED TO METROLINK FOR CONSTRUCTION			
		PROP 1B	34,500														
		FRA	800														
										Advance \$ and get reimbursed							

ATTACHMENT B

SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY
Passenger Fare Revenue and Ridership Report - Systemwide
Twelve Months Ended June 30, 2016
(Thousands)

Description	FY 15-16	FY 15-16	Increase (Decrease)		FY 14-15	Comparison FY 16 Vs FY 15 Actuals	
	Budget	Actual	Amount	%	Actual	Amount	%
Revenue							
July	\$ 7,164	\$ 6,923	\$ (241)	-3.4%	\$ 7,188	\$ (265)	-3.7%
August	\$ 7,169	\$ 7,003	\$ (166)	-2.3%	\$ 7,190	\$ (188)	-2.6%
September	\$ 7,079	\$ 6,949	\$ (130)	-1.8%	\$ 7,106	\$ (157)	-2.2%
October	\$ 7,177	\$ 7,391	\$ 214	3.0%	\$ 7,205	\$ 186	2.6%
November	\$ 6,797	\$ 7,053	\$ 256	3.8%	\$ 6,828	\$ 226	3.3%
December	\$ 6,489	\$ 6,448	\$ (41)	-0.6%	\$ 6,517	\$ (69)	-1.1%
January	\$ 6,628	\$ 6,669	\$ 40	0.6%	\$ 6,660	\$ 9	0.1%
February	\$ 6,705	\$ 7,188	\$ 484	7.2%	\$ 6,740	\$ 449	6.7%
March	\$ 7,163	\$ 7,215	\$ 52	0.7%	\$ 7,199	\$ 16	0.2%
April	\$ 7,383	\$ 7,056	\$ (327)	-4.4%	\$ 7,186	\$ (130)	-2%
May	\$ 7,272	\$ 7,022	\$ (251)	-3.4%	\$ 6,957	\$ 65	1%
June	\$ 7,168	\$ 6,932	\$ (237)	-3.3%	\$ 6,999	\$ (67)	-1%
Totals Y-T-D Revenue	\$ 84,195	\$ 83,849	\$ (346)	-0.4%	\$ 83,774	\$ 75	0.1%

Ridership*

July	996	1,019	23	2.3%	1,023	(5)	-0.5%
August	1,007	1,009	2	0.2%	1,018	(9)	-0.9%
September	980	978	(3)	-0.3%	996	(19)	-1.9%
October	992	1,032	40	4.0%	1,083	(51)	-4.7%
November	946	898	(48)	-5.0%	870	28	3.2%
December	895	888	(7)	-0.8%	903	(15)	-1.7%
January	916	905	(11)	-1.2%	934	(29)	-3.1%
February	928	948	21	2.2%	907	41	4.6%
March	993	996	3	0.3%	1,033	(36)	-3.5%
April	1,022	961	(61)	-6%	1,048	(86)	-8%
May	1,012	947	(65)	-6%	984	(37)	-4%
June	996	957	(39)	-4%	1,025	(68)	-7%
Totals Y-T-D Ridership	11,683	11,538	(145)	-1.2%	11,824	(286)	-2.4%

Revenue Per Rider

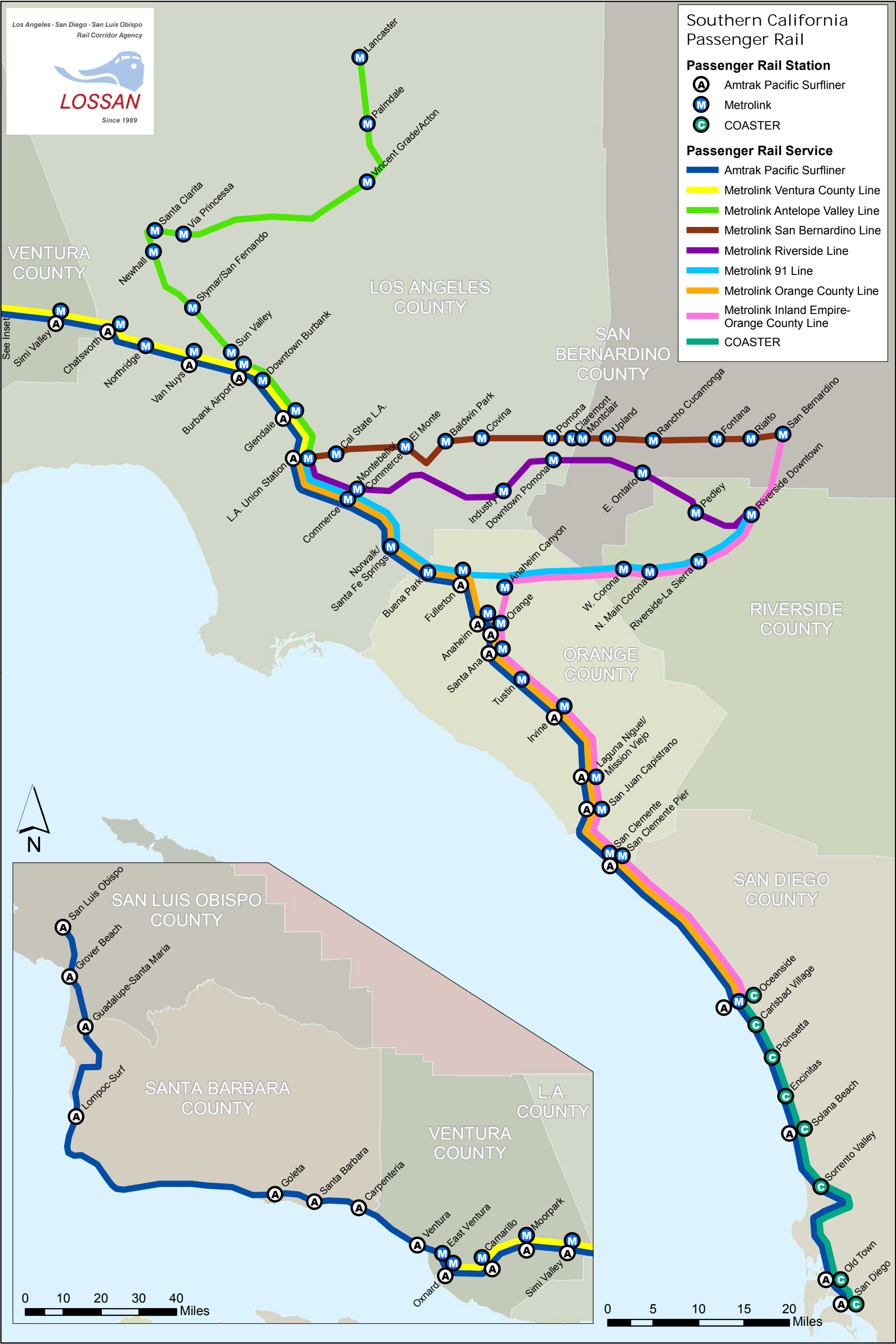
July	\$ 7.19	\$ 6.80	\$ (0.40)	-5.5%	\$ 7.02	\$ (0.23)	-3.2%
August	\$ 7.12	\$ 6.94	\$ (0.18)	-2.5%	\$ 7.06	\$ (0.12)	-1.7%
September	\$ 7.22	\$ 7.11	\$ (0.11)	-1.6%	\$ 7.13	\$ (0.02)	-0.3%
October	\$ 7.24	\$ 7.16	\$ (0.07)	-1.0%	\$ 6.65	\$ 0.51	7.7%
November	\$ 7.19	\$ 7.85	\$ 0.67	9.3%	\$ 7.85	\$ 0.01	0.1%
December	\$ 7.25	\$ 7.26	\$ 0.01	0.2%	\$ 7.22	\$ 0.04	0.6%
January	\$ 7.23	\$ 7.37	\$ 0.13	1.8%	\$ 7.13	\$ 0.24	3.4%
February	\$ 7.23	\$ 7.58	\$ 0.35	4.9%	\$ 7.43	\$ 0.15	2.0%
March	\$ 7.21	\$ 7.24	\$ 0.03	0.4%	\$ 6.97	\$ 0.27	3.9%
April	\$ 7.22	\$ 7.34	\$ 0.12	1.6%	\$ 6.86	\$ 0.48	7.0%
May	\$ 7.18	\$ 7.41	\$ 0.23	3.2%	\$ 7.07	\$ 0.34	4.9%
June	\$ 7.20	\$ 7.25	\$ 0.05	0.7%	\$ 6.83	\$ 0.42	6.1%
Average Y-T-D Revenue/Rider	\$ 7.21	\$ 7.27	\$ 0.06	0.8%	\$ 7.09	\$ 0.18	2.6%

*Values above is considered preliminary. Mobile ticketing credits and refunds are not reflected in the totals.

* Ridership includes Rail to Rail

*Please note ridership counts are obtained from estimated conductor counts, which includes unticketed passengers. Due to the nature of these manual counts, there is a possibility for margin of error.

Los Angeles – San Diego – San Luis Obispo Rail Corridor Map



ATTACHMENT D

Los Angeles – San Diego – San Luis Obispo Rail Corridor Additional Performance Indicators

Station Pair Ridership/Revenue - Federal Fiscal Year 2015-16 to Date

<u>Station Pair by Ridership</u>	<u>Ridership</u>	<u>Rank</u>	<u>Station Pair by Revenue</u>	<u>Revenue</u>
Los Angeles - San Diego	190,994	1	Los Angeles - San Diego	\$7,282,573
Los Angeles - Solana Beach	94,782	2	Los Angeles - Solana Beach	\$3,034,330
Los Angeles - Oceanside	86,546	3	Los Angeles - Old Town San Diego	\$2,648,322
Los Angeles - Old Town San Diego	68,860	4	Los Angeles - Oceanside	\$2,316,213
Irvine - Los Angeles	58,401	5	Los Angeles - Santa Barbara	\$1,465,232
Irvine - San Diego	56,978	6	Irvine - San Diego	\$1,331,648
Los Angeles - Santa Barbara	52,124	7	Anaheim - San Diego	\$1,172,904
Fullerton - Los Angeles	49,912	8	Fullerton - San Diego	\$1,025,525
Irvine - Solana Beach	47,079	9	Irvine - Los Angeles	\$991,760
Anaheim - San Diego	41,135	10	Irvine - Solana Beach	\$742,368
Anaheim - Los Angeles	40,723	11	San Diego - San Juan Capistrano	\$699,590
Fullerton - San Diego	35,770	12	San Diego - Santa Barbara	\$684,763
San Diego - San Juan Capistrano	35,209	13	San Diego - Santa Ana	\$599,555
Los Angeles - San Juan Capistrano	30,593	14	Los Angeles - San Juan Capistrano	\$583,359
Los Angeles - Santa Ana	27,967	15	Fullerton - Los Angeles	\$556,983
Irving - Old Town San Diego	23,396	16	Anaheim - Los Angeles	\$546,515
San Diego - Santa Ana	22,750	17	Irving - Old Town San Diego	\$545,972
Anaheim - Solana Beach	18,181	18	Anaheim - Old Town San Diego	\$499,150
Anaheim - Old Town San Diego	17,487	19	Los Angeles - San Luis Obispo	\$486,668
Fullerton - Solana Beach	17,465	20	Goleta - Los Angeles	\$434,977
San Diego - Santa Barbara	16,997	21	Los Angeles - Santa Ana	\$434,225
Fullerton - Old Town San Diego	14,281	22	Fullerton - Old Town San Diego	\$417,527
Goleta - Los Angeles	13,365	23	Oceanside - Santa Barbara	\$398,330
Los Angeles - San Luis Obispo	11,960	24	Fullerton - Solana Beach	\$389,049
Oceanside - Santa Barbara	10,487	25	Anaheim - Solana Beach	\$374,394
<i>All other markets</i>	1,015,236		<i>All other markets</i>	\$22,260,375
	2,098,678			\$51,922,306

Los Angeles – San Diego – San Luis Obispo Rail Corridor Additional Performance Indicators

Ridership by Station - Federal Fiscal Year 2015-16 to Date

		October - June FY 2015-16	October - June FY 2014-15	% Change
Code	Station Name	Total Riders	Total Riders	Total
LAX	Los Angeles	982,920	951,351	+3.3
SAN	San Diego	544,274	543,219	+0.2
IRV	Irvine	328,356	305,424	+7.5
OSD	Oceanside	309,844	280,851	+10.3
SOL	Solana Beach	269,006	274,495	-2.0
FUL	Fullerton	264,019	253,011	+4.4
SBA	Santa Barbara	212,087	210,478	+0.8
ANA	Anaheim	201,483	190,630	+5.7
OLT	San Diego - Old Town	188,925	169,365	+11.5
SNC	San Juan Capistrano	164,011	162,619	+0.9
SNA	Santa Ana	138,000	131,675	+4.8
OXN	Oxnard	59,700	63,418	-5.9
GTA	Goleta	59,536	58,934	+1.0
VNC	Van Nuys	53,693	54,307	-1.1
SLO	San Luis Obispo	52,158	52,769	-1.2
CWT	Chatsworth	51,821	52,126	-0.6
BUR	Burbank	45,945	45,860	+0.2
VEC	Ventura	45,113	43,121	+4.6
GDL	Glendale	38,402	37,459	+2.5
CML	Camarillo	37,578	38,284	-1.8
SIM	Simi Valley	33,905	33,132	+2.3
CPN	Carpinteria	21,244	20,419	+4.0
MPK	Moorpark	15,551	15,167	+2.5
SRB	San Diego	14,427	11,588	+24.5
GVB	Grover Beach	13,759	13,790	-0.2
CBV	Carlsbad - Village	10,453	9,241	+13.1
SNP	San Clemente - Pier	10,038	8,789	+14.2
GUA	Guadalupe	9,092	9,526	-4.6
ENC	Encinitas	8,938	8,287	+7.9
POI	Carlsbad - Poinsettia	7,317	6,365	+15.0
LPS	Surf	5,761	6,016	-4.2

ATTACHMENT E -- METROLINK ASSET INSPECTION SUMMARY



Metro

Los Angeles County
Metropolitan Transportation Authority

One Gateway Plaza
Los Angeles, CA 90012-2952

213.922.2000 Tel
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December 13, 2016

SUBJECT: METROLINK ASSET INSPECTION SUMMARY: VALLEY & VENTURA LINES SUMMARY FINDINGS

Metro Engineering staff was asked to provide targeted inspections of several bridges and culverts on the Metrolink Valley and Ventura Subdivision Lines. On November 23, 2016 a team of Metro staff accompanied by Metrolink field personnel conducted the site visit of the Valley Subdivision as requested. The survey of the Ventura Subdivision took place December 8, 2016. The assets inspected are listed in Figures 1 and 2 below (all assets listed are from the “Priority A List” for the “Valley and Ventura Subdivisions” as provided by Metrolink, See *Attachment A*). The following table presents Metro’s independently derived Condition Rating and Recommendations for each of these assets: (The individual inspection reports for these structures are included as *Attachment C* of this brief):

Figure 1: Valley Subdivision: Structures Inspected by Metro

Mile Point:	Name:	Age:	Metro Condition Rating:	Metro Recommendation:
50.51	Bridge 2	107 yrs.	3	Replace
50.57	Culvert 5	66 yrs.	4	Repair Defects and Continue Inspections
50.64	Bridge 1	107 yrs.	3	Replace
50.77	Bridge 4	107 yrs.	3	Replace
52.66	Bridge 7	86 yrs.	4	Repair Defects and Continue Inspections
55.19	Bridge 9	72 yrs.	5	Repair Defects and Continue Inspections
55.91	Culvert 1	94 yrs.	3	Replace

Figure 2: Ventura Subdivision: Structures Inspected by Metro

Mile Point:	Name:	Age:	Metro Condition Rating:	Metro Recommendation:
452.1	Bridge 2	100 yrs.	4	Repair Defects and Continue Inspections
458.71	Bridge 1	91 yrs.	3	Replace

ANALYSIS (Bridges and Culverts):

For the nine ‘Priority A’ assets inspected (listed above), Metro believes five (5) of these structures (those listed with a Condition Rating of “3”) are candidates for replacement.

Of the five assets identified for replacement four of the structures are bridges and one is a culvert. The Metrolink Inspector Condition Ratings for the assets that Metro inspected vary from 4 to 5 indicating a fair to satisfactory condition. However, Metrolink’s Engineering Assessment Ratings are all 3. Note that decimal Metrolink Engineer’s Assessment Rating Codes (3.x, as shown in *Attachment A*) have been

rounded up or down to the nearest whole number as applicable for comparison to Metro's assigned condition rating. In this case, Metro's assigned Condition Ratings concur with Metrolink's Engineering Assessment Rating. Refer to the following Table 1 for a comparison:

TABLE 1	Metro:	Metrolink:	
Asset Name: (Mile Point)	Condition Rating:	Engineer's Assessment Rating:	Inspector's Condition Rating:
50.51	3	3.0	5
50.64	3	3.0	5
50.77	3	3.0	5
55.91	3	3.0	4
458.71	3	3.0	4

Metro Cost Estimating Staff has contributed their input and experience in developing a Rough Order of Magnitude cost estimate required to replace the four bridges and culvert. The usual construction cost for railroad bridges is in the order of \$1,500 per square foot. As these four bridges are relatively small in footprint a higher cost of \$2,000 per square foot may be used. Due to the simplicity of the culvert installation, a lower cost estimate of \$1,500 per square foot is appropriate for this structure. The approximate removal and construction costs are presented in Table 2 below:

TABLE 2: Estimated Demolition and Construction Costs for 4 bridges and 1 culvert:

Asset Name: (Mile Point)	Square Footage:	Cost Dollars	Contingency (30% Dollars)	Metro's Total: (Dollars)	Metrolink's Total: (Dollars)
50.51	26 x 6	\$ 312,000	\$ 94,000	\$ 406,000	\$ 840,000
50.64	26 x 8	\$ 416,000	\$ 125,000	\$ 541,000	\$ 840,000
50.77	27 x 8	\$ 432,000	\$ 130,000	\$ 562,000	\$ 840,000
55.91	27 x 8	\$ 324,000	\$ 97,000	\$ 421,000	\$ 350,000
458.71	42 x 15	\$ 1,260,000	\$ 378,000	\$ 1,638,000	\$ 1,960,000
Sum:				\$ 3,568,000	\$ 4,830,000

ANALYSIS (Rail Ties):

Metro's Director of Track Work Engineering observed the condition of the ties along the Valley Subdivision and agrees that the ties within the zones indicated by Metrolink in *Attachment A*, do require replacement. This would include the 8,450 'Group A' ties and 8,000 Group B Ties identified. The ties are spaced at approximately 20 inches on center; therefore this would result in a total of 5 miles of replacement on the Valley Subdivision. Replacement of these ties would be in compliance with FRA Track Safety Standards Compliance Manual.

CONCLUSION:

In conclusion, Metro Engineering's Assessment of Metrolink's provided list of 'Priority A' structures (bridges and culverts) is that only approximately half of these structures are recommended for replacement. As noted on page 1 of this report, Metro's recommendation is for Replacement of roughly half of the assets we inspected. The remainder of the structures, in our opinion, are in 'Fair to Satisfactory' condition and we recommended that repairs (as detailed in the individual inspection reports, see *Attachment C*) are performed for the defects identified. These 'Fair to Satisfactory' structures may then be inspected on a regular schedule and reevaluated in the future.

Metro's Rough Order of Magnitude cost estimate approximately is 25% less than the estimate provided by Metrolink. Track ties will require replacement. Approximately 5 miles of ties are recommended for replacement along the Valley Subdivision this includes both 'Priority A' and 'Priority B' identified segments (see Attachment A). Metro agrees that the rail ties require replacement within the segments indicated by Metrolink.

Regards,

Craig Remley P.E.
Metro Senior Structural Engineer
(213) 922-3981
remleyc@metro.net

Attachments:

Attachment A:

Bridge & Rail Tie Rehabilitation Project Priority List (As Provided by Metrolink, November 2016)

Attachment B:

SCRRA: Bridge and Safety Management Condition and Priority Defect Rating System

Attachment C:

Selected Bridge and Culvert Inspection Reports (By Metro for Metrolink)

Bridge - Rehabilitation Project Priority List (As Provided by Metrolink, November 2016):

Bridge Rehab Projects Priority List															
Subdiv/Category	Priority	MP	Cost	Scope	Year Built	Engineer's Assessment Rating	Inspector's Condition Rating	Inspection Date	Begin Contract	Finalize Contract Pkg	Advertise Contract	Award Contract	Begin Construction	End Construction	
Valley	Priority A Bridges	1	50.64	\$840,000	Replace rail top	1909	3.2	5	7/14/16	11/1/2016	7/1/2017	8/1/2017	10/1/2017	11/1/2017	2/1/2018
		2	50.51	\$840,000	Replace rail top	1909	3.3	5	7/14/16	11/1/2016	7/1/2017	8/1/2017	10/1/2017	11/1/2017	2/1/2018
		3	46.91	\$840,000	Replace rail top	1938	3.3	5	7/22/16	11/1/2016	7/1/2017	8/1/2017	10/1/2017	11/1/2017	2/1/2018
		4	50.77	\$840,000	Replace rail top	1909	3.4	5	7/13/16	11/1/2016	7/1/2017	8/1/2017	10/1/2017	2/1/2018	5/1/2018
		5	47.45	\$500,000	Replace rail top	1938	3.4	5	7/20/16	11/1/2016	7/1/2017	8/1/2017	10/1/2017	2/1/2018	5/1/2018
		6	50.46	\$840,000	Replace rail top	1909	3.5	5	7/15/16	11/1/2016	7/1/2017	8/1/2017	10/1/2017	2/1/2018	5/1/2018
		7	52.66	\$900,000	Replace rail top	1930	3.5	5	7/12/16	11/1/2016	7/1/2017	8/1/2017	10/1/2017	2/1/2018	5/1/2018
		8	44.38	\$900,000	Replace rail top	1944	3.5	5	8/4/16	11/1/2016	7/1/2017	8/1/2017	10/1/2017	5/1/2018	8/1/2018
		9	55.19	\$500,000	Replace rail top	1944	3.5	5	7/11/16	11/1/2016	7/1/2017	8/1/2017	10/1/2017	5/1/2018	8/1/2018
		10	47.03	\$840,000	Replace rail top	1938	3.6	5	7/21/16	11/1/2016	7/1/2017	8/1/2017	10/1/2017	5/1/2018	8/1/2018
		11	47.39	\$1,120,000	Replace rail top	1938	3.6	5	7/21/16	11/1/2016	7/1/2017	8/1/2017	10/1/2017	5/1/2018	8/1/2018
		12	48.08	\$500,000	Replace rail top	1938	3.6	4	7/19/16	11/1/2016	7/1/2017	8/1/2017	10/1/2017	5/1/2018	8/1/2018
		13	54.05	\$500,000	Replace rail top	1946	3.6	5	7/12/16	11/1/2016	7/1/2017	8/1/2017	10/1/2017	5/1/2018	8/1/2018
		Subtotal		\$9,160,000											
	Priority B Bridges	1	8.41	\$500,000	Replace rail top	1906	3.9	5	9/20/16	11/1/2016	7/1/2017	8/1/2017	10/1/2017	8/1/2018	11/1/2018
		2	10.63	\$1,260,000	Replace rail top	1906	3.9	5	9/19/16	11/1/2016	7/1/2017	8/1/2017	10/1/2017	8/1/2018	11/1/2018
		Subtotal		\$1,760,000											
	Priority A Culverts	1	55.91	\$350,000	Replace clay pipe - collapsed	1922	3.2	4	8/13/15	11/1/2016	1/31/2017	2/28/2017	4/30/2017	6/1/2017	8/1/2017
		2	53.84	\$350,000	Replace timber box	1904	3.3	4	8/17/15	11/1/2016	1/31/2017	2/28/2017	4/30/2017	6/1/2017	8/1/2017
		3	49.99	\$280,000	Replace timber box	1922	3.4	4	11/9/15	11/1/2016	1/31/2017	2/28/2017	4/30/2017	6/1/2017	8/1/2017
		4	44.16	\$280,000	Replace timber box	1939	3.4	4	1/5/16	11/1/2016	1/31/2017	2/28/2017	4/30/2017	7/1/2017	9/1/2017
		5	50.57	\$280,000	Replace timber box	1950	3.4	4	10/30/15	11/1/2016	1/31/2017	2/28/2017	4/30/2017	7/1/2017	9/1/2017
		6	55.75	\$280,000	Replace timber box	1927	3.5	5	8/13/15	11/1/2016	1/31/2017	2/28/2017	4/30/2017	7/1/2017	9/1/2017
		7	48.74	\$280,000	Replace clay pipe - joint displacement	1900	3.5	4	11/11/15	11/1/2016	1/31/2017	2/28/2017	4/30/2017	8/1/2017	10/1/2017
		8	54.13	\$280,000	Replace clay pipe - crushing, displacement	1922	3.6	5	8/17/15	11/1/2016	1/31/2017	2/28/2017	4/30/2017	8/1/2017	10/1/2017
		9	55.42	\$350,000	Replace cast iron pipe - cracking, displacement	1922	3.6	4	8/13/15	11/1/2016	1/31/2017	2/28/2017	4/30/2017	8/1/2017	10/1/2017
		10	66.78	\$420,000	Replace RCP - separated joints	1921	3.7	4	8/4/15	11/1/2016	1/31/2017	2/28/2017	4/30/2017	9/1/2017	11/1/2017
		11	52.99	\$790,000	Replace aged cast iron pipe	1900	3.7	3	10/26/15	11/1/2016	1/31/2017	2/28/2017	4/30/2017	9/1/2017	11/1/2017
		12	49.69	\$280,000	Replace CMP - deflected; strut added	1988	3.8	4	11/8/15	11/1/2016	1/31/2017	2/28/2017	4/30/2017	9/1/2017	11/1/2017
		13	49.53	\$420,000	Replace aged cast iron pipe	1900	3.8	5	11/10/15	11/1/2016	1/31/2017	2/28/2017	4/30/2017	10/1/2017	12/31/2017
		14	52.32	\$350,000	Replace aged cast iron pipe	1900	3.9	5	10/27/15	11/1/2016	1/31/2017	2/28/2017	4/30/2017	10/1/2017	12/31/2017
		15	52.38	\$420,000	Replace aged cast iron pipe	1900	3.9	5	10/27/15	11/1/2016	1/31/2017	2/28/2017	4/30/2017	10/1/2017	12/31/2017
		Subtotal		\$5,320,000											
Ventura	Priority A Bridges	1	458.71	\$1,960,000	Replace Timber Trestle - major cracking	1925	3.0	4	3/8/16	11/1/2016	7/1/2017	8/1/2017	10/1/2017	11/1/2017	2/1/2018
		2	452.1	\$840,000	Replace rail top	1916	3.3	5	3/14/16	11/1/2016	7/1/2017	8/1/2017	10/1/2017	11/1/2017	2/1/2018
		Subtotal		\$2,800,000											
	Priority B Bridges	1	436.96	\$655,200	Replace rail top	1939	3.9	5	4/1/16	11/1/2016	7/1/2017	8/1/2017	10/1/2017	8/1/2018	11/1/2018
		2	484.12	\$655,200	Replace rail top	1901	3.9	5	4/4/16	11/1/2016	7/1/2017	8/1/2017	10/1/2017	8/1/2018	11/1/2018
		Subtotal		\$1,310,400											
	Priority B Culverts	1	436.46	\$150,000	Replace culvert - part rail top	1925	3.9	4	10/16/14	11/1/2016	1/31/2017	2/28/2017	4/30/2017	10/1/2017	12/31/2017
	Subtotal		\$150,000												

Rail Tie - Rehabilitation Project Priority List (As Provided by Metrolink, November 2016):

Track Projects Priority List					
	Priority Designation	Priority A Projects	Value	Condition Notes	Timeline
Valley Subdivision	1	2500 Ties between MP 46 - MP 48, MP 63 - MP 64	\$500,000	Over 30% of the wood ties in this segment need to be replaced.	Advertise Contract - 2/2017; Award Contract/NTP - 4/2017; Begin Construction - 6/2017; End Construction - 12/2017
	2	3000 Ties between MP 52 - MP 54	\$825,000	Approximately 25% of the Wood Ties in this segment need to be replaced.	Advertise Contract - 2/2017; Award Contract/NTP - 4/2017; Begin Construction - 6/2017; End Construction - 12/2017
	3	Lang Station Rd Crossing	\$400,000	Crossing and track structure need to be replaced (Main Track and Siding)	Advertise Contract - 2/2017; Award Contract/NTP - 4/2017; Begin Construction - 6/2017; End Construction - 12/2017
	4	2950 Ties between MP 54 - MP 59	\$787,500	Up to 20% of the wood ties in this segment need to be replaced.	Advertise Contract - 2/2017; Award Contract/NTP - 4/2017; Begin Construction - 6/2017; End Construction - 12/2017
	5	Acton Spur Turnout	\$500,000	Spur was constructed in 1966. Speed in siding was just raised due to Acton Project. Turnout needs to be replaced.	Advertise Contract - 2/2017; Award Contract/NTP - 4/2017; Begin Construction - 6/2017; End Construction - 12/2017
	Total Priority A Track Projects:		\$3,012,500		
	Priority B Projects				
	1	4000 Ties Between MP 9 - MP 11	\$1,000,000	Over 30% of the wood ties in this segment need to be replaced.	Advertise Contract - 2/2017; Award Contract/NTP - 4/2017; Begin Construction - 6/2017; End Construction - 12/2017
	2	4000 Ties Between MP 6 - MP 8	\$1,000,000	Approximately 25% of the Wood Ties in this segment need to be replaced.	Advertise Contract - 2/2017; Award Contract/NTP - 4/2017; Begin Construction - 6/2017; End Construction - 12/2017
	Total Priority B Track Projects:		\$2,000,000		

Ventura Subdivision	Priority Designation	Priority A Projects	Value	Condition Notes	Timeline
	1	2700 Ties between MP 447 - MP 450	\$675,000	Over 30% of the wood ties in this segment need to be replaced.	Advertise Contract - 2/2017; Award Contract/NTP - 4/2017; Begin Construction - 6/2017; End Construction - 12/2017
	2	1300 Ties between MP 444 - MP 446	\$325,000	Approximately 25% of the Wood Ties in this segment need to be replaced.	Advertise Contract - 2/2017; Award Contract/NTP - 4/2017; Begin Construction - 6/2017; End Construction - 12/2017
	3	Turnout at MP 460	\$375,000	Turnout needs to be replaced.	Advertise Contract - 2/2017; Award Contract/NTP - 4/2017; Begin Construction - 6/2017; End Construction - 12/2017
	4	800 Ties Between MP 451 - MP 452	\$200,000	Up to 20% of the wood ties in this segment need to be replaced.	Advertise Contract - 2/2017; Award Contract/NTP - 4/2017; Begin Construction - 6/2017; End Construction - 12/2017
	5	3600 Ties Between MP 458 - MP 462	\$900,000	Approximately 15% of the Wood Ties in this segment need to be replaced.	Advertise Contract - 2/2017; Award Contract/NTP - 4/2017; Begin Construction - 6/2017; End Construction - 12/2017
	6	3600 Ties Between MP 454 - MP 458	\$900,000	Approximately 10%-15% of the Wood Ties in this segment need to be replaced.	Advertise Contract - 2/2017; Award Contract/NTP - 4/2017; Begin Construction - 6/2017; End Construction - 12/2017
	Total Priority A Track Projects:		\$3,375,000		
Ventura Subdivision	Priority Designation	Priority B Projects	Value	Condition Notes	Timeline
	1	3400 Ties between MP 434 - MP 439	\$850,000	Over 30% of the wood ties in this segment need to be replaced.	Advertise Contract - 2/2017; Award Contract/NTP - 4/2017; Begin Construction - 6/2017; End Construction - 12/2017
	2	2400 Ties Between MP 430 - MP433	\$600,000	Approximately 25% of the Wood Ties in this segment need to be replaced.	Advertise Contract - 2/2017; Award Contract/NTP - 4/2017; Begin Construction - 6/2017; End Construction - 12/2017
	3	Rail Replacement - Curve 439.24 (1650')	\$247,500	Curve needs to be transposed from high side to low side, with new rail on the high side. Low Rail has already been transposed and was originally placed in 1966. High Rail is experiencing some gauge and head wear and still has some life in it. Head-Free rail to be replaced as well.	Advertise Contract - 2/2017; Award Contract/NTP - 4/2017; Begin Construction - 6/2017; End Construction - 12/2017
	4	1200 Ties Between MP 427 - MP 429	\$300,000	Approximately 20% of the Wood Ties in this segment need to be replaced.	Advertise Contract - 2/2017; Award Contract/NTP - 4/2017; Begin Construction - 6/2017; End Construction - 12/2017
	5	Turnout at CP Santa Susana	\$375,000	Turnout needs to be replaced.	Advertise Contract - 2/2017; Award Contract/NTP - 4/2017; Begin Construction - 6/2017; End Construction - 12/2017
	6	Katherine Rd Crossing	\$400,000	Crossing and track structure need to be replaced (Main Track and Siding)	Advertise Contract - 2/2017; Award Contract/NTP - 4/2017; Begin Construction - 6/2017; End Construction - 12/2017
	7	Rail Replacement - Curve 433.1 (1100')	\$165,000	Curve needs to be transposed.	
	8	Hidden Ranch Drive Crossing	\$400,000	Crossing is 33 years old and needs to be rehabilitated.	Advertise Contract - 2/2017; Award Contract/NTP - 4/2017; Begin Construction - 6/2017; End Construction - 12/2017
	9	600 Ties Between MP 433 - MP 434	\$150,000	Approximately 15% of the Wood Ties in this segment need to be replaced.	Advertise Contract - 2/2017; Award Contract/NTP - 4/2017; Begin Construction - 6/2017; End Construction - 12/2017
	Total Priority B Track Projects:		\$3,487,500		
				Note: 2350' of rail on another project was removed from the list resulting in a reduction for the Subdivision of \$150,000.	

SCRRA: Bridge and Safety Management Policy 7.4.1 Condition and Priority Defect Rating System:**Condition Codes:**

1	Failed , Stop Trains.
2	Imminent Failure , Take appropriate action. Provide detailed inspection.
3	Poor , Defects are sound with serious or advancing defects. Interim inspections warranted.
4	Fair , Defects are sound with minor problems. Interim inspections warranted.
5	Satisfactory , Minor defects or exceptions.
6	Good , No defects or exceptions noted.

Priority Codes:

Code:	Correction Period:	Description:
A	15 days	Imminent safety issue (non-redundant failure or failure of direct load path)
B	1 year	Early or Pre-failure (redundant systems or indirect load path)
C	3 years	Non-critical defects (not immediate safety concern).
D	5 years	Monitor Defects.

MTA / SCRRA JOINT REVIEW – VALLEY SUBDIVISION



Picture 1: One of two SCRRA Hy-Rail Vehicles used to complete the field visit with MTA.

As part of SCRRA's on-going efforts to secure Track and Structures rehabilitation funding SCRRA and MTA staff took part in a joint review of portions of the Valley Subdivision deemed to be at risk for potential speed reductions if rehabilitation work is delayed.

On November 23, 2016 6 staff from MTA and 5 from SCRRA conducted a Hy-Rail trip from approximately Milepost 58 (Aliso

Canyon Road) to Milepost 48 (Burke Road Private Crossing). The purpose of the trip was for MTA staff to review proposed rehabilitation work locations, priorities, and provide context as to what projects MTA provided funding would address.

The primary focus of the review was wood crosstie and structure condition but other aspects of railroad rehabilitation work such as rail, crossings, and embankments were reviewed, including potential mud slide conditions caused by the Sand brush fire in July.

In addition to reviewing general conditions from the Hy-Rail vehicles the group stopped several times to more carefully examine crosstie and structure conditions, particularly of the older bridges of the "Rail Top" design type.

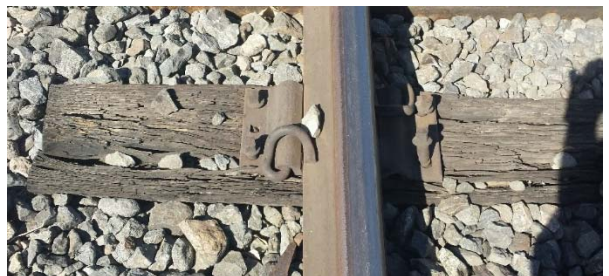
Overall, it was the consensus of the MTA team that certain segments of the crosstie conditions visited, as reported by SCRRA, were approaching serious levels of deterioration, and while still meeting FRA Track Safety Standards it is reasonable that substantial crosstie replacement projects should begin as soon as possible.



Picture 2: SCRRA Staff and MTA Staff Inspecting a Wood Box Culvert on the Valley Subdivision



Picture 3: Failed Tie Condition on the Valley Subdivision



Picture 4: Failed Tie with Raised Lags



Picture 5: The inside of one of the top 3 Priority "Rail-Top" Bridges on the Valley Subdivision

Similarly, it was agreed that 3 of the 5 of SCRRA's highest priority bridges and 1 of 2 culverts visited for replacement were sufficiently justified for replacement as soon as possible. It was also determined that two of the lower priority bridges and one of the culverts visited, likely could be further assessed and possibly deferred a number of years in order to concentrate available funding on the most urgent candidates.

The MTA and SCRRA representatives intend to conduct similar reviews of the Ventura, San Gabriel and River Subdivisions in order to more effectively prioritize and allocate rehabilitation funding.

Participants in this Hy-Rail Review were:

MTA:

Sam Mayman, Jeanet Owens, Androush Danielians, Zoric Sheynman, Craig Remley, Dan Mahgerefteh

SCRRA:

Darrell Maxey, Wayne Mauthe, Aaron Azevedo, Daniel Villagomez, Ivan Robles



Picture 6: SCRRA and MTA Staff inspecting a "Rail-Top" Bridge on the Valley Subdivision



Metro

METROLINK

October 5, 2016

Mr. Jeff Morales
Chief Executive Officer
California High-Speed Rail Authority
770 L Street, Suite 620
Sacramento, CA 95814

Re: Agency Comments on 2016 Supplemental Alternative Analysis Report for the Burbank to Los Angeles Project Section

Dear Mr. Morales,

In April 2016, the California High-Speed Rail Authority (CHSRA) released to the public the report on the Burbank to Los Angeles Supplemental Alternative Analysis (SAA) (herein referred to as the "2016 SAA"). The 2016 SAA provides the current status of activities on the Burbank to Los Angeles project section and recommends carrying forward the following build alternatives and options under the guiding principle of a blended corridor by using the existing Metro-owned rail right-of-way (ROW), operated and maintained by Metrolink and shared with Amtrak Surfliner and Union Pacific Railroad as tenants, to the extent feasible:

- Carry forward two station options at Burbank Airport Station and two alternatives from Burbank Airport Station to Alameda Avenue.
- Carry forward one at-grade alternative from Alameda Avenue to Los Angeles Union Station (LAUS), with two design options from SR-2 to LAUS.
- Carry forward at-grade station platforms at LAUS.

The Los Angeles County Metropolitan Transportation Authority (Metro) and the Southern California Regional Rail Authority (SCRRA) (herein defined collectively as "the Agencies") have reviewed the 2016 SAA and have collaborated on providing comments on the 2016 SAA for your consideration. Specifically, the Agencies' comments are focused on the segment of the corridor from Alameda Avenue to LAUS and the two design options, "Dedicated" and "Shared" options.

Dedicated Option (Alameda Avenue to LAUS)

The Agencies consider the proposed Dedicated Option as presented in the 2016 SAA infeasible for the following reasons:

- 1) Under the Alameda Avenue to LAUS from Alameda Avenue to US-110 segment, the Dedicated Option proposes two dedicated tracks for High Speed Rail (HSR) service, which would require a significant portion of the Metro's ROW, reducing the existing ROW available for commuter rail (conventional passenger rail service and freight operations). The Agencies strongly believe that the proposed configuration under the Dedicated Option will not provide adequate ROW to support existing or future growth and capacity needs for passenger rail service and freight operations. Metrolink has indicated that for the Burbank to LA segment, the corridor width should comply with current Metrolink standards and be sufficient to include space for two tracks with a combined maintenance road and utility corridor, as well as a set back from the barrier or fence separating its rail operating corridor from an adjacent electrified HSR corridor.
- 2) Metro has four existing tracks with two tracks on west and east bank of the Los Angeles (LA) River that serves 120 commuter rail trains daily. The existing two tracks on the east bank of the LA River are primarily used by UPRR freight and Metrolink non-revenue equipment moves. Under the Alameda Avenue to LAUS from SR-110/Central Maintenance Facility to LAUS segment, the Dedicated Option proposes to relocate all passenger rail service (Metrolink and Amtrak) from the west bank of the LA River to the east bank. With 120 commuter trains plus at least 12 long, slow freight trains that will now be limited to the existing two tracks on the east bank, the Agencies would not be able to provide an adequate level of service to accommodate current train traffic, let alone future growth of passenger rail service and freight operations.
- 3) Furthermore, under the Dedicated Option, additional rail bridges over the LA River would need to be constructed to support the passenger rail operations in and out of LAUS to mitigate interference with UPRR freight operations. First, the existing Mission Tower Bridge over the LA River just south of Main Street, which the 2016 SAA proposes to be double-tracked to carry Metrolink and Amtrak train traffic, does not provide an acceptable route in and out of LAUS given that the existing track alignment is designed for low-speed operations. Therefore, a potential new double-track bridge over the LA River on a higher-speed alignment would be required. Secondly, a new rail bridge connecting the West Bank Line with the East Bank Line would be required just north of the Cesar Chavez roadway bridge to provide a route for non-revenue equipment movements between LAUS and Metrolink's Central Maintenance Facility (CMF) via the East Bank Line. The impacts of these two new bridges, including environmental, permitting, cost, etc. are significant and should have been addressed in the 2016 SAA.
- 4) The 2016 SAA does not adequately describe impacts to the CMF under the Dedicated Option. A high level review indicates that the CMF design would not be feasible and would require almost complete relocation at an already constrained site, including tracks, buildings, utilities and related support facilities while it is in operation. The CMF is Metrolink's primary heavy service facility and nearly all of Metrolink 50 trainsets arrive at CMF to be inspected, tested, fueled, cleaned and serviced between 7 AM and 8 PM. Please describe in detail the

proposed modifications to the CMF and how the existing CMF operations can be maintained with the proposed modifications in the final condition and during construction.

Shared Option (SR-2 to LAUS)

The Agencies would like to offer the following comments regarding the proposed Shared Option as presented in the 2016 SAA:

- 1) The 2016 SAA does not include supporting documentation on the effects of the proposed track configuration to operational performance of passenger rail services. From SR-2 to LAUS, the Shared Option proposes that HSR and Metrolink services share two tracks and UPRR and Amtrak services share one or two tracks, depending on the location within the corridor. The Agencies are concerned that an adequate level of service cannot be maintained under the proposed track configuration in the current and future conditions.
- 2) The concepts of operations and maintenance under the proposed Shared Option need to be developed through close collaboration among all affected railroads and CHSRA. There are incompatibilities between electrified HSR and diesel-hauled conventional passenger services, including equipment, operational patterns, stations, train control and communication systems, as well as infrastructure and systems maintenance. These issues will result in significant changes to current operations and maintenance methods and will require extensive analyses, coordination, and collaboration with the Agencies to develop workable operations and maintenance plans and standards in advance of designing any alignments.
- 3) Under the Shared Option, Metro would need to modify and/or renegotiate all shared use/operating agreements with all affected railroads. The increased risks and liability to Metro, as the owner of the rail right of way, due to the introduction of CHSRA trains to the rail corridor will need to be addressed in a separate new agreement between Metro and CHSRA.
- 4) Under the Shared Option, the cost of maintaining the shared tracks and related infrastructure will need to be distributed between CHSRA and SCRRA in a manner to be determined in the future.

Additional Considerations

In addition to comments on the Dedicated and Shared Options listed above, the Agencies would like CHSRA to consider the following items:

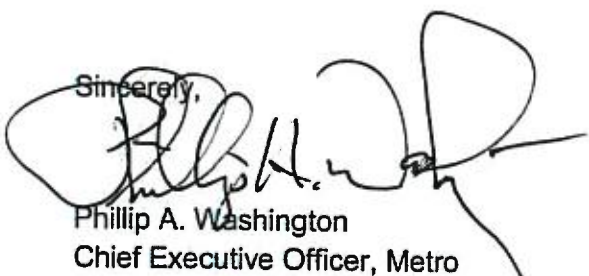
- 1) The at-grade alternative from Alameda Avenue to LAUS as presented in the 2016 SAA appears to have significant impacts to current passenger rail operations and infrastructure that have yet to be resolved with stakeholders. The Agencies recommend that CHSRA reconsider the three alternatives presented in the 2014 SAA (Tunnel Alternatives LAPT1 and LAPT3, and Surface Alternative) in the alternative analysis going forward to connect to project limits of the Link Union Station Project.

- 2) Detailed rail simulation modeling of both Shared and Dedicated Options should be performed and provided to the Agencies to demonstrate that any proposed track configuration would provide adequate capacity to accommodate current and future passenger rail and freight operations. If this cannot be demonstrated, the alternative analysis should include additional and separate dedicated HSR tracks to minimize or eliminate impacts to the Metro corridor.

Summary

The Agencies do not support the Dedicated Option of the at-grade alternative from Alameda Avenue to LAUS, but would like to work collaboratively with CHSRA to further develop and refine various other options to address our concerns. The Agencies look forward to partnering with CHSRA to bring HSR to Southern California. We greatly appreciate the partnership with CHSRA and look forward to working together to bring a high speed rail system in Southern California.

Sincerely,



Phillip A. Washington
Chief Executive Officer, Metro

Sincerely,



Arthur T. Leahy
Chief Executive Officer, SCRRA

Cc: Stephanie Perez, FRA
Michelle Boehm, CHSRA
Jeanet Owens, Metro
Elissa Konove, SCRRA



Board Report

File #: 2016-0890, File Type: Program

Agenda Number: 13

PLANNING AND PROGRAMMING COMMITTEE JANUARY 18, 2017

SUBJECT: MARIACHI PLAZA DEVELOPMENT GUIDELINES

ACTION: APPROVE DEVELOPMENT GUIDELINES FOR MARIACHI PLAZA

RECOMMENDATION

ADOPT the Development Guidelines (Attachment C) for the joint development of the 1.08-acre Metro-owned property at the Mariachi Plaza Gold Line Station.

ISSUE

In November 2009, the Metro Gold Line Eastside Extension opened and began providing Eastside residents light rail transit service including four stations in Boyle Heights. One of the stations, Mariachi Plaza, located at 1st Street and Boyle Avenue, has various vacant parcels of land that were acquired by Metro to build the station and for construction staging. These properties have potential for transit oriented development and create an opportunity for civic engagement and visioning. Over the course of the past year, the Joint Development staff undertook a robust community outreach and engagement process with the objective of preparing Development Guidelines (Guidelines) for the Mariachi Plaza Development Site (Site, see Attachment A). The end result of this effort is a set of Guidelines which reflect the vision and desires of Boyle Heights residents and stakeholders. If adopted by the Board, the Guidelines will be part of a Request for Proposals (RFP) for joint development of the site to be released in February 2017.

DISCUSSION

Background

In November 2014, the Joint Development staff recommended awarding an Exclusive Negotiating Agreement (ENA) to explore the feasibility of developing a 120,570-square-foot mixed-used commercial project on the Mariachi Plaza joint development parcels (see Attachment A - Parcels A and B) and a privately held adjacent parcel. There was significant opposition to this proposal by the Boyle Heights residents, stakeholders and the greater community at large. In March 2015, staff recommended not moving forward with the ENA and reinitiating the joint development process including extensive community outreach and engagement in order to develop new Guidelines for the Site.

Site Description

The Site is adjacent to Mariachi Plaza, a historic symbol of art, culture and commerce for the Boyle Heights community. Serving both as a transit gateway and representative of the community's identity, Mariachi Plaza hosts professional musicians, a weekly farmer's market, multiple community organized events and an annual Mariachi festival. A portion of the plaza resembles the famous Plaza Garibaldi located in Mexico City with its kiosk which serves as an emblem of cultural pride and identity for Boyle Heights. Moreover, the Plaza is a major anchor to the commercial corridor on 1st Street and an important gathering space for local residents.

The Site is divided into three parcels (see Attachment A, Site Map). Parcels A and B are appropriate for new development. Parcel C, which is comprised of a portion of the existing plaza, can be utilized for ancillary uses to the development such as kiosks, outdoor furniture and dining areas, public art space, landscaping, as well as open and public spaces. Both Parcels A and B are north of Mariachi Plaza and south of White Memorial Medical Center. Parcel A is directly adjacent to Mariachi Plaza and is an irregular-shaped parcel consisting of numerous lots totaling 27,025 square feet. Parcel B is to the east of Parcel A across Bailey Street and is a single lot of 6000 square feet. Parcel C, immediately adjacent to Parcel A, is 14,150 square feet. A successful development will integrate the Plaza's existing open spaces to create a seamlessly connected development with the three parcels.

Community Outreach

Metro began the outreach process together with a consultant team made up of Gwynne Pugh Urban Studio (urban design), Perkins and Will (architecture), and DakeLuna (outreach). The outreach consisted of various community workshops and smaller meetings with groups and individuals. There were two 2-hour community workshops on Saturday, February 27, 2016 and Wednesday, March 9, 2016, a mariachi focus group and a culminating community workshop on Wednesday, August 10, 2016. The first workshop was aimed at identifying the community's desires - their wish list - as well as their concerns. Metro presented four topics for discussion to participants in the initial outreach meetings to encourage discussion about the development potential of the site: What are the goals of the community?; What is working within the community?; What is not working within the community?; and What do you want to see in the community? The second workshop communicated the results of the first meeting and outlined a vision built on open dialogue and consensus. At the final workshop, Metro presented a vision for development, a preliminary feasibility assessment, as well as use/density/program combinations for the various properties on the Site.

There were approximately 70 participants at each community workshop, 20 participants in the mariachi focus group, and nearly 80 participants in the culminating workshop. Comments were also taken online and accepted by the team via email and regular mail for those who were not able to make it to the meetings. In the end, Metro staff and the consultant team presented the initial findings and the final Guidelines to the Boyle Heights Design Review Advisory Committee (DRAC) and the Boyle Heights Neighborhood Council (BHNC). Both groups approved moving forward with the Development Guidelines and releasing an RFP.

Vision for Development

Through the community engagement process, a number of recurring themes evolved which became the foundation for the vision and the Guidelines themselves. These themes included:

- Strive to keep local businesses in Boyle Heights;
- Support the community's diversity and provide and enhance amenities for local residents and families;
- Promote equitable housing models suitable for this community;
- Create a dense, urban development at the Project Site;
- Balance density with well-designed open spaces that promote equal access for children and seniors alike;
- Preserve and celebrate the eclectic, artistic character of the neighborhood through the incorporation of public art, opportunities for performances, and a vibrant street life;
- Promote safety and security around the plaza and Metro station;
- Provide adequate parking for local business demand;
- Embrace the rich history of street vendor culture;
- Promote access to healthy food at affordable prices;
- Honor the history and historic landmarks; and
- Create usable and welcoming public open space.

As a result of working in collaboration with the community, the Guidelines outline a plan which incorporates the community's vision. The Guidelines encourage the following types of development: allows mixed-use development with a focus on affordable housing integrating commercial and retail development on the ground floor, creates usable public open space with enhanced landscape and hardscape elements, provides additional public parking, maintains the presence and viability of the mariachis, and preserves the iconic symbolism of the Plaza.

Metro staff has assessed the viability of each of these recommended program elements, giving consideration to community fit and financial feasibility. Through an initial economic analysis, staff has determined that such a project is financially feasible. In terms of zoning regulations, Parcels A and B are zoned RD1.5 (residential) and Parcel C is zoned C2-1 (commercial). In order to have the type of density which will make an affordable housing project with ground floor retail feasible, the zoning would need to reflect a higher density. The Los Angeles City Planning Department is currently updating the Boyle Heights Community Plan. As such, Metro staff has discussed with the city's Planning Department to consider adopting zoning to permit a mixed-use higher density development (Attachment B) as desired by the community.

Development Guidelines

The Guidelines for the Site include an outline of specific uses as well as examples of densities and organization of uses. Specifically, the Guidelines recommend the following:

- Affordable Housing - a minimum of 40 and up to 60 units of affordable housing, affordable to persons with incomes in the range of 30-60% Area Median Income (AMI) with varying sized units to encourage and accommodate a multi-generational community from children to seniors. Priority will be given to projects with the highest level of affordability which limits the range to 30-50 % AMI.
- Community Serving Commercial - up to 12,000 square feet of neighborhood commercial uses which would face the plaza.
- Community Uses - a community room or 'flex' space which would be used by the residents of the development and local organizations as well, including if possible, a small resource center for the storage of mariachis' instruments and clothing.

-
- Open Space/Park Uses - inclusion of active/passive green space on either Parcel A or B with an option to enter into a joint use MOU with the City of Los Angeles Department of Recreation and Parks which would include a shared maintenance agreement.
 - Parking - inclusion of public parking to meet demand of 1st Street commercial corridor.
 - Public Art - inclusion of an art plan for public art or a cultural facility.

DETERMINATION OF SAFETY IMPACT

Approval of the Development Guidelines will have no direct impact on safety. The eventual implementation of a joint development at the Site will offer opportunities to improve safety for transit riders and the community at large through better pedestrian and bicycle connections.

FINANCIAL IMPACT

Funding for joint development activities related to the Guidelines and any subsequent development activity, including the RFP process, is included in the FY17 budget in Cost Center 2210 (Joint Development) under Project 401018 (Mariachi Plaza). Since development of the properties is a multi-year process, the project manager will be responsible for budgeting any costs associated with joint development activities that will occur in future years.

Impact to Budget

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

ALTERNATIVES CONSIDERED

The Board may choose not to adopt the Guidelines. This is not recommended because the Guidelines were developed with considerable stakeholder and community input and were approved by the DRAC and BHNC. Pursuant to the Metro Joint Development Policy, approval of the Guidelines is necessary in order to move forward with the joint development process and release an RFP.

NEXT STEPS

After approval of the Guidelines, staff will issue an RFP for joint development of the Mariachi Plaza Site. The RFP is expected to be released in February 2017. Staff anticipates bringing recommendations for selection of a developer to the Board late summer 2017.

ATTACHMENTS

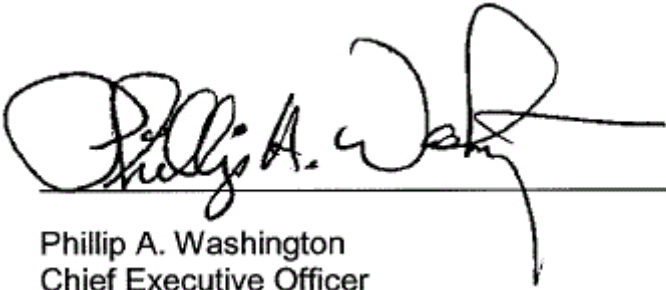
Attachment A - Site Map

Attachment B - Letter to Los Angeles City Planning Department

Attachment C - Mariachi Plaza Development Guidelines

Prepared by: Vivian Rescalvo, Senior Director, Countywide Planning & Development, (213) 922-2563
Jenna Hornstock, DEO, Countywide Planning & Development, (213) 922-7437
Cal Hollis, SEO, Countywide Planning & Development, (213) 922-7319

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



Phillip A. Washington
Chief Executive Officer

Site Map

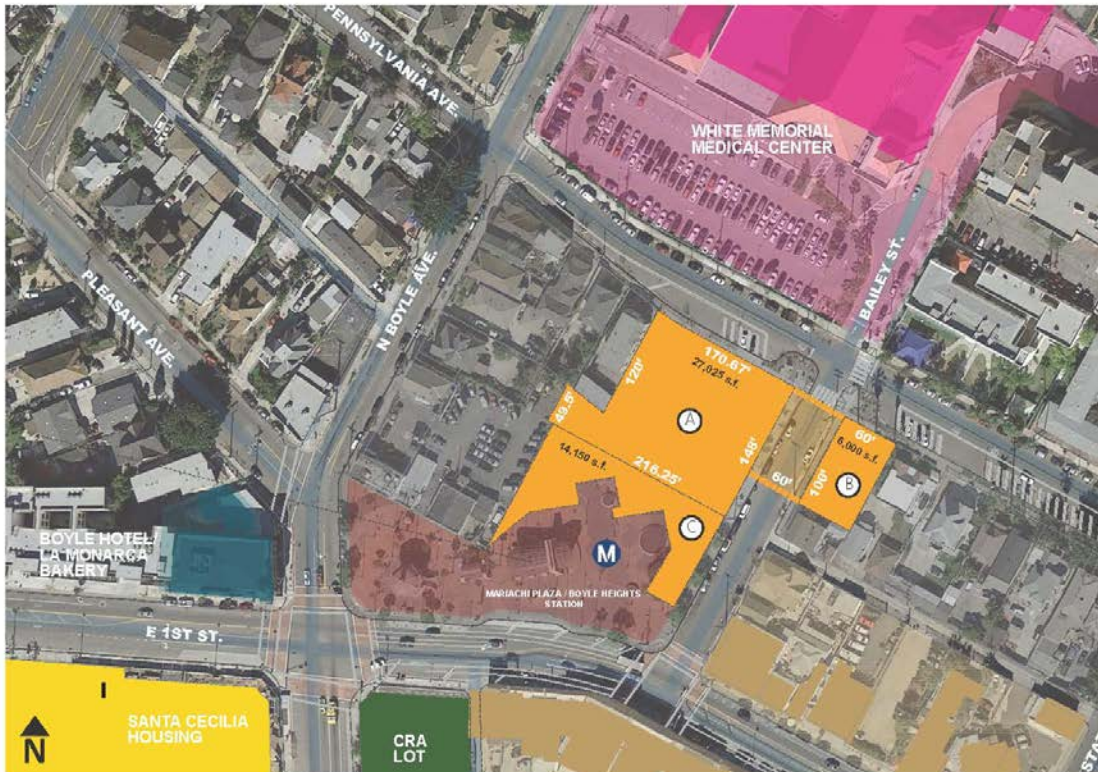


Figure 1: Mariachi Plaza Station Joint Development Site Map

Parcel A: Existing Parking lot (27,025 SF)

Parcel B: Existing lot (6,000 SF)

Parcel C: Portion of existing Mariachi Plaza (14,150 SF)



Metro

Los Angeles County
Metropolitan Transportation Authority

One Gateway Plaza
Los Angeles, CA 90012-2952

213.922.2000 Tel
metro.net

November 29, 2016

City of Los Angeles Department of City Planning
ATTN: Haydee Urita-Lopez, City Planner
Case Numbers: CPC-2016-2905-CPU and ENV-2016-2906-EIR
200 N. Spring Street, Room 667
Los Angeles, CA 90012

RE: Boyle Heights Community Plan Update ADDENDUM – City of Los Angeles – Notice of Preparation of a Draft Environmental Impact Report – CPC-2016-2905-CPU and ENV-2016-2906-EIR

Dear Ms. Urita-Lopez:

On October 5, 2016, the Los Angeles County Metropolitan Transportation Authority (Metro) sent the City of Los Angeles Department of Planning a response to the Notice of Preparation of a Draft Environmental Impact Report on the Boyle Heights Community Plan Update. This letter is an addendum to Metro's original letter response.

Project Description:

The proposed project is the update of the Boyle Heights Community Plan and the adoption of necessary updates to land use, zoning, plan text, and other ordinances to implement those updates. The Proposed Plan promotes a balance of housing units and jobs near transit where different types of land uses can be provided to reduce the length and number of vehicle trips. The Proposed Plan's policies complement the proposed zoning and land use designations; and they are geared towards the preservation of historic, low-density multi-family housing, the promotion of the Los Angeles River as a community amenity, the preservation of employment generating land uses, and the preservation and strengthening of commercial areas and neighborhood serving uses. Policies included in the Proposed Plan would also encourage the following goals: 1) protect historic structures; 2) preserve neighborhood character; 3) encourage well designed, quality development projects that complement and enhance the existing neighborhood character of the community; and 4) preserve the Boyle Heights mixed-density urban environment.

Addendum:

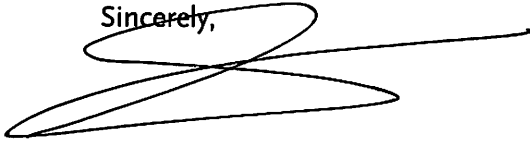
In an original letter response dated October 5, 2016, Metro included a *Land Use Recommendations* section regarding the Metro-owned properties immediately adjacent to Mariachi Plaza at the intersection of Pennsylvania Avenue and Bailey Street (attachment). Through an extensive community outreach process in 2016, the Boyle Heights community expressed a clear desire for affordable housing, locally-serving commercial uses, and additional open space to accommodate a street vendor hub at the Mariachi Plaza site.

In order to achieve these community goals for the Mariachi Plaza site and to promote a balance of housing and jobs near transit, Metro originally recommended rezoning the properties from the current zoning of RD 1.5 to R3-1. However, upon further evaluation of the existing land uses at Mariachi Plaza, Metro would like to amend this and instead recommend that the properties be rezoned as RAS-3 or a similar zone that supports mixed-use development. An RAS-3 zone accommodates the community's vision for both more affordable housing opportunities and locally-serving commercial uses, and supports Metro's goal of creating and enhancing Transit Oriented Communities.

If you have any questions regarding this response, please contact Elizabeth Carvajal at 213-922-3084 or by email at DevReview@metro.net. **Metro looks forward to reviewing the Draft EIR. Please send it to the following address:**

**Metro Development Review
One Gateway Plaza MS 99-23-4
Los Angeles, CA 90012-2952**

Sincerely,

A handwritten signature in black ink, consisting of a large, stylized 'E' followed by a horizontal line extending to the right.

Elizabeth Carvajal
Sr. Manager, Transportation Planning

Attachments: Metro-Owned Property Maps: Mariachi Plaza

GUIDE FOR DEVELOPMENT: MARIACHI PLAZA

NOVEMBER 2016



Metro®

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APPENDIX

A. Summary of Comments from the Community Outreach Process

B. Design Guidelines Checklist

C. Metro Meeting Handout, August 10, 2016.

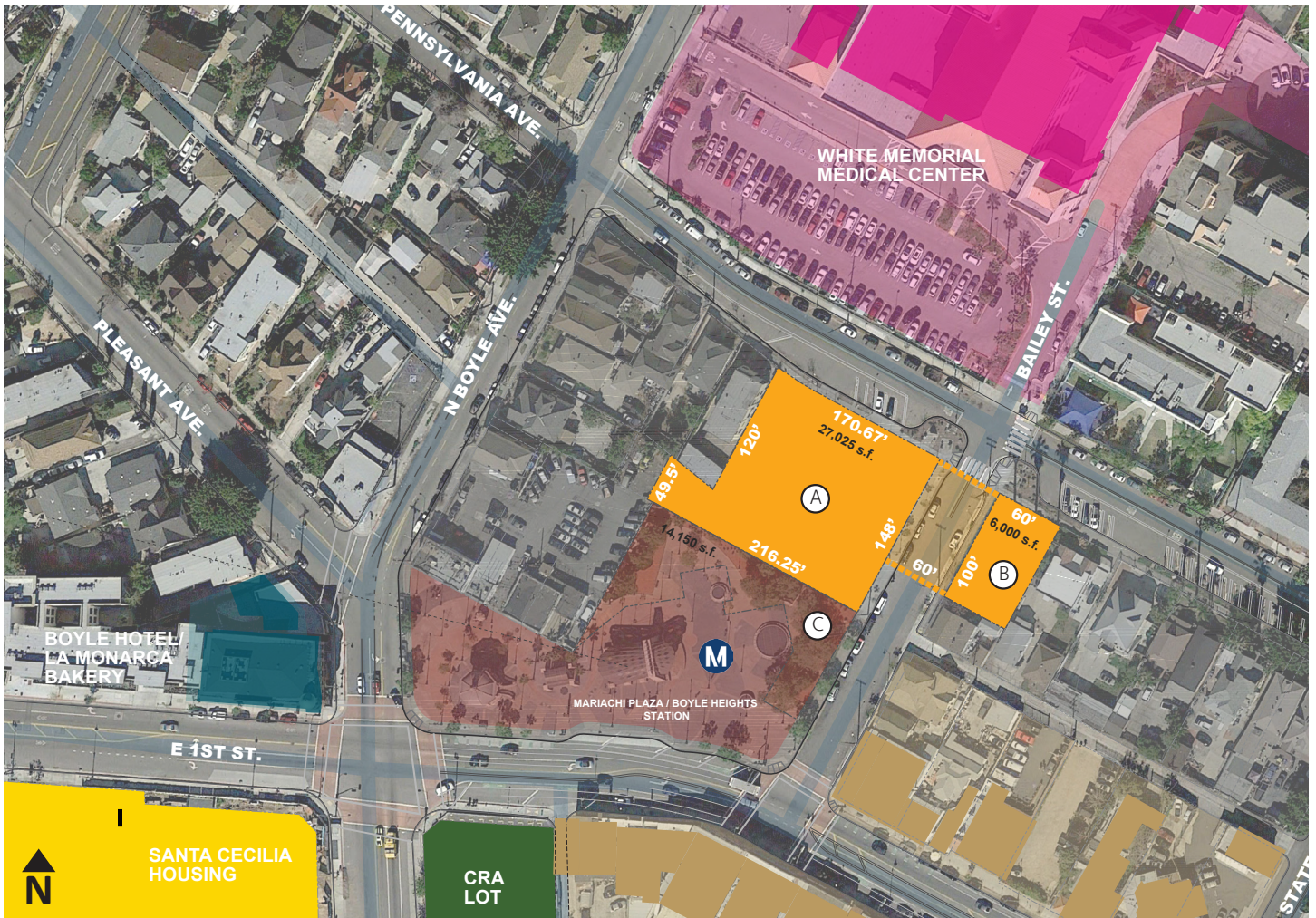


Figure 1: Mariachi Plaza Station Joint Development Site Map

Parcel A: Existing Parking lot (27,025 SF)

Parcel B: Existing lot (6,000 SF)

Parcel C: Portion of existing Mariachi Plaza (14,150 SF)

1. OVERVIEW

HOW TO USE THIS GUIDE FOR DEVELOPMENT

The Los Angeles County Metropolitan Transportation Authority (“Metro”) has prepared this Guide for Development (“Guide”) to communicate Metro’s and community stakeholders’ desires for the joint development of Metro-owned property (“Development”) on Parcels A, B and C (see page 4) located at the intersection of North Boyle Avenue and East 1st Street (“Mariachi Plaza”). The Guide summarizes specific policies that apply to the project site and defines objectives that were developed through a public outreach process conducted from February to August 2016. These guidelines will be a basis for evaluating proposals.

It is organized as follows:

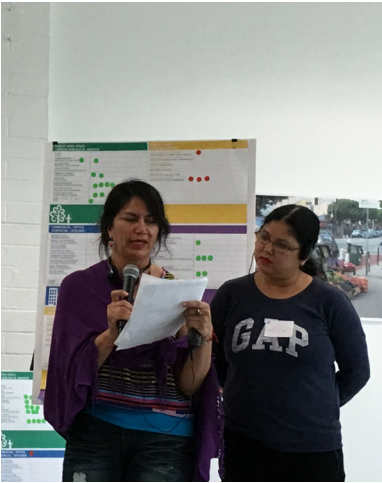
1. Overview
2. Vision for Development
3. Program Guidelines
4. Development Guidelines
5. Regulatory and Policy Framework
6. Transit Connectivity

This Guide will accompany the 2017 Request for Proposals (“RFP”) for Development of Metro Owned Parcels at the Mariachi Plaza site (“Site”). For reference purposes, Figure 1 provides a map of the Metro-owned parcels at the Mariachi Plaza site.

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

JOINT DEVELOPMENT PROCESS

The Metro Joint Development Process includes four stages: (1) initial community outreach; (2) developer solicitation and selection; (3) project refinement, including additional community outreach, Joint Development Agreement (“JDA”) and Ground Lease (“GL”) Negotiations; and (4) permitting and construction. Initial community outreach for Mariachi Plaza began in February 2016. This Guide is the outcome of the first stage of the JD process.



Community Outreach

Metro’s community outreach process consisted of various community workshops. There were two 2-hour community workshops on Saturday, February 27, 2016 and Wednesday, March 9, 2016, a mariachi focus group, and a culminating community workshop on Wednesday, August 10, 2016. The first workshop was aimed at identifying community concerns and wants for varying program elements, and polling members of the community for desired program types. The second workshop communicated the results of the poll and summarized community concerns heard at the previous workshop. Additionally, a focus group was held on May 26, 2016 to gather members of the Boyle Heights’ mariachi community as an opportunity to voice specific needs and concerns by local mariachis. Finally, Metro held a culminating workshop to present the community with the results of a preliminary feasibility assessment as well as program combinations for the Mariachi Plaza site. Additionally, Metro presented their findings and obtained input from the Boyle Heights Design Review Advisory Committee (“DRAC”).



There were approximately 70 participants at each community workshop, 20 participants in the mariachi focus group, and nearly 80 participants in the culminating workshop. Comments were also taken online and accepted by the team via email for those who were not able to make it to the meetings. A summary of the comments is included in the Appendix.

Metro presented four topics for discussion to participants in the initial outreach meetings to encourage discussion about the development potential of the site.

- > What are the goals of this community?
- > What is working within the community?
- > What is not working within the community?
- > What do you want to see in the community?

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

SITE DESCRIPTION

The project site, located at Mariachi Plaza Gold Line Station, consists of two development parcels, Parcel A and Parcel B (see figure above, Existing Conditions), and Parcel C comprised of a portion of the existing plaza which can be utilized for ancillary uses along with associated open and public space. Both A and B sit north of Mariachi Plaza and south of White Memorial Medical Center. Parcel A sits directly adjacent to Mariachi Plaza and is an irregular shaped parcel consisting of numerous lots and 27,025 square feet ("SF"), approximately 5/8ths of an acre. It is zoned RD 1.5-1-RIO-CUGU. Parcel B is to the east of Parcel A across Bailey Street and is a single lot of 6,000 SF or approximately 1/8th of an acre and similarly zoned. Parcel C, on Mariachi Plaza itself, is zoned C2-1-RIO-CUGU and is 14,150 SF. A successful development will integrate the Plaza's open space to create a seamlessly connected development with the three parcels.

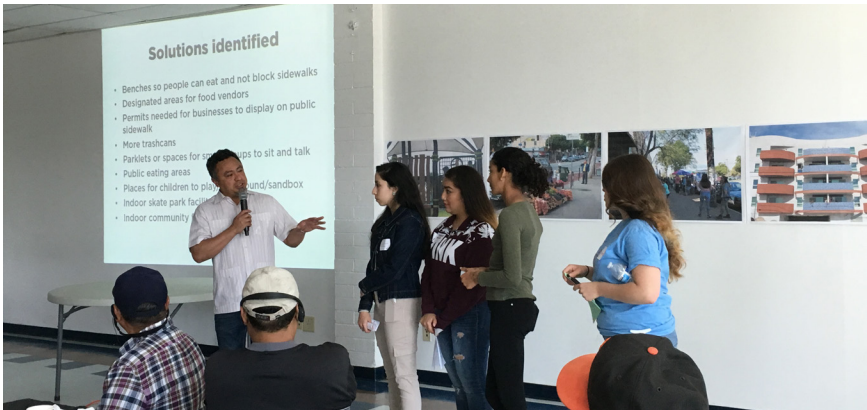
Since parcels A & B are zoned RD1.5-1-RIO-CUGU, a minimum of 1,500 SF per dwelling unit is required and thus limits a potential housing development to 22 total dwelling units. Accounting for the maximum density bonus granted through the inclusion of affordable housing units, an additional 30% of dwelling units can be developed, bringing the potential total to 29 units.

The Community Plan Update for Boyle Heights is currently underway with the Los Angeles City Planning Department. The Planning Department is exploring options to increase the density of major transit nodes and commercial corridors while also providing various zoning and density options. Metro has communicated the community's desire to the Planning Department to allow for denser residential development on the Parcels A and B and has recommended an increase to the site's development potential to permit a mixed-used development and higher residential density. At this stage, Metro anticipates that these community-driven recommendations will be included in the Community Plan Update; Metro encourages development proposals assuming the density proposed in Section 3 under "Uses".

It is anticipated that the updated Boyle Heights Community Plan will be adopted by early 2018.



“We are a family of four in a 1 one bedroom apartment. We would like to have access to one of the Metro Affordable Housing units.”



“Community gardens for growing & teaching, selling to markets-could be on a rooftop”



“We want to keep the people that have been living there to stay in the community”
















2. VISION FOR DEVELOPMENT

THE CONTEXT AND VALUE OF BOYLE HEIGHTS

Sitting just east of Downtown Los Angeles, Boyle Heights is a 6.5 square mile neighborhood bounded by the Interstate Highway 10 to the north, Indiana Street to the east, Washington Boulevard to the south, and the Los Angeles River to the west. With great views of the Downtown L.A. skyline and a centralized location to Downtown and the Arts District, Boyle Heights has experienced an increased amount of visibility and attention in recent years. Boyle Heights is home to one of the largest Hispanic and Latino communities in the City of Los Angeles, characterized by a vibrant working class neighborhood, a long-standing multi-ethnic immigrant and Mexican-American heritage, and opportunities for growth and community partnerships.

Today, a growing population of over 148,000 Angelenos call Boyle Heights home. This neighborhood predominantly consists of households made up of four or more people and has a median income of \$34,493, or 40% lower than L.A. County's \$55,870.

Additionally, renters in Boyle Heights outnumber home owners. Renters make up 73% of the population, and only 27% of residents own one of the 39,680 housing units available. Yet, the most pressing indicator of a need for housing is the fact that Boyle Heights sees an average vacancy rate of 3.6%, as compared to the county average of 4.1%. While the number of vehicles available per housing unit is lower than the county average, many local residents and business owners have identified a large demand for public parking to serve local business.

	Boyle Heights	Los Angeles County
POPULATION 	148,806	9,818,605
HOUSEHOLD		
Median household income	\$34,493	\$55,870 ²
Family households	78.8%	67.1%
Average household size	O 4.2 R 3.9	O 3.2 R 2.87
Household size		
1 	16.7%	25.6%
2 	17.1%	27.3%
3 	16.6%	16.5%
4 	49.6%	30.6%
Vehicles available per housing unit		
0	19.8%	9.8%
1 	36.4%	35.1%
2 	27.2%	35.1%
3 	16.5%	20%
HOUSING 	39,680	3,462,075
Occupied	 37,310	 3,242,391
	O 10,083 R 27,227	O 1,503,915 R 1,738,476
	27.1% 72.9%	46.4% 53.6%
Vacant	 2,370	 219,684
Homeowner Vacancy Rate	2.0	1.4
Renter Vacancy Rate	3.6	4.1

O: Owner
R: Renter
Source: U.S. Census Bureau, 2010-2014 American community Survey

¹ Population size is based on the aggregate data of the following zipcodes: 90023, 90033, 90063
² The California Department of Housing and Community Development estimates the 4-person Area Median Income to be \$64,800

U.S. Census Bureau, 2010-2014 American Community Survey 5-Year Estimates

MARIACHI PLAZA

"We have a big need for affordable housing for seniors. Very low income."

The proposed sites sit adjacent to Mariachi Plaza, a historic symbol of art, culture, and commerce for the Boyle Heights community. Serving both as a transit gateway and a major piece of the community's identity, Mariachi Plaza hosts professional musicians as they gather in hopes of being hired by residents and visitors looking for performers, with the tradition dating back to the 1930s. The Plaza resembles the famous Plaza Garibaldi located in Mexico City and serves as an emblem of cultural pride and identity for Boyle Heights. Near Mariachi Plaza, visitors and local residents can enjoy various entertainment and commercial options, including Un Solo Sol, La Serenata de Garibaldi, J&F Ice Cream Shop, and the lending library, Libros Schmibros, along with various other establishments stretching east and west on East 1st Street.

"Green space that is open to the community at large not just the housing"

In addition, Mariachi Plaza is the local destination for entertainment and other community events. A weekly farmer's market and annual Mariachi festival are held at the Plaza, along with several community organized events and ceremonies. Mariachi Plaza is a major anchor to this commercial corridor in Boyle Heights and a gathering space for local residents, and as such, the Mariachi Plaza site represents a great opportunity for development and partnerships with local business owners and residents.



Gary Friedman, 2014. *Los Angeles Times*

COMMUNITY FEEDBACK

Stakeholder feedback included several important recurring themes:

- > Strive to keep local businesses in Boyle Heights;
- > Support the community's diversity and provide and enhance amenities for local residents and families;
- > Promote equitable housing models suitable for this community;
- > Create a dense, urban development at the project site;
- > Balance density with well-designed open spaces that promote equal access for children and seniors alike;
- > Preserve and celebrate the eclectic, artistic character of the neighborhood through the incorporation of public art, opportunities for performances, and a vibrant street life;
- > Promote safety and security around the plaza and Metro station;
- > Provide adequate parking for local business demand;
- > Embrace the rich history of street vendor culture;
- > Promote access to healthy food at affordable prices;
- > Honor the history and historic landmarks;
- > Create usable and welcoming public open space.

"Place for kids and seniors to exercise with green walkways, signage and exercise equipment"

The community character must be carefully maintained while still fostering an active, welcoming public environment which celebrates the neighborhood's rich history.

"Affordable and high quality food"





Carolina Duarte, 2016. *Las Fotos Project*



Stephanie Medina, 2016. *Las Fotos Project*



Regina Zamarripa, 2016. *Las Fotos Project*

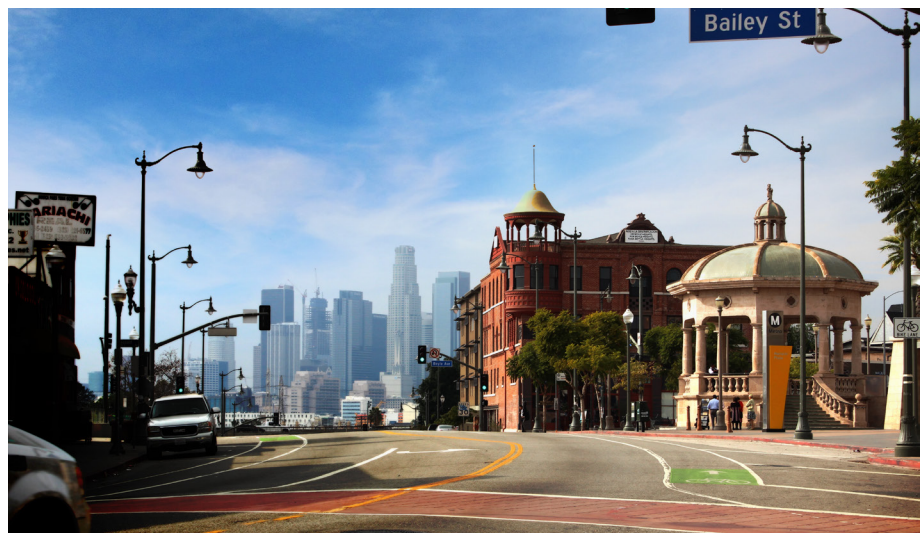


Maya Rosado, 2016. *Las Fotos Project*

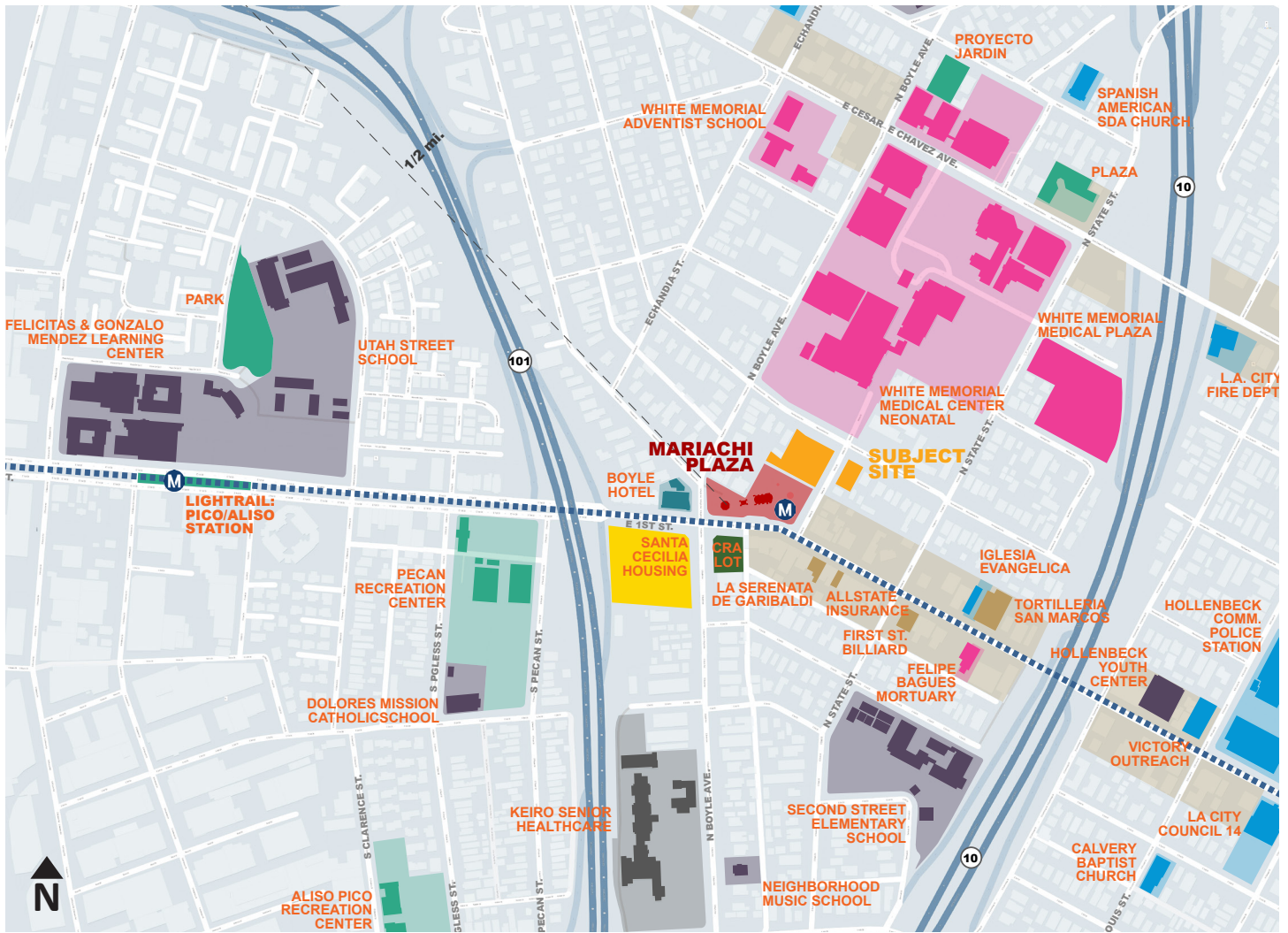
VISION

Through the community engagement process, the Boyle Heights community vocalized their vision for the Site: a mixed-use development with a focus on affordable housing which integrates commercial and retail development on the ground floor, creates usable public open space with enhanced landscape and hardscape elements, provides additional public parking, maintains the presence and viability of the mariachis, and preserves the iconic symbolism of the Plaza. The Mariachi Plaza Site would thrive with the right combination of programmatic elements. Metro has assessed the viability of each of these recommended program elements, giving consideration to the Site's zoning regulations, community fit, and financial feasibility for development.

Although the community voiced their desires for a grocery store at the Site, the Site's current zoning, lack of frontage towards a major street, and the increased parking demand for a large commercial development make a grocery store difficult to provide. However, Metro has taken into account the need for a grocery store in the neighborhood and has explored its possible development at another Metro-owned site located at the intersection of Cesar E. Chavez Boulevard and Fickett Street, where a commercial development of this type is feasible.



Jennifer Bermudez, 2016. *Las Fotos Project*



0 mi 1/4 mi 1/2 mi 3/4 mi

MAP LEGEND/ DESCRIPTION

EDUCATION/EDUCACIÓN

SATELLITE COLLEGE
ESPACIO PARA COLEGIO SATELITE
MAGNET/ CHARTER SCHOOL
ESCUELA AUTÓNOMA/MAGNET
CHILDCARE CENTER
GUARDERIA
SENIOR DAY CARE
CUIDADO PARA PERSONAS
DE TERCERA EDAD
MUSEUM
MUSEO

RESIDENTIAL/RESIDENCIAL

MULTI-FAMILY HOUSING
VIVIENDAS A PRECIO DE MERCADO
AFFORDABLE HOUSING
VIVIENDAS ASEQUIBLES
SENIOR HOUSING
VIVIENDAS PARA PERSONAS
DE TERCERA EDAD
ASSISTED LIVING FACILITY
FACILIDAD DE VIDA ASISTIDA
HOTEL/MOTEL
HOTEL/ MOTEL

COMMERCIAL-OFFICE /COMERCIO-OFCINAS

BUSINESS INCUBATORS
INCUBADORA DE NEGOCIOS
MEDICAL PLAZA/ OFFICES
PLAZA/ OFICINAS MEDICAS
MENTAL HEALTH OFFICES
OFICINAS DE SALUD MENTAL
DENTAL OFFICES
OFICINAS DENTAL
COMMERCIAL OFFICE
OFICINAS COMERCIALES
PROFESSIONAL OFFICE
OFICINAS PROFESIONALES

PUBLIC OPEN SPACE /ESPACIO PÚBLICO AL ABIERTO

PLAZA
PLAZA
FARMERS MARKET
MERCADOS AL AIRE LIBRE
WALKING PATHS
SENDEROS PARA CAMINAR
FITNESS SPACES
ESPACIOS PARA HACER EJERCICIO
COMMUNITY GARDEN
JARDÍN COMUNITARIO
PUBLIC ART
ARTE PÚBLICO
PLAYGROUND
PARQUES Y PATIOS DE RECREO
STREET VENDOR HUB
VENDEDORES DE COMIDA
FOOD TRUCK

COMMERCIAL-RETAIL /COMERCIO-TIENDAS

GROCERY STORE
SUPERMERCADO
DRUG STORE/ PHARMACY
FARMACIA
RESTAURANT/ CAFE
RESTAURANTE/ CAFÉ
HAIR/ NAIL SALON
SALÓN DE BELLEZA
CLOTHING/ SHOE STORE
TIENDA DE ROPA ZAPATOS
BANK
BANCO
LAUNDRY
LAVANDERIA
GYM
GIMNASIO

MARIACHI PLAZA /MARIACHI PLAZA

METRO SITE /METRO DEL PROYECTO

COMMERCIAL CORRIDOR /CORREDOR COMERCIAL

LIGHTRAIL & TRAIN /TREN LIGERO & TREN

FREEWAY /AUTOPISTA

3. PROGRAM GUIDELINES

In recognition of the unique qualities of Boyle Heights and the iconic symbolism of Mariachi Plaza, Metro looks to a successful project where the program, uses, and design guidelines set forth in this document will be implemented in a collaborative process with the community.

The purpose of Section 3, Program Guidelines, is to give guidance to realize the vision of the community.

PRIMARY GOALS

There are three primary goals within the community vision for the Site

1. Consider the Rich History of the Community.

As described in Section 2 (see page 10), consideration should be given to the artistic and historical significance of this Site to the mariachi culture. The development should be sensitive to this history and to the mariachis. Another element is the importance of creating spaces in the public realm, where the community comes together to celebrate, make music, socialize, and shop.

2. Address Community Needs.

It is important to recognize that this community has been underserved in many ways and that the project seeks to address their needs. This includes the provision of affordable housing at the lowest income levels. The community is also very short on open space, parks, places for children to play, and areas for seniors to gather, chat, and watch.

3. Ensure Existing Residents Benefit.

The community is concerned that new developments must be directed towards the existing residents and that it take action against potential displacement.

USES

The following uses and quantities should be considered as a guideline. The specific quantity and organization of uses will be at the discretion of the developer. This program was developed in a collaborative process with the community through a series of workshops and meetings.

Affordable Housing

Metro encourages a minimum of 40 and up to 60 units of affordable housing, with as many as are financially feasible in the low and very

low restricted categories. Note that while this number of units is beyond the current zoning allowed on the site, the City is currently in the process of a Community Plan Update and Metro expects the site will be rezoned (see page 7). The units shall have a range of 30-60% AMI. Varying sized units should be provided from studio units to three bedroom units. In addition, the development is encouraged to accommodate a multi-generational community from children through seniors.

Community-Serving Commercial

Up to 12,000 SF of commercial use is encouraged. The purpose of this space is to help activate Mariachi Plaza and to provide locally-serving uses to the community. Commercial uses should be neighborhood-serving businesses with price points that serve middle- and lower-income levels as appropriate, and compatible and complimentary to the Metro Station. Collaboration with the community is strongly recommended to establish the parameters for uses in the commercial use areas.



Community Uses

A community room or ‘flex’ space of about 2,000 SF would be desirable to serve the residents of the affordable housing development, as well as the whole Boyle Heights community. This space could be used in collaboration with local community organizations. Of particular interest would be a small resource center for the mariachis that would provide storage for instruments and clothing, public accessible restroom facilities, and space for outreach services.

Street Vending

Street vending is an important community asset that benefits residents, users, and sellers. Metro is currently embarking on a pilot program at MacArthur Park for street vendors. It is Metro’s intent to evaluate the possibility of incorporating street vending in areas of Mariachi Plaza outside of Parcels A, B, and C as part of a separate project.

Open Space/Park Uses

Park and recreation uses are important to the community, which has expressed a desire for active/passive green space with shade. While this type of use can function on either one of the development parcels, it may be feasible to use Parcel B exclusively as a park/open space. In consultation with the City of Los Angeles Department of Recreation and Parks, an option is available to create a public/private park in partnership with the City. The developer can enter into a joint use MOU with the Department of Recreations and Parks for the purposes of a shared maintenance agreement for the park. The developer should research this option further.

On Parcel C, open space/park uses can extend into the existing plaza site as well, including shaded seating and more green space, to the extent feasible.

Parking

Vehicular parking for existing commercial uses is in short supply within the neighborhood. It would be highly desirable to provide public parking in excess of the parking required for the housing and commercial uses provided by the development. Twenty to thirty parking stalls could be provided as an option. This could be provided through head-in parking off Bailey Street.

Public Art

At Mariachi Plaza, public art is an opportunity to introduce visual and physical enhancement(s) or a cultural facility element to the project site. This would enhance the project quality and make people and transit users more aware of the cultural, historical, social, and environmental surroundings of this place. The project should include an Art Plan for a permanent public art component and/or inclusion of a cultural facility such as performance space, museum, or arts education component.

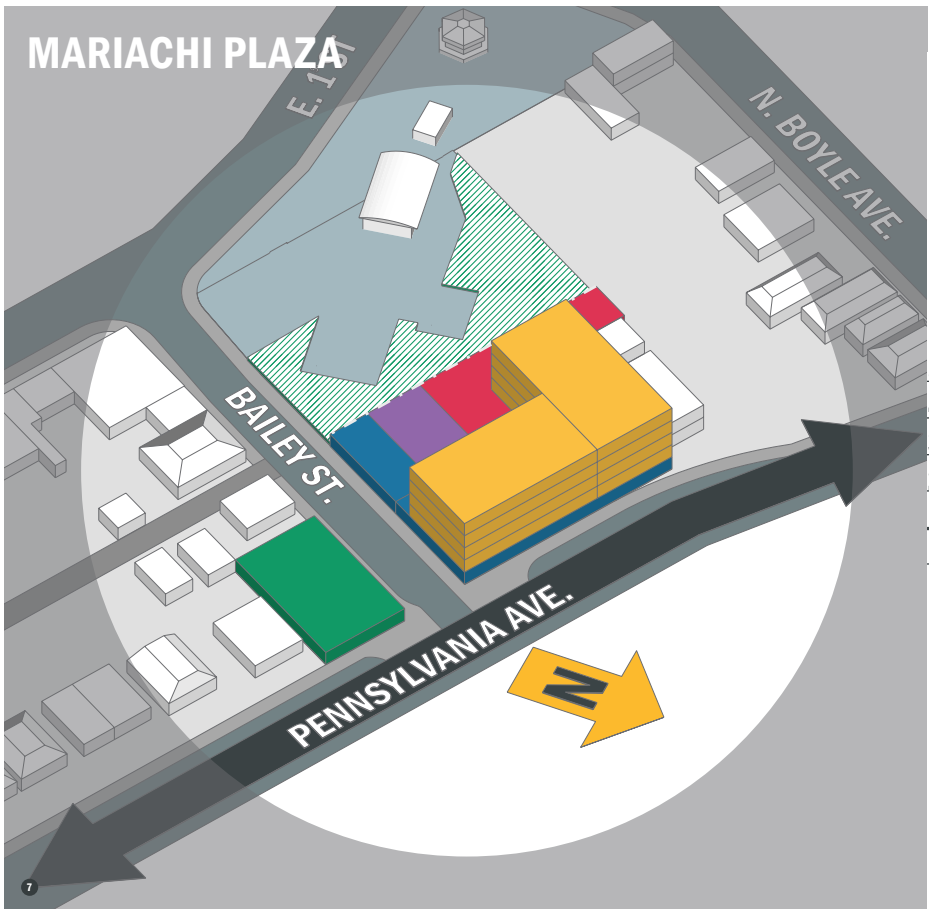
As the Joint Development project evolves, Metro Art will review the Art Plan in the schematic and final design stages to ensure that it is appropriate for the site, is of high quality, is in a publicly accessible location, and contributes to the project as a whole.

PROGRAM AND SITE DIAGRAMS

To realize the vision and desired uses for the site, Metro and its consultants have studied various site layouts. Metro is seeking development of Parcels A and B, with a mixture of 100% affordable housing, locally serving commercial uses, public open space and park/playground space, community rooms, and public parking over and above that required for the housing/commercial uses.

As part of the development program, Metro encourages the integration of Parcel C into the future development on the Project Site to create a connected experience on the entire plaza. This will help promote a vibrant, dynamic, and healthy outdoor space, and function as a transition space from the development to the existing plaza. Development on Parcel C would be limited to surface interventions such as landscape, hardscape, outdoor furniture/dining, public art, signage, kiosks/pop-ups, and/or shade elements. Improvements on this parcel shall not require deep foundation work.

The two diagrams on the following page indicate potential program cases and organization on the site. They were developed in conjunction with the community through public meetings and take into consideration initial financial feasibility study. These are only two possibilities among many and ultimate quantity and mix of uses will be at the discretion of the developer.

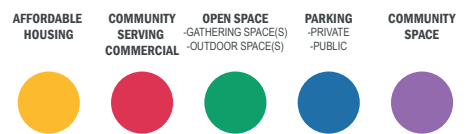
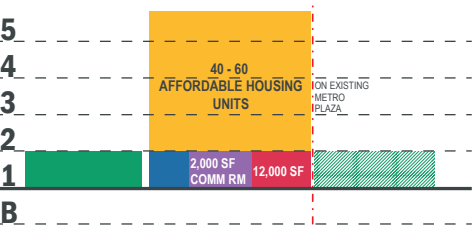


MIX 1

VIABLE DENSITY

B	A	C
6,027 SF	27,025 SF	14,150 SF
RD1.5-1-RIO-CUGU	RD1.5-1-RIO-CUGU	C2-1-RIO-CUGU

VERTICAL STACKING DIAGRAM

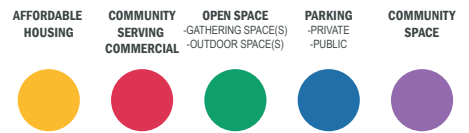
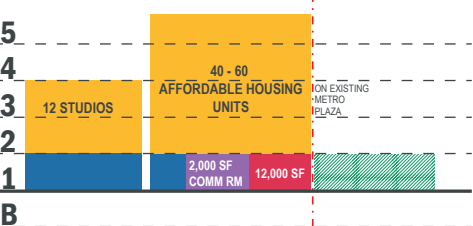


MIX 2

VIABLE DENSITY

B	A	C
6,027 SF	27,025 SF	14,150 SF
RD1.5-1-RIO-CUGU	RD1.5-1-RIO-CUGU	C2-1-RIO-CUGU

VERTICAL STACKING DIAGRAM



4. DEVELOPMENT GUIDELINES

INTRODUCTION

The purpose of these guidelines is to give urban and architectural design direction. The principles were developed through an outreach and workshop process between the Boyle Heights community and Metro. In addition to these guidelines, the project will need to comply with City of Los Angeles zoning regulations, as well as the Program Guidelines outlined in Section 3 and Vision for Development in Section 2.

As a general principle, the Development Guidelines are divided into three major categories: Urban Design, Open Space, and Architecture and Building Design. Urban Design looks to how the development sits in the community, how it responds to the surrounding public realm and how it complements and enhances the neighborhood. Open space refers to the hardscape and landscaping in the public areas as well as within the project. Architecture and Building Design refers specifically to the design of the structures themselves. This section is about aesthetics, but more importantly about design principles such as articulation, composition, materials and general quality. It should also be noted that certain guidelines pertain to more than one category; for example, scale impacts both urban design and the building design.

These guidelines are meant to give general direction and are not to be considered comprehensive. Thus, refinements, alternative ideas or other suggestions that improve the overall quality of the project are welcome.

URBAN DESIGN

COMMUNITY COMPATIBILITY

- > The overall intention of any project should be to create a built environment that enhances the community and adds value to the community in place. Activities, functions, and uses should be locally-oriented and the project should focus on serving local residents.
- > Scale, massing, and style should be of the highest quality design and should be oriented towards 'fabric' buildings. Fabric buildings are generally compatible with the surrounding built environment and do not stand out as a uniquely styled 'iconic' structure would. A fabric building enhances the built environment without significantly changing it.
- > The project scale should be compatible with neighboring properties and the streetscape environment in general.

PEDESTRIAN LEVEL EXPERIENCE

- > The pedestrian level experience should create a dynamic and enjoyable environment that encourages pedestrian participation and generates interest.
- > Primary building entrances, residential entries, storefronts, and other pedestrian enhancing activities should be oriented outwards towards the public areas, whether sidewalk or plaza.
- > Service access for trash, loading, or other usage should be controlled and designed to minimize disruption of pedestrian travel.
- > The sidewalks, plazas, open space, and crosswalks should be improved to enhance walking and rolling facilities that cater to a growing range of mobility devices. Surfaces should be smooth and free of obstacles.
- > The environment should be well lit and have clear signage.

MASSING AND HEIGHT

- > The community has expressed concerns regarding height but desire as much housing as is feasible.
- > Height may vary within the development but the expectation is that transitional heights will be between 1 and 5 stories, with a maximum of 5 stories on Parcel A and 3 stories on Parcel B.
- > Heights may vary from the existing neighbors but should scale down immediately adjacent.
- > Massing should not be monolithic and should be well articulated.

GROUND FLOOR USES

Retail

- > Ground-floor retail should include neighborhood-serving businesses with price points that serve middle- and lower-income levels as appropriate.
- > Consideration should be given to community-preferred retail categories identified in Appendix A.
- > Support should be provided to retail tenants to allow and encourage façade signage, interiors, and other tenant improvements that add to the unique and eclectic identity of the neighborhood and Plaza.
- > Local businesses are encouraged over nationally branded chains.

Community Uses

- > Mixed-use buildings should combine public and private uses and encourage circulation among these uses to increase functionality and customer patronage.
- > Public uses can be on ground floor, but if located elsewhere should provide ease of access.

Open Space Uses

- > Open spaces that reside on ground level should be usable and well maintained.
- > Parcel C shall be used as a transition zone from development to Plaza.
- > Inhabitable roofscapes that encourage interactions between building levels and plazas are welcomed.

Housing

- > Entrances to individual as well as primary entrances to upper level units should be placed on Bailey Street and Pennsylvania Avenue.

BUILDING FRONTAGES

- > On Parcel A, the primary orientation should face Mariachi Plaza. This is frontage should maximize pedestrian interaction. Uses such as retail, community room, public bathrooms and a mariachi resource center should be oriented to the Plaza.
- > Along Bailey Street, some retail/community uses can be included as a continuum of the uses located on the Plaza.
- > Entry for residential uses can be placed on Bailey Street and/or Pennsylvania Avenue.
- > Service entries, uses and structured parking should be oriented to Pennsylvania Avenue.

- > Public parking uses may be oriented towards Bailey Street and Pennsylvania Avenue, but the sidewalk should be set between the structure and the parking.
- > Design in general should address the overall street and elevation composition.
- > Vehicular and pedestrian entries should be obvious. In general, entrances should face the street or Plaza and be recognizable from a distance.

Pedestrian Entrances

- > Pedestrian entrances should create a sense of place and connect the project to the public realm.
- > Entrances perform a valuable transition between the inside and out with the flow of public, to semipublic and to semi private spaces. This is particularly true for the residential portions of the project. In the semipublic space security is the primary concern. Those in this realm need to be there either as residents or legitimate visitors.
- > This semi-public zone is often a lobby or entry hall.

Vehicular Entries

- > Vehicular entries and building access should be designed to minimize distribution of pedestrian flow, especially where it crosses a sidewalk.
- > Service entries should be separate from parking entrances unless the service area is separated from parking within the project.
- > Vehicular entries should be well signed.
- > Security gates or barriers should be placed to allow for a minimum of a one car reservoir between gate and sidewalk.
- > Parking structure entrances should be designed for natural surveillance and maximum visibility with views into the structure from adjacent public areas.

Service Areas

- > Loading zones, trash enclosures, and other building services should be placed so that they are not readily visible from the sidewalk and so access does not unduly disrupt pedestrian walkways.
- > Convenient onsite facilities for occupants to recycle and compost should be conveniently located.
- > Trash should be enclosed in a storage area with covering.

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OPEN SPACE

Public Open Space

- > Project public open space, particularly on Parcel C, should function as a continuum of Mariachi Plaza to ensure a seamless connection between the development and the Plaza. New development should respect the culture of the community and the contributions of the mariachis. No structures shall penetrate the surface of the Plaza on Parcel C (see page 17, *Existing Conditions*).
- > Open spaces in the Project Site shall provide seating, trash receptacles, drinking fountains, and shade.
- > Trees should be appropriately sized to provide reasonable shade and be incorporated into open space, especially where seating is provided. Native landscaping that is drought tolerant and cooling is encouraged.
- > Public spaces can incorporate water features that provide evaporative cooling.
- > Design of public and private spaces shall support all modes of active transportation and remain accessible to individuals dependent on mobility support devices, from canes to wheeled push walkers and electric mobility scooters, accommodating all ages and abilities.
- > Multi-benefit green infrastructure strategies such as green roofs, permeable pavement, landscaped bio retention areas, and rainwater recycling should be considered.
- > The landscape palette should include hardscape elements with a low solar reflectance index and drought tolerant plants.
- > WaterSense labeled irrigation control systems (or similar), low-flow or drip heads, water-efficient scheduling practices, and xeriscaping should be incorporated.
- > No essential facilities integral to the Metro Station may be touched or altered.

Park Area (Parcel A or B)

- > The developer is encouraged to work with the City of Los Angeles Department of Parks and Recreation to create a public/private joint use public park on either Parcel A or B with a joint maintenance agreement.
- > The minimum size for the open space shall be 6,000 SF. This open space can count toward 50% of the required tenant open space subject to approvals from the City of Los Angeles Planning Department.

- > Any park shall be designed and built by the developer in accordance with the City of Los Angeles Department of Recreation and Parks standards.
- > Park design shall include significant vegetation, including trees and shade.
- > The park shall be suitable for people of all ages.

Tenant Open Space

- > Tenant open space shall be provided according to HUD and City of Los Angeles standards.
- > The following open space amenities are desirable:
 - > Tot lot playground
 - > Community garden facilities
 - > BBQ station with tables and seating
 - > Shade created through a combination of trees and shade structures
 - > Exercise elements for tenant use
 - > Seating
 - > Vegetated green space
- > The open space and amenities provided for the tenants within the building should be secured to ensure that only the tenants and their guests have access for their use.
- > Visual continuity between the Plaza and the tenant open space will be desirable for aesthetic reasons and for 'eyes on the street' security purposes.

COMMUNITY CONNECTIVITY

Circulation

- > Clearly signed and intuitive pathways that follow desired pedestrian routes should be provided. Efficient pathways that allow for strategic short-cuts are encouraged.
- > Pedestrian pathways, building entrances, signage, fixtures, and furnishings should be provided for.
- > Access and open space should be provided for the retail/commercial uses and be a seamless continuum with Mariachi Plaza.
- > Ground floor spaces should be designed to allow and encourage building uses to spill out into open spaces with features such as restaurant/cafe seating and outdoor displays of retail merchandise.

Safety and Security

- > Safety and security is of paramount importance and can be fostered through environmental design strategies.
- > Commonly accepted crime prevention should be used whenever possible to provide a safe streetscape environment for all people that visit and use the development areas.
- > Lighting should be adequately provided throughout the site to allow clear visibility throughout the project sites and into the adjacent Mariachi Plaza. Dark corners should be avoided or lit.
- > Entrances should have enhanced lighting.
- > The project structures and particularly the housing project should be secured such that access is controlled.
- > Open line of sight should be considered in the design of open space.
- > Signage and wayfinding as a matter of security, requires clear, obvious and efficient paths of travel.

Landscape and Streetscape

- > Street plantings, furnishing, paving, and other features on the sidewalk should provide a buffer between pedestrian and vehicular traffic.
- > The streetscape should include native landscaping that is drought tolerant and cooling.
- > Street trees should be selected for their shade qualities. Street trees should be low in maintenance and should comply with City of Los Angeles standards.
- > High-quality materials for pavement areas, seating, furniture, lighting, fences, and signage shall be utilized.
- > Street and park furniture is desirable and should include seating.

Bailey Street Improvements

- > Bailey Street may be subject to occasional closure between Pennsylvania Avenue and the alley to the south for community, commercial, and social events.
- > Enhanced street paving, such as use of unique materials or thermoplastic patterning, should be provided.
- > A method for safely closing off the street should be provided.
- > Sidewalks should be designed so that a graceful continuum of open space may be achieved between Parcels A and B.

PUBLIC ART

As background, Metro's art program enhances the customer experience with innovative visual and performing arts programming that encourage ridership and connect people, sites, and neighborhoods throughout Los Angeles County. A diverse range of site-specific artworks are integrated into the growing Metro system, improving the quality of transit environments, creating a sense of place, and strengthening ties with the communities Metro serves. From public art installations including photography onboard posters, to art tours and live performances, Metro's multi-faceted art programs add vibrancy and engage communities throughout Los Angeles.

In the context of this development, the project should take the following guidelines into its public art process:

- > Public art and/or cultural facilities/programming (see page 19) should be integrated into the development.
- > Public art/programming may be integrated into the architectural and functional aspects of the project site, or as a separate formal element of the site.
- > Pedestrian-scaled public art should be integrated into the streetscape and open spaces.
- > Public art/programming should be reflective of the community and developer shall work with Metro Art to finalize concept.

ARCHITECTURE AND BUILDING DESIGN

FORM AND SPACE

Massing & Height

- > Height should comply with the zoning requirements of the City of Los Angeles. The current height zone allows 45 feet. Affordable housing incentives allow up to 5 stories at approximately 55 feet.
- > Massing should respect adjoining sites and the neighborhood. Massing should not be monolithic and should be well articulated.
- > Massing can be enlivened by the juxtaposition of solidity with openness.

Scale & Proportion

- > Scale and proportion, along with massing and height, exist in the context of the neighborhood and should be respectful of adjoining structures.
- > Scale and proportion are also part of the basis of composition. Strategic use of proportion can enliven a composition, making the structure playful and interesting.

Symmetry & Rhythm

- > Articulation, massing, and openings should be used to break up the massing of a building.
- > Symmetry can be used, or purposely not used, for composition.
- > Rhythm can be used to enliven larger masses and is useful for composition.

CONTEXT

Building Frontages

- > For Parcel A, the primary frontage should be considered to be the southerly elevation, which faces onto Mariachi Plaza.
- > If Parcel B is developed with housing, the development should treat Bailey Street as the prime frontage and respond to the manner in which Parcel A on Bailey Street is being developed.
- > Buildings will be visible from all four sides and consequently all sides will need to be well designed to create 'four-sided' buildings.
- > Each side will need to relate to the neighborhood context within which it sits. The four elevations need to integrate into one clearly defined design.
- > The retail/commercial portions of the project should be transparent and open and face onto Mariachi Plaza.

Design & Style

- > There is no one defined design style, however, the design needs to be 'of its time' – that is, contemporary in nature. It also needs to be 'of its place' – that is, appropriate to the community.
- > An imitative historicist design style is discouraged.
- > To the extent possible, daylight should permeate throughout the units. Larger than required minimum windows should be used. Consideration should be given to what views should be enhanced and what views should be hidden.
- > Consideration should be given to privacy.
- > Opportunity for natural ventilation and cross ventilation, where viable, should be provided.
- > Consideration should be given to controlling or mitigating noise, whether generated by neighborhood uses such as restaurants, bars, or traffic, or by others within the building.

BUILDING MATERIALS

Quality & Durability

- > Quality and durability are essential to the long-term success of the project and should be considered from the outset.
- > Texture is usually expressed in the material quality of the surface and can be used to emphasize differences between masses and add interest to surfaces.
- > Consideration shall be given to strategies to prevent or mitigate graffiti.

SUSTAINABILITY

- > New construction must meet sustainability criteria developed by the United States Green Building Council ("USGBC") for Leadership in Energy and Building Design ("LEED") at a minimum at the "Silver" level.
- > Technologies, designs, and programs that promote environmental stewardship, reduce greenhouse gas emissions, and conserve or restore natural resources should be explored.
- > Building massing, shade elements, and tree placement to decrease heat gain and to improve pedestrian thermal comfort should be utilized.
- > Energy efficiency in designing the building envelope, mechanical systems, lighting systems, and lighting controls should be prioritized.
- > Inclusion of renewable energy sources such as photovoltaic panels should be considered, where possible.

- > Ultra low-flow toilets and urinals, low-flow and sensed sinks, low-flow showerheads, water-efficient dishwashers and washing machines, and other water saving strategies should be utilized.
- > Submeters for energy and water use in individual leasable spaces should be installed.
- > Proposed buildings materials should be evaluated for inclusion of recycled content and regional sourcing to reduce carbon footprint of new buildings.
- > Low or no VOC finish materials, operable windows, acoustically separated partition walls, and plenty of daylight for all regularly occupied indoor rooms should be incorporated.

PARKING

- > Parking requirements of the zoning code shall be met.
- > EV charging station(s) in both private and public parking areas should be provided.
- > Secure bicycle storage rooms and other amenities that encourage bicycling for building occupants and visitors, for example, a bicycle repair station, should be incorporated.
- > Bicycle parking shall be provided and shall include bike racks for the public and general long term secure bicycle parking for residents.

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5. REGULATORY AND POLICY FRAMEWORK

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

CITY OF LOS ANGELES PLANNING - GENERAL PLAN

*The City of Los Angeles
General Plan*

*Land Use Element
<http://planning.lacity.org/cwd/frmwk/contents.htm>*

*The City of Los Angeles
General Plan
Community Plan
Boyle Heights*

*Existing Community Plan:
<http://planning.lacity.org/complan/central/PDF/bhtplanmap.pdf>*

*Community Plan Update Status:
<https://sites.google.com/site/boyleheightsnpc/how-to-get-involved/draft-plan-status>*

New development at the Project Site must follow the General Plan. The Project Site falls within the Metropolitan Geographic Area of the Land Use Element of the General Plan of the Boyle Heights Community Plan. The City of Los Angeles' Department of City Planning is currently conducting a series of updates both to its General Plan and to various Community Plans including Boyle Heights. The Department is exploring options to increase the density of major transit nodes and commercial corridors in Boyle Heights while also providing various densities and parking incentives.

Currently parcels A & B are zoned RD1.5-1-RIO-CUGU, which requires a minimum of 1,500 SF per dwelling unit, limiting a potential housing development to 22 total dwelling units. Accounting for the maximum density bonus granted through the inclusion of Affordable Housing units, an additional 30% of dwelling units can be developed, bringing the potential total to 29 units. Metro has communicated the community's desire to the Planning Department to allow for denser residential development on the two parcels in question and has recommended an increase to the site's development potential to permit a mixed used development and higher residential density. At this stage Metro anticipates that these community-driven recommendations will be included in the Community Plan update and Metro encourages development proposals assuming the density proposed in Section 3 under "Uses".

It is anticipated that the updated Boyle Heights Community Plan will be adopted by early 2018

METRO JOINT DEVELOPMENT PROGRAM: POLICIES AND PROCESS

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

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

Moreover, Metro has formed the Boyle Heights Transit Oriented Development Design Review Advisory Committee (“DRAC”) to represent a broad group of stakeholders. The DRAC was formed to (a) advise Metro on design issues of importance to residents, businesses, institutions and stakeholder groups in the project area; (b) coordinate and act as liaison between businesses, residents, property owners and Metro; and (c) serve as the formal means through which community members are involved in the evaluation of the design for the project sites. The DRAC will participate in the design review process for all JD sites within Boyle Heights.

*Design Review Advisory Committee
DRAC*
<https://www.metro.net/projects/jd-boyle-heights/>

METRO COMPLETE STREETS POLICY

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

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

METRO FIRST LAST MILE STRATEGIC PLAN

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

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

*The City of Los Angeles
General Plan
Transportation Element
2010 Bicycle Plan
<http://planning.lacity.org/cwd/gn/pln/transelt/NewBikePlan/Txt/LA%20CITY%20BICYCLE%20PLAN.pdf>*

CITY OF LOS ANGELES - BICYCLE PLAN AND MOBILITY ELEMENT

The City of Los Angeles is in the process of implementing the 2010 Bicycle Plan and the 2015 Mobility Element. The Bicycle Plan has identified 1st Street Avenue as part of a network of dedicated bicycle lanes. To the extent that a developer will be constructing streetscape improvements on 1st Street as part of the development and construction process, the City of Los Angeles Bicycle and Mobility Plan infrastructure must be incorporated.

CITY OF LOS ANGELES - PLAN FOR A HEALTHY LOS ANGELES

*The City of Los Angeles
General Plan
Health and Wellness Element
Plan for a Healthy Los Angeles
(March 2015)
http://healthyplan.la/wordpress/wp-content/uploads/2014/11/PlanforHealthyLA_Web-11.pdf*

The Plan for a Healthy Los Angeles lays the foundation to create healthier communities for all Angelenos. As an Element of the General Plan, it provides high-level policy vision, along with measurable objectives and implementation programs, to elevate health as a priority for the City's future growth and development. Through a new focus on public health from the perspective of the built environment and City services, the City of Los Angeles will strive to achieve better health and social equity through its programs, policies, plans, budgeting, and community engagement.

Community Corridors

Opportunities for new housing and small businesses

PROJECT OBJECTIVES

New residential development is focused along major corridors with access to transit and neighborhood amenities

Opportunities for a greater mix of housing, jobs, goods, and services

Evolution of the Sears Opportunity Site as a regional center with community benefits

PLAN FEATURES

Affordable Housing Incentives

- **Transit Nodes:**
 - 3 story base height
 - 4, 5, and 6 stories (height incentives) allowed for mixed-income and affordable housing developments
- **Transit Corridors:**
 - 2 stories base height
 - 3, 4, and 5 stories (height incentives) allowed for mixed-income and affordable housing developments

Corridor Development Standards

- Require active street frontages that welcome pedestrians
- Require buildings to scale down from corridors to residential neighborhoods



EIR Scoping Meeting 2016 © Boyle Heights Community Plan
Department of City Planning
Illustration Purposes-Not drawn to Scale

Boyle Heights Community Plan Update Draft, Community Corridors. 2016

6. TRANSIT CONNECTIVITY



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

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

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

RAIL

Station Portal

The existing Gold Line Station Portal at Mariachi Plaza must be maintained as a key entrance to the Station. Existing vent shafts, emergency exits, and other similar station facilities shall remain intact and future development shall not impair or hinder their functionality. With Metro's approval, such facilities may be modified. No loss of transit functionality shall occur, and the costs of such modifications will not be borne by Metro.

BUS

Bus Patron Amenities

Bus patron amenities such as benches, bus shelters, next bus displays, and map cases are required where applicable. If amenities must be temporarily relocated during construction, Metro staff must approve location.

BICYCLE

Bicycle Parking

Bicycle parking for the Development must be in compliance with the City of Los Angeles bicycle parking ordinance.

Bike Share

A Metro bike share program is underway and has rolled out a pilot program in downtown Los Angeles in 2016. Later phases of the bike share program may locate kiosks in Boyle Heights as part of their Downtown Los Angeles expansion or East LA Expansion area. The developer shall coordinate with Metro's Bike team to reserve space at the development for bike share kiosks.

APPENDIX

APPENDIX A. SUMMARY OF COMMENTS FROM CHARRETTES

SUMMARY OF COMMENTS: MARIACHI PLAZA

Stakeholder Feedback for the Development Guidelines, September 2016

Executive Summary

Metro hosted two charrettes on February 27, 2016 and March 9, 2016 respectively regarding joint development on the Metro site adjacent to Mariachi Plaza. Metro also hosted a focus group for the Mariachi community on April 27, 2016 and a community focus group on August 10, 2016. Metro heard important feedback from residents, neighbors, property owners, business owners and other stakeholders about their vision and concerns for future development. The charrettes garnered an array of responses and a firm direction from the stakeholders.

Metro asked several questions of our stakeholders at these meetings. We had approximately six tables, four English-speaking and two Spanish-speaking. We also talked one-on-one to hear comments and concerns. We provided a neighborhood map where the stakeholders pointed to where they lived and showed existing condition in a 1/2-1 mile radius of the site. Each table, through a Table Captain, summed up the group's comments and reported back to everyone in the meeting. In addition we provided green dots for 'yes' and 'red' dots for no that the stakeholders placed on a chart with various choices such as 'affordable housing', 'market rate housing', 'grocery store', etc.

The questions we asked were:

1. What are you looking for on this site?
2. What is working?
3. What is not?
4. What do you want?
5. What is here? (referring to the neighborhood map)
6. What is most valuable or what do you value in your neighborhood?
7. What is missing?
8. What does the neighborhood need?
9. What would you like to have or see for these sites?

The feedback included several important recurring themes:

- > Affordable housing
- > Grocery store
- > Parking
- > Street vendor hub
- > Open space/Parks/Playgrounds

As with any community, there were a variety of opinions, but a major concern in Boyle Heights was gentrification that would displace existing residents. The community wanted any future development or changes to preserve their culture and serve the current and long time residents. The Mariachi and vendor groups wanted to see shade, bathrooms and areas to park.

Metro would like to thank all the participants who came out to the meetings. The feedback we heard is summarized in more detail below.

Character and Culture of the Neighborhood

Residents and stakeholders treasure the neighborhood, culture and historic character and want the neighborhood to reflect their community. The following are comments from the charrette attendees:

- > Create a history and cultural museum and children's museum
- > Preserve small buildings with murals and all murals
- > Create signage that conveys the local heritage
- > Build a cultural center
- > Create a cultural center
- > "[I would like to see] a history museum or community history wall."
- > "I would like to see] a mariachi museum."
- > "Murals with Mexican culture represented"
- > "[We should] preserve the small buildings with murals; do not change these buildings."
- > "[We should] preserve the Mariachi heritage [and] day to day [vitality]."
- > "[There should be] signage [that conveys] the heritage."
- > "[I would like to see a] kid-safe children's museum or center with hands-on activities."
- > "What I personally like about Mariachi Plaza is our culture, that it shows in music."
- > "[I would like to see] culture center."

Housing

Participants desired affordable housing that is for low income people and would assist the local residents. Metro heard that the community would like to see:

- > Low-income senior housing
- > Affordable housing for very low income people
- > A laundromat with housing on top
- > Housing and a garden
- > A senior center with living areas
- > "[I would like to see] low-income senior housing."
- > "[I would like to see] Senior housing for those that earn less than \$24K per year"
- > "Affordable housing because there are people that earn less than \$24K per year."
- > "[I would like to see] a senior center with two stories and a laundromat at the bottom."

Markets

Boyle Heights lacks a varied selection of grocery stores. Participants have a need for affordable markets that offer healthy food choices. Metro heard that the community would like to see:

- > Low-income senior housing.
- > Affordable housing for very low income people.
- > A laundromat with housing on top.
- > Housing. A garden.

- > A Senior center with living areas
- > “[I would like to see] a health food store/healthy restaurant.”
- > “[I would like to see] community services like a market or laundromat. There is a] lack of a supermarkets.”
- > “[I would like to see] local, authentic markets with parking”
- > “[I would like to see] a low-cost, affordable, organic grocery store.”

Outdoor Space

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

- > Include a green park with walking paths and exercise space
- > Provide vendor and mariachi gathering places
- > Include public seating
- > “[I would like to see] an outdoor gathering space w/internet, [that is] open all hours.”
- > “[I would like to see] a green park with walking path/playground/skate park/community garden/public arts.”
- > “[I would like to see] a community garden/green space, and exercise space.”
- > “[I would like to see a] skate park, [so that the skaters] get off Mariachi Plaza.”
- > “[I would like to see] legal community art walls and a skate park.”
- > “The youth skaters on the plaza are good, they need a place.”
- > “Vendors are desirable; they need a place to wash, rest, seating for food trucks.”
- > “Farmers market is good.”
- > “Small recreation area for youth”
- > “Environmental contamination (open space to better the quality of life)”
- > “[I would like to see] seating for the public; 17 cast iron benches.”
- > “[I would like to see] a community garden.”
- > “[I would like to see] a playground.”
- > “[I would like to see an open space with public seating that is safe and comfortable.”

Parking

Parking is a key issue for residents, businesses, and transit riders. There is virtually no parking at Mariachi Plaza and in the immediate area. It is a great need for all residents and visitors.

Opinions about parking included the following:

- > Businesses need parking
- > A new parking lot for local residents
- > Parking of events
- > Low cost parking
- > “[We need] parking! Businesses need underground parking.”
- > “[I would like to see] a multi-use facility that has parking during the day and vendors at night.”
- > “[I would like to see] underground business parking (not Park & Ride)”
- > “[I would like to see] a creative parking [facility] (that uses solar, etc.)”
- > “[Currently] the parking is scarce for residents and visitors.”
- > “Is permit parking desirable? [We need a] comprehensive parking solution.”
- > “[We need] more slant parking on Baily + Pleasant.”

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APPENDIX B. DESIGN GUIDELINES CHECKLIST

DRAC CHECKLIST

5 LEVEL ACHIEVEMENT SCALE

5	Exceptional
4	Exceeds Expectations
3	Meets Expectations
2	Improvement Needed
1	Unacceptable

PROJECT _____ DATE _____

LOCATION _____

DEVELOPER _____

	Achievement Score	Notes
1. URBAN DESIGN		
UD-1 - Pedestrian level orientation/experience		
UD-2 - Community compatibility		
UD-3 - Service entries: Trash, deliveries, utilities, police, fire, hospitals		
UD-4 - Scale relative to neighborhood		
UD-5 - Uses/Ground floor		
UD-6 - Moving from public to private space		

DRAC CHECKLIST

5 LEVEL ACHIEVEMENT SCALE

5	Exceptional
4	Exceeds Expectations
3	Meets Expectations
2	Improvement Needed
1	Unacceptable

PROJECT _____ DATE _____

LOCATION _____

DEVELOPER _____

2.OPEN/PUBLIC SPACE	Achievement Score	Notes
OPS-1 - Community connectivity/Neighborhood		
OPS-2 - Access/Entries/Signage		
OPS-3 - Parking- Accessible/Screened		
OPS-4 - Public transportation		
OPS-5 - Trees/Shade		
OPS-6 - Landscape		
OPS-7 - Tenant open space		
OPS-8 - Community amenities		

APPENDIX B. DESIGN GUIDELINES CHECKLIST

DRAC CHECKLIST

5 LEVEL ACHIEVEMENT SCALE

5	Exceptional
4	Exceeds Expectations
3	Meets Expectations
2	Improvement Needed
1	Unacceptable

PROJECT

DATE

LOCATION

DEVELOPER

3.Architecture /Buildings	Achievement Score	Notes
AB-1 - Articulation		
AB-2 - Quality of Materials		
AB-3 - Symmetry & Rhythm		
AB-4 - Scale + Proportion		
AB-5 - Solid vs. Open		
AB-6 - Design & Style		
AB-7 - Context		
AB-8 - Sustainability		

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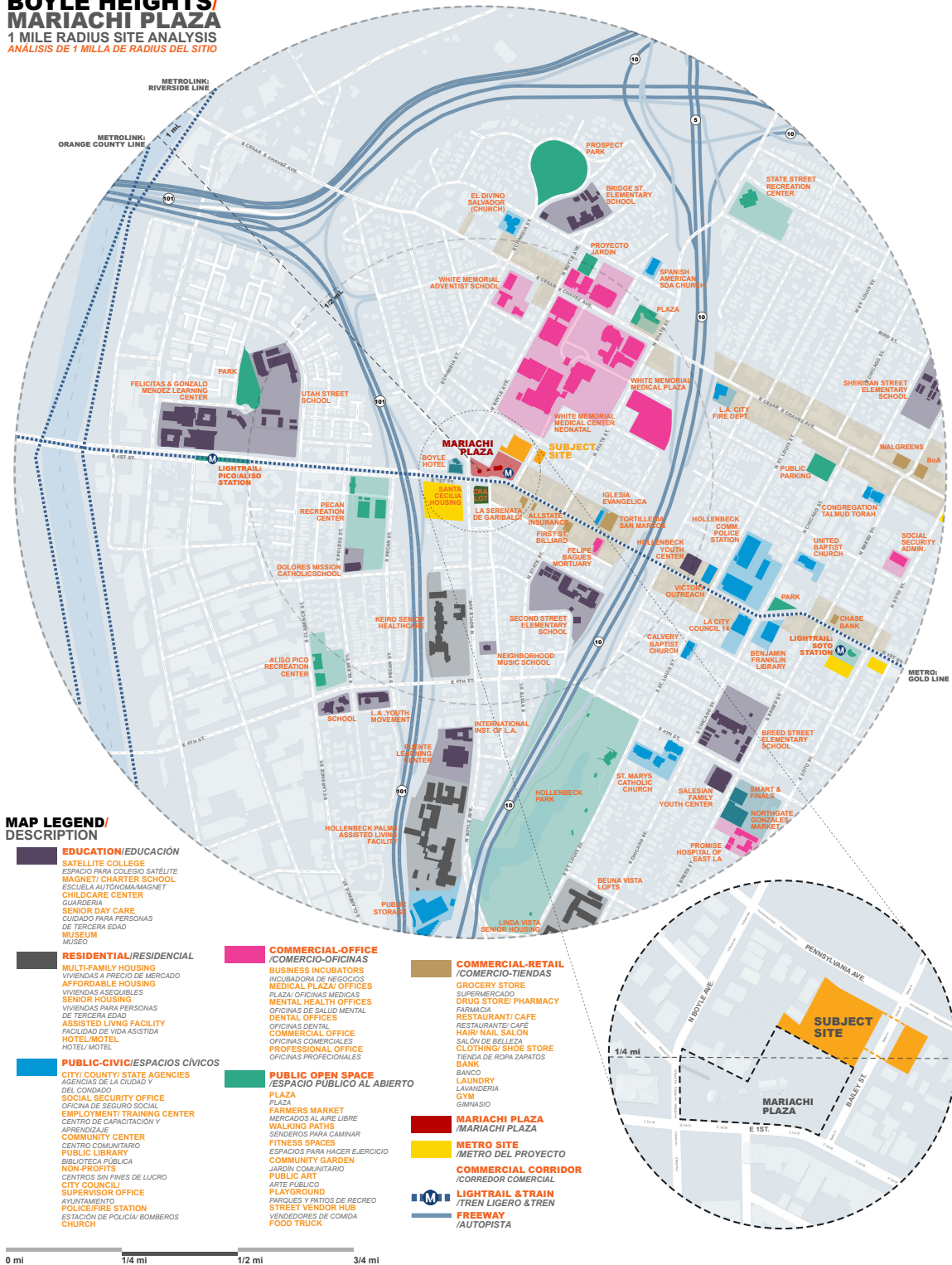
BOYLE HEIGHTS COMMUNITY WORKSHOPS
TALLER COMUNITARIO
MARIACHI PLAZA



BOYLE HEIGHTS/ MARIACHI PLAZA

1 MILE RADIUS SITE ANALYSIS

ANÁLISIS DE 1 MILLA DE RADIUS DEL SITIO





MARIACHI PLAZA WORKSHOP DISCUSSION
TALLER COMUNITARIO EN MARIACHI PLAZA



MARIACHI PLAZA WORKSHOP REPORT OUT
TALLER DE RELATO EN MARIACHI PLAZA

TOP 'YES' ANSWERS RESPUESTAS A FAVOR



Housing

Affordable Housing (Rental) + Senior Housing

Viviendas

Viviendas asequibles (alquilables) + Viviendas para personas mayores



Grocery Store

Supermercado



Parking

Estacionamiento



Street Vendor Hub

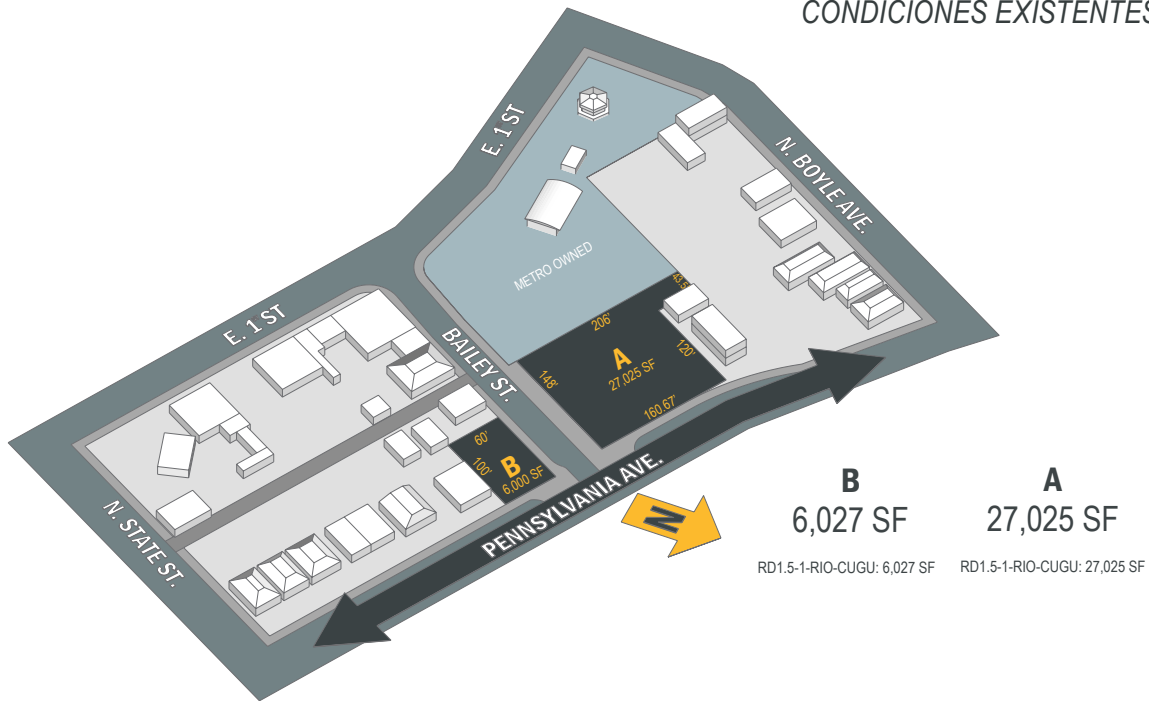
Espacios para vendedores ambulantes



Park / Playground

Parques y patios de recreo

EXISTING CONDITIONS CONDICIONES EXISTENTES

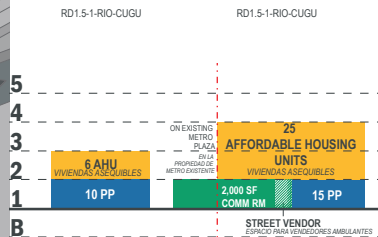


BY-LAW POR LEY

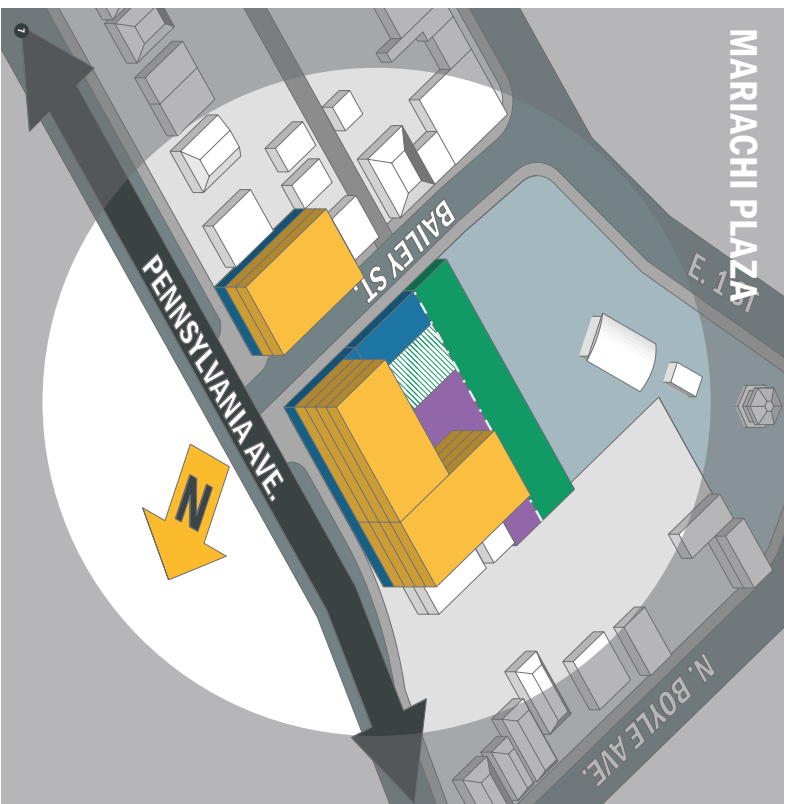
B
6,027 SF
RD1.5-1-RIO-CUGU: 6,027 SF

A
27,025 SF
RD1.5-1-RIO-CUGU: 27,025 SF

VERTICAL STACKING DIAGRAM DIAGRAMA DE ORGANIZACIÓN VERTICAL



MIX 1



B 6,027 SF
A 27,025 SF

RD1 S-1-RIO-CUQU 6,027 SF RD1 S-1-RIO-CUQU 27,025 SF

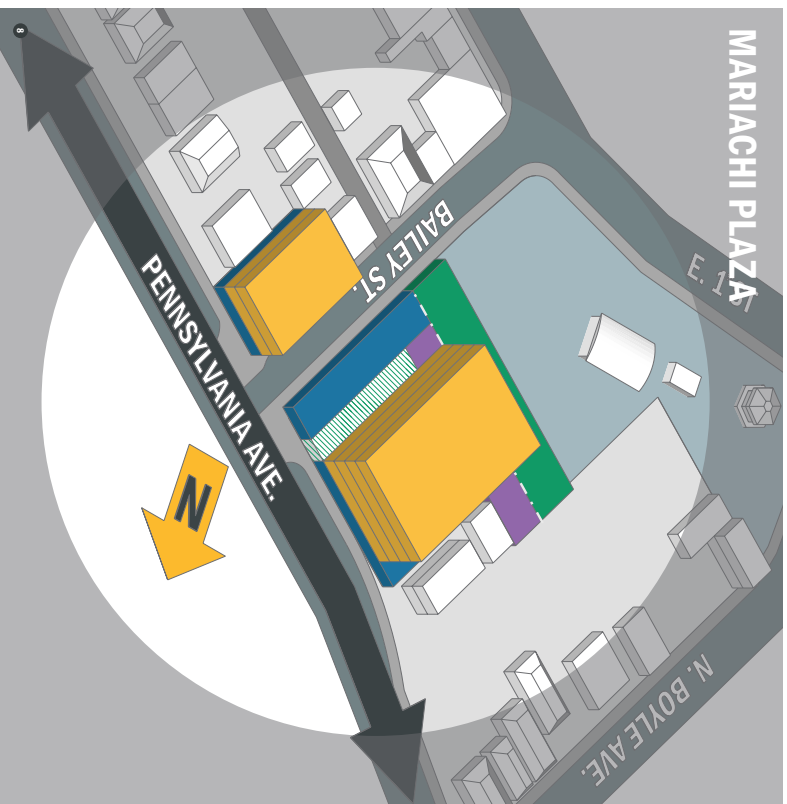
VERTICAL STACKING DIAGRAM
DIAGRAMA DE ORGANIZACION VERTICAL
RD1 S-1-RIO-CUQU RD1 S-1-RIO-CUQU



- AFFORDABLE HOUSING** (AHU)
- GENERAL COMMERCIAL**
- OPEN SPACE** (STREET VENDOR HUB, COMMUNITY ROOM)
- PARKING**
- AVENIDAS ASOCIABLES** (COMERCIO EN GENERAL)
- ESPACIO PUBLICO** (ESPACIO PARA VIVANZOS MARGINALES, ESPACIO COMUNITARIO)



MIX 2



B 6,027 SF
A 27,025 SF

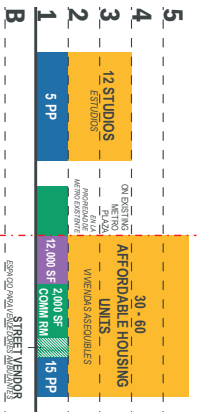
RD1.5-1-RIO-CUGU: 6,027 SF RD1.5-1-RIO-CUGU: 27,025 SF

VERTICAL STACKING DIAGRAM

DIAGRAMA DE ORGANIZACION VERTICAL

RD1.5-1-RIO-CUGU

RD1.5-1-RIO-CUGU



AFFORDABLE HOUSING
VIVIENDAS ASQUEUBLES



FLEX SPACE WITH CONNECTION TO OUTDOOR SPACE
ESPAÇO FLEXÍVEL COM CONEXÃO A ESPAÇO AL AR LIVRE

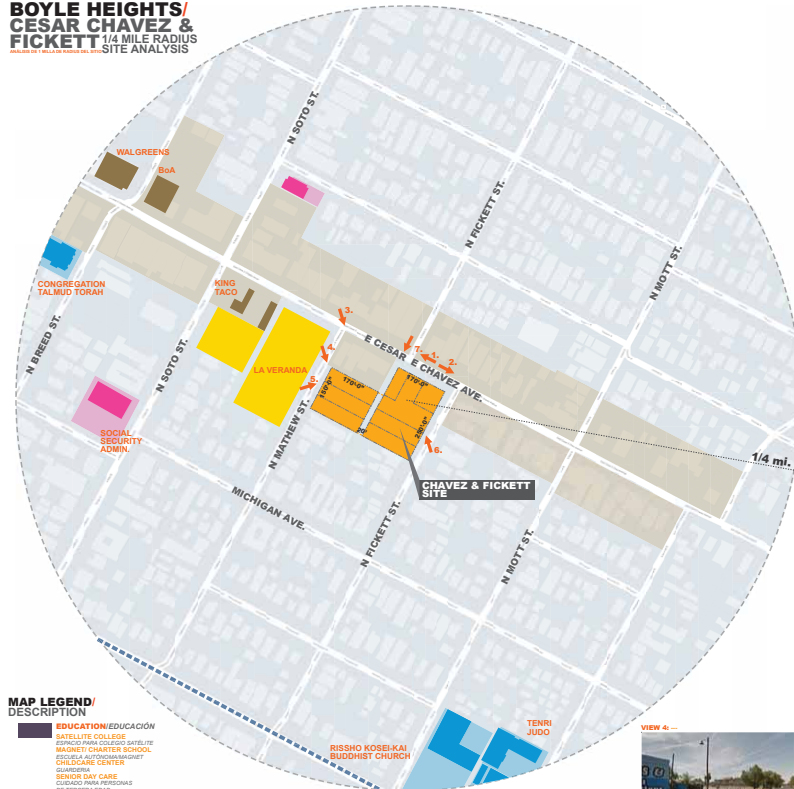


LIMITED COMMERCIAL SPACE
ESPAÇO COMERCIAL LIMITADO

CESAR CHAVES & FICKETT CHARRETTE

TALLER COMUNITARIO DE CESAR CHAVEZ Y FICKETT

**BOYLE HEIGHTS/
CESAR CHAVEZ &
FICKETT 1/4 MILE RADIUS
SITE ANALYSIS**



MAP LEGEND/DESCRIPTION

EDUCATION/EDUCACIÓN	COMMERCIAL OFFICE/COMERCIO-OFICINAS	COMMERCIAL-RET./COMERCIO-TIENDA
SATELLITE COLLEGE ESPACIO PARA COLEGIO SATELITE	BUSINESS INCUBATORS INCUBADOR DE NEGOCIOS	GROCERY STORE SUPERMERCADO
MAGNETI CHARTER SCHOOL ESCUELA AUTODIRIGIDA	PLAZA/OFICINAS MEDICAS PLAZA/OFICINAS MEDICAS	SUPERMERCADO PHARMACY FARMACIA
CHURCH IGLESIA	MENTAL HEALTH OFFICES OFICINAS DE SALUD MENTAL	RESTAURANT/CAFE RESTAURANTE/CAFE
SENIOR DAY CARE CUIDADO PARA PERSONAS DE TERCERA EDAD	DENTAL OFFICES OFICINAS DENTALES	HAIR NAIL SALON PARRUCAS Y UÑAS
MUSEUM MUSEO	COMMERCIAL OFFICE OFICINA COMERCIAL	CLOTHING STORE TIENDA DE ROPA
RESIDENTIAL/RESIDENCIAL	PUBLIC OPEN SPACE/ESPACIO PUBLICO AL ABIERTO	SUBJECT SITE/OBJETO DE SITIO
MULTI-FAMILY HOUSING VIVIENDAS MULTIFAMILIARES	PLAZA PLAZA	METRO SITE/METRO DEL PROYECTO
SENIOR HOUSING VIVIENDAS PARA PERSONAS MAYORES	MARKET/BAZAR MERCADOS AL AIRE LIBRE	SURROUNDING AREA/ALREDEDORES
ASSISTED LIVING FACILITY RESIDENCIA DE VIDA ASISTIDA	WALKING PATHS SENDEROS PARA CAMINAR	LIGHT RAIL & TRAIN/TREN LIGERO Y TREN
HOTEL/MOTEL HOTEL/MOTEL	COMMUNITY GARDEN JARDIN COMUNITARIO	FREIGHTWAY/AUTOPISTA
PUBLIC-CIVIC/ESPACIOS CIVICOS	PUBLIC OPEN SPACE/ESPACIO PUBLICO AL ABIERTO	
CITY COUNTY STATE AGENCIES AGENCIAS DE LA CIUDAD Y DEL CONDADO	PLAZA PLAZA	
SOCIAL SECURITY OFFICE OFICINA DE SEGURIDAD SOCIAL	MARKET/BAZAR MERCADOS AL AIRE LIBRE	
EMPLOYMENT TRAINING CENTER CENTRO DE CAPACITACION Y ENTRENAMIENTO	WALKING PATHS SENDEROS PARA CAMINAR	
APPROPRIATE COMMUNITY CENTER CENTRO COMUNITARIO	COMMUNITY GARDEN JARDIN COMUNITARIO	
PUBLIC LIBRARY BIBLIOTECA PUBLICA	PUBLIC ART ART PUBLICO	
NOVA PROJECTS PROYECTOS NOVA	PLAYGROUND PARRUCAS Y UÑAS	
CITY COORDINATOR COORDINADOR DE LA CIUDAD	STREET VENDORS HUB VENDIDORES DE CALLES	
SUPERVISOR OFFICE OFICINA DE SUPERVISOR	FOOD TRUCK CAMION DE COMIDA	
POLICE STATION ESTACION DE POLICIA		
CHURCH IGLESIA		

0 mi 1/16 mi 1/8 mi 3/16 mi



TOP 'YES' ANSWERS

RESPUESTAS A FAVOR



Park / Playground / Community Garden
Parque / Patio de recreo + Community Garden
Parque / Patio de recreo + Jardín comunitario



Housing
Affordable Housing (Rental) + Senior Housing
Viviendas
Viviendas asequibles (alquilables) + Viviendas para personas mayores



Grocery Store
Supermercado



Flexible Space
Espacios flexibles



Art & Music Classes
Clases de arte y música



Board Report

File #: 2016-0938, File Type: Informational Report

Agenda Number: 14

PLANNING AND PROGRAMMING COMMITTEE JANUARY 18, 2017

SUBJECT: 2017 ACTIVE TRANSPORTATION PROGRAM (ATP)

**ACTION: APPROVE LOS ANGELES COUNTY PORTION OF SOUTHERN CALIFORNIA
ASSOCIATION OF GOVERNMENTS (SCAG) 2017 ATP REGIONAL PROGRAM**

RECOMMENDATION

CONSIDER:

- A. APPROVING the **SCAG 2017 ATP Regional Program Implementation Project List for Los Angeles County including the assignment of ten points for consistency with regional, local, and Metro plans and a contingency list to be used should additional ATP funds be made available**, as shown in Attachment A; and
- B. AUTHORIZING the Chief Executive Officer to commit \$2,169,000 to the Metro-sponsored project, *Reconnecting Union Station to the Historic Cultural Communities in DTLA*, required in order to secure partial ATP funding of \$3,157,000.

ISSUE

The 2017 ATP provides a total of \$263.5 million, distributed through three components: Statewide, Small Urban and Rural, and Metropolitan Planning Organizations (MPO). The CTC adopted the Statewide and Small Urban and Rural components of the 2017 ATP on December 7, 2016. Los Angeles County's share of the 2017 Statewide ATP awards total approximately \$33.6 million is shown in Attachment B.

The CTC is scheduled to adopt the remaining third element of the 2017 ATP-the MPO component -- on March 16, 2017. To prepare for that action of the CTC, Metro's MPO, SCAG, will consider their 2017 ATP Regional Program on February 2, 2017. It will also include three components: Implementation, Planning, and Non-infrastructure Projects. SCAG made its 2017 Regional Program Implementation Projects recommendations on November 15, 2016. For this first of three MPO components, SCAG's guidelines require the Boards of the county transportation commissions and authorities to approve the recommendations for their respective counties. Los Angeles County's MPO component recommendation includes partial ATP funding for Metro-sponsored *Reconnecting Union Station to the Historic Cultural Communities in DTLA* project requiring commitment of additional

Metro funds to ensure a fully funded project.

For the other two MPO components, SCAG will make its preliminary 2017 Regional Planning and Non-infrastructure Projects recommendations on January 20, 2017. Staff will inform the Board.

DISCUSSION

A summary of active transportation funding recommended for projects in Los Angeles County is below. Funding comes from various components of the 2017 ATP and from SCAG's 2016 Sustainability Planning Grants (SPG).

Program Component	Amount Awarded	Attachment
SCAG ATP Implementation	\$28,785,000	A
Statewide ATP	\$33,647,000	B
SCAG ATP Planning and Non-Infra. through 2016 SPG	~\$1,515,017	
Subtotal ATP funds	~\$63,974,000	
SCAG 2016 SPG funds	TBD	
GRAND TOTAL LA COUNTY ATP AND 2016 SPG FUNDS	~\$63,974,000	

The total statewide funding available for the MPO components is \$105.4 million, of which SCAG receives \$56 million for its Regional ATP Program. SCAG then programs these funds to its six counties for infrastructure and Non-Infrastructure projects through formula population shares and for planning and Non-Infrastructure projects through a supplemental competition. Attachment C describes project selection processes for each of these project types.

Los Angeles County's population share of the SCAG Implementation ATP funds is approximately \$28.8 million. Metro Board approval is necessary to secure approximately \$28.8 million for LA County Implementation Projects selected for the SCAG 2017 ATP Regional Program. After Metro Board approval to add 10 points, as appropriate per Metro Board policies, projects will be selected by SCAG in accordance with their 2017 ATP Regional Guidelines. These projects are shown in Attachment A in the rank order selected by the CTC and SCAG, per state law and ATP Guidelines.

The Regional Implementation Projects List includes partial funding for three projects, including Metro's *Reconnecting Union Station to the Historic Cultural Communities in DTLA*. This project is one of the "Stage 1 Perimeter Improvement Projects" recommended in the Union Station Master Plan. \$13.3 million of discretionary funds have already been secured for the other Stage 1 Perimeter Improvement Projects. This project's ATP request is \$5,326,000 but it is recommended for partial funding of \$3,157,000, leaving a balance of \$2,169,000. In order to deliver all benefits committed to in the original application to secure the partial funding and leverage the other funds committed to the overall Stage 1 Perimeter Improvement Projects, Metro needs to fully fund the balance. Going forward, staff will also explore other discretionary funding sources to offset this amount.

Metro Grant Assistance

Metro has provided grant assistance for three cycles of the ATP. A summary of grant assistance results is in Attachment D.

Impact to the Metro Call for Projects

A summary of the impact to the Call for Projects is in Attachment E.

DETERMINATION OF SAFETY IMPACT

The recommendations in this report will not have any direct impact on the safety of our customers and employees.

FINANCIAL IMPACT

Approving the 2017 ATP Regional Program Implementation Project List for Los Angeles County, including the City of Long Beach *Atherton Bridge & Campus Connections* project (2015 Call ID F9532) and City of Pasadena *Bicycle Program-Union Street 2-way Cycle Track* project (2015 Call ID F9516), will reduce the need for funding for the 2015 Call for Projects by \$2,533,630.

Approving the commitment of \$2,169,000 to the Metro-sponsored project, *Reconnecting Union Station to the Historic Cultural Communities in DTLA*, will allow Metro to secure \$3,157,000 in State grant funds that it would not otherwise receive. This grant will build upon the \$13.3 million of discretionary funds Metro has previously secured for the other Union Station Stage 1 Perimeter Improvement Projects. Based upon the current project schedule the \$2,169,000 in Metro matching funds will not be required until FY 2020 and FY 2021. This timing will allow Metro staff to explore other discretionary and or local funding sources to offset this amount. Metro staff will report on the success of these efforts at the time the Life of Project Budget for the *Reconnecting Union Station to the Historic Cultural Communities in DTLA* project is brought to the Metro Board along with details on any remaining commitments of Metro funding required to deliver the project.

Impact to Budget

Approving the staff recommendations will have no impact on the FY 2017 Budget. Since the *Reconnecting Union Station to the Historic Cultural Communities in DTLA* is a multi-year project, the cost center manager and the Chief Planning Officer will be accountable for budgeting the cost in future years.

ALTERNATIVES CONSIDERED

The Board may consider deferring action on the Los Angeles County portion of the 2017 SCAG Regional ATP Program to the February Board cycle. Staff does not recommend this alternative, as SCAG's process requires County Transportation Commission approval in time for the County program to be incorporated into the regional program and adopted by the SCAG Regional Council on February 2, 2017.

The Board may consider not authorizing the CEO to commit \$2,169,000 to fund the balance of the *Reconnecting Union Station to the Historic Cultural Communities in DTLA* project. Staff does not recommend this alternative as it would require the project to be downscoped in order to be completed with only 59% of the funds necessary to deliver the full project. If the project is downscoped such that the benefits committed to in the original application cannot be provided, then the project will not be able to receive the partial ATP funding. The City of Pasadena would be next in line for the freed-up funds.

NEXT STEPS

February 2, 2017 - SCAG Regional Council approval and submittal of 2017 ATP Regional Program to CTC.

March 17-18, 2017 - CTC considers MPO component recommendations for adoption.

Spring 2018 - Anticipated 2019 ATP Call for Projects.

ATTACHMENTS

Attachment A - 2017 ATP Regional Program Implementation Projects List for LA County

Attachment B - Statewide ATP Awards for LA County

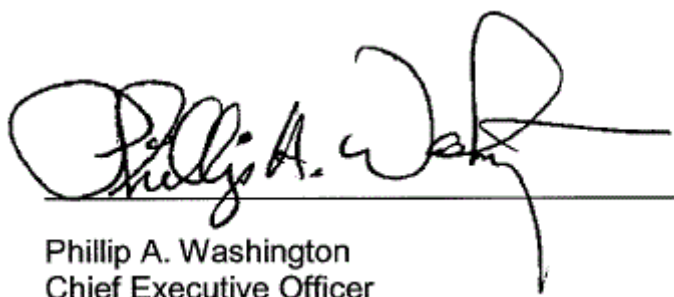
Attachment C - SCAG ATP Project Selection Processes

Attachment D - Metro Grant Assistance Summary

Attachment E - Impact to the Call for Projects

Prepared by: Shelly Quan, Transportation Planner, Countywide Planning & Development, (213) 922-3075
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Reviewed by: Therese W. McMillan, Chief Planning Officer, (213) 922-7077



Phillip A. Washington
Chief Executive Officer

Los Angeles County Metropolitan Transportation Authority

2017 ATP Regional Program Implementation Project List for Los Angeles County

\$000s

Award List

#	Applicant	Project Title	Total Project Cost	Total ATP Request	Running Total	CTC Score	MPO Score
1	Los Angeles Department of Public Works (Bureau of Engineering)	DTLA Arts District Pedestrian & Cyclist Safety Project	15,000	14,850	14,850	87	97
2	Baldwin Park	Maine Avenue/Pacific Avenue Corridor Complete Streets Improvements, Phase II	1,419	1,068	15,918	86	96
3	El Monte	City of El Monte - Mountain View School District SRTS Program	583	583	16,501	86	96
4	Long Beach	Atherton Bridge & Campus Connections	3,091	3,031	19,532	86	96
5	Vernon	Pacific Blvd./Vernon Ave. Complete Streets Ped and Bike Project	1,931	1,892	21,424	85	95
6	Los Angeles County Metropolitan Transportation Authority*	Reconnecting Union Station to the Historic Cultural Communities of DTLA	5,326	3,157	24,581	83	93
7	Pasadena*	Pasadena-PUSD Safe Routes to School Education and Encouragement Program	832	462	25,043	83	93
8	Pasadena*	Union Street Cycle Track	6,314	3,742	28,785	83	93
		Subtotal Regional Implementation Project Recommendations	34,496	28,785	28,785		

Contingency List

#	Applicant	Project Title	Total Project Cost	Total ATP Request	Running Total	CTC Score	MPO Score
9	Los Angeles County Metropolitan Transportation Authority*	Reconnecting Union Station to the Historic Cultural Communities of DTLA	5,326	2,169	2,169	83	93
10	Pasadena*	Pasadena-PUSD Safe Routes to School Education and Encouragement Program	832	318	2,487	83	93
11	Pasadena*	Union Street Cycle Track	6,314	2,572	4,741	83	93
12	Glendale	Glendale Transportation Center 1st/Last Mile Regional Improvements Phase II	1,301	1,101	5,842	82	92
13	Palmdale	City of Palmdale - Civic Center Complete Streets	2,564	1,700	7,542	82	92
14	Rosemead	SR2S Sidewalk Gap Closure on Delta Avenue	1,175	1,100	8,642	82	92
15	Santa Monica	Active Aging - Safe Routes for Seniors	500	400	9,042	82	92
16	Norwalk	Alondra Active Transportation Improvement Project	973	963	10,005	80.5	90.5
17	Baldwin Park	Walnut Creek-San Gabriel River East Bank Greenway & Neighborhood Connections	2,193	1,355	11,360	80	90
18	Los Angeles County Dept. of Public Works	Puente Creek Bikeway	3,700	2,960	14,320	79	89
19	Santa Monica	Pico Blvd and Santa Monica College Pedestrian Safety Improvements	1,178	943	15,263	78.5	88.5
20	Glendora	Glendora Urban Trail and Greenway Network	2,242	1,792	17,055	78	88
21	Alhambra	City of Alhambra - Uncontrolled Crosswalk Pedestrian Safety Enhancement Project	1,641	1,378	18,433	76	86
22	Artesia	Norwalk Artesia Boulevards Safe Streets Project	2,327	1,987	20,420	76	86
23	LA Dept. of Transportation	Vision Zero Los Angeles Education Campaign Development & Implementation	4,005	4,005	24,425	76	86
24	Montebello	Montebello Boulevard Bike Lane and Sidewalk Improvement Project	5,755	4,187	28,612	73	83
25	Los Angeles County Dept. of Public Works	Marvin Braude Beach Trail Gap Closure	6,348	4,848	33,460	72	82
26	Carson	Dominguez Channel Bicycle Path Extension from Avalon to 223rd / Wilmington	2,225	2,225	35,685	69	79
27	Los Angeles County Dept. of Public Works	Temple Avenue Complete Street Improvements	1,847	1,847	37,532	69	79
28	Los Angeles County Metropolitan Transportation Authority	Metro Bike Share USC/South LA/Expo Line Communities Expansion	2,546	2,546	40,078	69	79
29	Santa Monica	17th/SMC Station & Regional Path Mobility Hub & Learning Campus	2,813	2,250	42,328	68	78

Los Angeles County Metropolitan Transportation Authority

2017 ATP Regional Program Implementation Project List for Los Angeles County

\$000s

	Applicant	Project Title	Total Project Cost	Total ATP Request	Running Total	CTC Score	MPO Score
30	Southern California Regional Rail Authority (SCRRA)	San Fernando Rd. Bike Path Phase 3 Metrolink Crossing Completion	12,961	6,911	49,239	68	78
31	Hermosa Beach	Aviation Boulevard Street Improvements	26,728	2,000	51,239	67	77
32	Monterey Park	Monterey Park Bike Corridor Expansion Project	1,976	1,822	53,061	67	77
33	San Gabriel Valley Council of Governments	Bike Share Expansion into the San Gabriel Valley	7,461	6,850	59,911	67	77
34	South El Monte	Santa Anita Avenue Connectivity Project	1,840	1,628	61,539	67	77
35	Artesia	Mitigate Pedestrian and Bicycle Safety Deficiencies	593	593	62,132	65	75
36	Vernon	Los Angeles River Bike Path Gap Closure	3,000	3,000	65,132	65	75
37	La Verne	La Verne Active Transportation Gap Closure	1,531	998	66,130	64	74
38	Lancaster	35th Street West SRTS Class I Facilities	1,147	977	67,107	63.25	73.25
39	Los Angeles County Dept. of Public Works	Orange and Prospect Ave. Safe Routes to School	1,094	1,094	68,201	63	73
40	Pico Rivera	Rivera Elementary/Middle Schools SRTS Bicycle/Pedestrian Access Improvements	2,018	1,785	69,986	63	73
41	Watershed Conservation Authority	San Gabriel River Trail Gap Closure	2,638	1,932	71,918	60	70
42	Los Angeles Department of Public Works (Bureau of Engineering)	Connecting San Pedro: Pedestrian Improvements and Multimodal Access	7,050	6,717	78,635	56	66
43	Norwalk	Firestone Boulevard Bicycle and Pedestrian Safety Improvement Project, Norwalk	5,000	4,400	83,035	54	64
44	Burbank	Pedestrian Crossing Improvements	730	660	83,695	53	63
45	Baldwin Park	Baldwin Park Ramona Boulevard Express Bikeway	1,977	1,677	85,372	52.5	62.5
46	Los Angeles	Wilmington Community/Waterfront & Alameda Corridor West Terminus Pedestrian Grade Separation	21,828	10,490	95,862	52	62
47	Santa Clarita	Santa Clarita- Railroad Avenue Class I Bicycle & Pedestrian Path	8,394	5,767	101,629	52	62
48	Bell Gardens	Bell Gardens Golf Course Bike Trail Installation	334	289	101,918	49	59
49	Los Angeles County Metropolitan Transportation Authority	Airport Metro Connector (AMC) Bike Mobility Hub	11,521	9,200	111,118	48	58
50	Burbank	Chandler Boulevard Improvement Project (ATP Cycle 3)	1,544	1,365	112,483	46	56
51	Santa Clarita	Santa Clarita - Citywide Bicycle Facilities	320	280	112,763	44	54
52	Santa Clarita	Santa Clarita - Valencia Industrial Center Complete Streets	1,919	1,689	114,452	42	52
53	El Monte	El Monte Sidewalk Connectivity Project	411	363	114,815	40	50
54	Hermosa Beach	8th Street Sidewalk Improvements between Hermosa Avenue and Valley Drive	698	698	115,513	39	49
55	Burbank	Citywide Un-signalized Crosswalk Improvement Project (ATP Cycle 3)	1,134	1,002	116,515	37	47
56	Downey	South Downey Safe Routes to School Program	820	820	117,335	26	36
57	South Gate**	Regional Bikeway Connectivity Project	3,699	3,219	120,554		
		Subtotal Unfunded LA County Projects on Contingency List	188,171	120,872	120,872		
		Grand Total	222,667	149,657	149,657		

*Threshold funding in the amount of \$7,361,000 is recommended to be divided proportionally amongst the projects with an MPO score of 93. Each project would receive 59% of its ATP request. The remaining ATP requests are included in the 2017 ATP Contingency List.

**The application was not evaluated because Caltrans recommended that the CTC remove the application from the evaluation process due to inconsistencies within the application.

Los Angeles County Metropolitan Transportation Authority

2017 Statewide ATP Awards for Los Angeles County

\$000s

#	Applicant	Project Title	Total Project Cost	Total Fund Request	CTC Score
1	Paramount	West Santa Ana Branch Bikeway Phase 2	4,550	3,423	99
2	Cudahy	Atlantic Avenue Bicycle and Pedestrian Enhancement Project	5,068	1,784	99
3	San Fernando	City of San Fernando Pacoima Wash BikePed Path, Phase 1	3,543	973	98
4	Los Angeles County Dept. of Public Works	Slauson Blue Line Station Intersection Improvements	1,465	1,465	96
5	Los Angeles Department of Public Works (Bureau of Engineering)	Jefferson Boulevard Complete Street Project	6,336	5,986	95
6	South Gate	Garfield Avenue Complete Streets Corridor	826	660	94
7	Huntington Park	City of Huntington Park – Uncontrolled Crosswalk SRTS Ped Safety Project	1,054	1,032	92
8	SCAG	Southern California Disadvantaged Communities Planning Initiative	1,350	1,150	91
9	Lancaster	2020 Safe Route To School Pedestrian Improvements	7,443	5,272	90
10	Signal Hill	Spring Street Bicycle Lane Gap Closure Project, Signal Hill	2,599	2,079	90
11	Los Angeles County Dept. of Public Works	Los Nietos Safe Routes to School - Phase II	1,552	1,452	89
12	Compton	Compton-Carson Regional Safe Bicycling and Wayfinding Project	1,868	1,617	88
13	Long Beach	Citywide "8-80" Connections	7,987	6,754	88
		Subtotal Statewide Awards	45,641	33,647	

SCAG ATP Project Selection Processes

County-led Process: Implementation Project Selection

Under the Regional Guidelines, no less than 95% of SCAG's 2017 ATP funds will be recommended for Implementation Projects, including environmental, design, and construction of infrastructure and/or non-infrastructure (NI) projects. The LA County share of SCAG ATP funds for Implementation Projects is approximately \$28.8 million. The Implementation Project selection process is managed largely by the counties through 10 point assignments augmenting the statewide base scores. SCAG provided each county with a list of Implementation Projects which were submitted within its area but not funded through the Statewide component. Counties reviewed the applications for consistency with local and regional plans and assigned up to 10 points to each project. The 10 points were added to the statewide score and the augmented score was used to select Implementation Projects up to each county's population share of SCAG's 2017 ATP funds not reserved for Planning and NI Projects. Metro staff identified the 10 point assignments using the methodology adopted by the Metro Board as part of Metro's ATP Grant Assistance Policy in February 2016:

- A. Assign seven points to all projects except any that are clearly not in alignment with regional or local plans.
- B. Assign an additional three points to all successful Call projects, all projects with Metro Board commitment, and all projects which implement Metro active transportation plans and policies. Qualifying plans and policies include any plans and policies for which grant assistance is allowable.

All projects are recommended to receive the full 10 points as Metro staff has identified consistency with regional or local plans and support for implementation of one or more Metro active transportation plans and policies. Metro staff recommends that the Board approve the 2017 ATP Regional Implementation Projects List for LA County including the 10 point assignments and the contingency list in Attachment A to be used should additional ATP funds be made available.

Partial Funding

The Regional Implementation Projects List includes partial funding for three projects. A \$7,361,000 threshold funding amount fell to three projects with an MPO score of 93. Two projects are sponsored by the City of Pasadena and one is sponsored by Metro. The threshold funding is being proportionally distributed funding 59% of each project's ATP request. In order to accept partial funding, project sponsors must demonstrate that they can deliver all benefits committed to in the original applications using the partial funding. This report recommends that the Board authorize the CEO to commit \$2,169,000 to fund the balance on Metro's *Reconnecting Union Station to the Historic*

Cultural Communities in DTLA so that the full benefits can be delivered. For its two projects, the City has demonstrated that it can deliver all benefits committed to in its applications.

SCAG-led Process: Planning and NI Project Selection

Under the Regional Guidelines, no more than 5% of SCAG's 2017 ATP funds will be recommended for Planning and NI Projects. A maximum of 2% of the funds are dedicated to Planning Projects in accordance with State ATP Guidelines. The LA County share of SCAG ATP funds for Planning and NI Projects is approximately \$1.5 million. The selection process was facilitated through a new supplemental call for projects coordinated with the Active Transportation Category of SCAG's 2016 Sustainability Planning Grants Program (2016 SPG). The supplemental application builds upon the Statewide ATP application and scores and was developed in consultation with the counties and a multi-disciplinary working group. Project sponsors that have not been awarded ATP funds before and project sponsors that first submitted their Planning and NI Projects to the Statewide component but were not recommended for funding were invited to submit supplemental applications. NI projects that were unsuccessful in the Statewide component were first considered in the Implementation Project selection process previously discussed. NI projects that were not successful in that process could then be considered in this supplemental process.

Supplemental applications were reviewed and scored by evaluation panels comprised of SCAG staff and county representatives following the same criteria, weighting, match requirement, and definition of disadvantaged communities as used in the Statewide component. The 2016 SPG Active Transportation Preliminary Recommendations and Draft Award Programming for Los Angeles County will be released on January 20, 2017. Staff will forward the information to the Board.

SCAG 2017 ATP Regional Program

SCAG will make its final project programming recommendations to the CTC by February 2, 2017. The recommendations will include the Implementation Projects selected by each county and the Planning and NI Projects selected through the 2016 SPG. Each county transportation commission will be seeking board approval for their respective Implementation Project lists prior to this date. Should there be changes in the draft Implementation Project List as part of SCAG's or the CTC's adoption processes, staff will return to the Board with an update.

Metro Grant Assistance Summary

Below is a summary of grant assistance results for the past three cycles of the Active Transportation Program (ATP).

ATP Cycle	All LA County Projects Awarded ATP Funds	Metro Grant Assisted Projects Awarded ATP Funds	% of LA County Total Award to Grant Assisted Projects
2014 ATP	\$112,960,000	\$48,576,000	43%
2015 ATP	\$102,113,000	\$55,933,000	55%
2017 ATP	~\$63,974,000	\$40,205,000	63%
Total	~\$279,047,000	\$144,714,000	52%

The 2014 and 2015 rounds of grant assistance focused on reducing a shortfall in the Call for Projects (Call) by requiring ATP-eligible projects from the Call to apply for ATP funding before receiving any Call funding. In February 2016, the Board adopted an ATP grant assistance policy for the 2017 ATP which shifted focus away from the Call and towards implementation of Metro-adopted active transportation projects, programs, and policies such as the Active Transportation Strategic Plan (ATSP) and the First/Last Mile Strategic Plan.

Metro grant assistance was provided in support of 8 out of 21 Los Angeles County projects that are recommended for funding in the 2017 ATP. Under the revised grant assistance policy, these projects all align with both ATP and Metro goals. Two projects implement sections of the ATSP's Proposed Regional Active Transportation Network, two projects implement Metro's 2014 Complete Streets Policy, one project supports Metro's Safe Routes to School Initiative, and one project implements a plan area in the Connect US Action Plan.

Impact to the Call for Projects

Metro has not yet assigned funding sources to projects in Fiscal Years 2019 through 2021 of the 2015 Call for Projects (Call). The 2016 ATP Grant Assistance Policy allowed successful applicants of ATP-eligible projects in those funding years to volunteer to reapply their projects to ATP Cycle 3 using Metro grant assistance. Metro staff received letters of interest for three Call projects and selected two projects to receive grant assistance based upon ATP eligibility and competitiveness. One of the two projects was later deemed to be not competitive for ATP funding. An ATP application was completed for the remaining Call project and is recommended for funding in the Regional Implementation Projects List for LA County. The ATP award to the City of Long Beach Atherton Bridge & Campus Connections project (Call ID F9532) will reduce the need for funding for the 2015 Call by approximately \$1.9 million.

An ATP application was also completed for the City of Pasadena *Bicycle Program-Union Street 2-way Cycle Track* (Call ID F9516). The project's ATP request is \$6,314,000 but it is recommended for partial funding of \$3,742,000, leaving a balance of \$2,572,000. In order to deliver all benefits committed to in the original application to secure the partial funding, the City needs to fully fund the balance. The project's Call funding is \$2,714,430. Applying the Call funding towards the balance of the ATP request will secure the partial ATP funding and reduce the need for funding for the 2015 Call by \$656,830.



Board Report

File #: 2016-0940, File Type: Contract

Agenda Number: 15

REVISED
PLANNING AND PROGRAMMING COMMITTEE
JANUARY 18, 2017

SUBJECT: LOS ANGELES UNION STATION MASTER PLAN

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to:

- A. EXECUTE Modification No. 3 to Task Order No. PS2999200FFO2TO1 under Contract No. PS4010-3041-FF-XX, with **Kleinfelder, Inc., for the Union Station Master Plan (USMP), to provide additional environmental services** in the amount of \$82,533, increasing the Total Task Order Value from \$839,362 to \$921,895;
- B. INCREASE Contract Modification Authority (CMA) specific to Task Order No. PS2999200FFO2TO1 for USMP in the amount of \$150,000, increasing the total CMA amount from \$100,000 to \$250,000, to support additional services related to USMP;
- C. EXECUTE Modification No. 7 to Contract No. PS4330-2863, with Gruen Associates, for the USMP, to provide planning services in support of a Request for Interests and Qualifications (RFIQ), in the amount of \$209,532, increasing the Total Contract Value from \$5,901,125 to \$6,110,657, and extend the performance period from March 2017 to June 30, 2019; and
- D. INCREASE Contract Modification Authority (CMA) specific to Contract No. PS4330-2869 PS4330-2863 for the USMP in the amount of \$150,000 increasing the total CMA amount from \$721,825 to \$871,825 to support additional services related to the USMP.

ISSUE

In November 2016, staff submitted a Board Box to the Board of Directors that described an updated approach to the redevelopment of Los Angeles Union Station (LAUS), which included two key immediate actions: (1) pursuing the project-level environmental clearance under the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA) for the LAUS forecourt, Alameda Street, and Los Angeles Street improvements; and (2) exploring the feasibility of releasing a Request for Interest and Qualifications (RFIQ) for the redevelopment of the east side of

LAUS, once the Link Union Station (Link US) project has reached 35% design and its footprint/elevation is clear. To advance both efforts, staff is requesting modifications to existing contracts and task orders with Kleinfelder, Inc. and Gruen Associates.

DISCUSSION

Metro purchased LAUS in 2011 and shortly thereafter initiated the master planning process with Gruen Associates (prime) and Grimshaw Architects (design lead). The USMP was prepared over the course of two years and included robust stakeholder engagement, including a series of workshops with the Board of Directors in which the Board approved a preferred approach (October 2013) and later approved moving the project into implementation (October 2014).

Environmental Clearance

In June 2016, Metro awarded a task order to Kleinfelder, Inc. (Kleinfelder) to prepare a Programmatic Environmental Impact Report (PEIR) that would evaluate the major transit improvements (multimodal passenger concourse and relocation of Patsaouras Bus Plaza), the 3.25-million-square-foot development program, and site-wide connectivity improvements at a programmatic level and the perimeter improvements (forecourt, Alameda Esplanade, and Los Angeles Crossing) at a project level under CEQA.

In October 2015, the Board approved an action that called for the Link US project (formerly SCRIP) to incorporate the multimodal passenger concourse (under the railyard) in its environmental analysis and preliminary engineering along with the accommodation of High Speed Rail (HSR) at the Union Station rail yard. The complexity of developing sound assumptions and cumulative impacts for the Link US and HSR projects resulted in numerous modifications to the PEIR assumptions and ultimately changes to the original USMP concept. Staff has determined that the most effective path forward is to no longer proceed with the PEIR and to instead pursue only the project-level clearance for the forecourt, Alameda Esplanade and Los Angeles Crossing ("Los Angeles Union Station Forecourt and Esplanade Improvements"). Additionally, staff would like to leverage work under the existing Kleinfelder task order to advance the NEPA analysis required by the terms of a \$12.3 million State Active Transportation Program (ATP) Grant that was secured for the Alameda Esplanade. This would allow for a more expeditious and cost-effective process.

Union Station Redevelopment

Staff is exploring the feasibility of releasing an RFIQ for the redevelopment of the east side of LAUS, once the Link US project has reached 35% design and its footprint/elevation is clear. If determined feasible, the RFIQ will not assume changes to the current configuration of Patsaouras Bus Plaza, but will allow relocation or reconfiguration of the plaza subject to operational parameters being met.

To advance this effort, staff is seeking Board authority to amend the existing USMP contract with Gruen Associates to build on the extensive technical knowledge of the station gained by the team and advise on the complexities of developing on the east side of the station. If development is deemed structurally and financially feasible, Gruen Associates will provide support in developing the RFIQ. Because the master planning work focused on commercial development assuming a future configuration of the station, the focus of this additional planning work will be to identify development pads with the current configuration of the east side of the station; clearly define bus and transit patron

operational needs; and identify structural retrofits needed to support commercial development (for building over the existing garage and red/purple line box). Gruen Associates will also provide support in reviewing proposals received to consult on the structural feasibility and compatibility with optimizing transit functions at the station. To complement the planning work performed by Gruen Associates, staff will procure a financial feasibility consultant from the recently-approved Joint Development bench.

DETERMINATION OF SAFETY IMPACT

The modifications to the Kleinfelder task order and Gruen Associates contract will not have a direct impact on the safety of our customers and employees. Implementation of the projects being studied will create safer connections for Metro transit patrons, including transit connections as well as connections to the surrounding neighborhood destinations and job centers.

FINANCIAL IMPACT

There is sufficient funding in the FY17 budget in Cost Center Number 4530, Strategic Initiatives, under Project Number 405557, Union Station Master Plan, to accommodate the \$82,533 modification for Kleinfelder and the additional \$150,000 in CMA; and the \$209,532 modification for Gruen Associates and the additional \$150,000 CMA.

Since this is a multi-year contract/project, the cost center manager and Chief Planning Officer will be accountable for budgeting the cost in future years.

Impact to Budget

Source of funds: Local - General Fund ROW lease revenues. These funds are eligible for bus and rail operating and capital expenses. The modifications will not impact ongoing bus and rail operating and capital costs, the Proposition A and C and TDA administration budget or the Measure R administration budget.

ALTERNATIVES CONSIDERED

The Board may consider not allowing the modifications. This is not recommended. Metro secured a \$12.3 million grant and is required to undertake NEPA analysis, which can be completed most efficiently by working with Kleinfelder as they are working on the CEQA clearance for the same project. If the Board does not approve the modification, staff will have to prepare a new Request for Proposals and procure a new environmental consultant to perform the work. This could delay advancing the grant-funded project by six months to one year and would result in a more costly undertaking.

The Board could also consider not funding the Gruen Associates work to explore the development potential of the east side of LAUS. This is not recommended as not doing so would limit staff's ability to develop sound, technically-based assumptions on the feasibility of developing the east side of LAUS. In addition, pursuing a new consultant team would not be cost- or time-efficient as the Gruen Associates team has intimate knowledge of the station through the master planning process and this work is a continuation of that effort in response to new circumstances.

NEXT STEPS

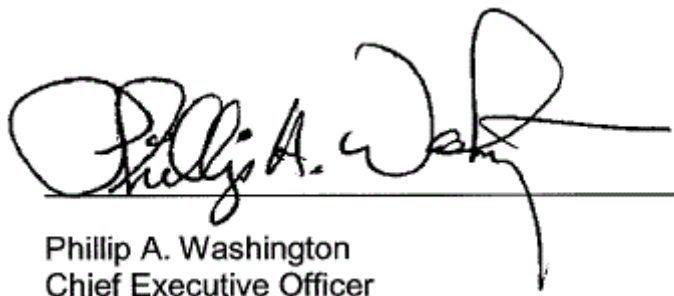
Upon Board approval, staff will execute Modification No. 3 to Task Order No. PS2999200FFO2TO1 with Kleinfelder and Modification No. 7 to Contract No. PS4330-2863 with Gruen Associates. Kleinfelder will proceed with the project-level analysis under CEQA and initiate NEPA analysis for the Los Angeles Union Station Forecourt and Perimeter Improvements, with completion anticipated in summer 2017. Gruen Associates will support staff in assessing the feasibility of redeveloping the east side of LAUS and, if determined viable, preparation of an RFIQ with release by winter 2017.

ATTACHMENTS

Attachment A-1 - Procurement Summary PS2999200FFO2TO1
Attachment A-2 - Procurement Summary PS4330-2863
Attachment B-1 - Contract Modification/Change Order Log PS2999200FFO2TO1
Attachment B-2 - Contract Modification/Change Order Log PS4330-2863
Attachment C-1 - DEOD Summary for A-1
Attachment C-2 - DEOD Summary for A-2

Prepared by: Elizabeth Carvajal, Senior Manager, Transportation Planning, (213) 922-3084
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Reviewed by: Debra Avila, Chief, Vendor/Contract Management Officer, (213) 418-3051
Therese McMillan, Chief Planning Officer, (213) 922-7077



Phillip A. Washington
Chief Executive Officer

PROCUREMENT SUMMARY

LOS ANGELES UNION STATION MASTER PLAN / PS4010-3041-FF-XX

1.	Contract Number: PS4010-3041-FF-XX (Task Order No. PS2999200FF02TO1)		
2.	Contractor: Kleinfelder, Inc.		
3.	Mod. Work Description: Prepare the analysis and noticing required under the National Environmental Policy Act (NEPA) for the Los Angeles Union Station Forecourt and Esplanade Improvements.		
4.	Work Description: Union Station Master Plan		
5.	The following data is current as of: 12/12/16		
6.	Contract/TO Completion Status:		Financial Status:
	Award Date:	06/24/15	Awarded Task Order Amount: \$749,392
	Notice to Proceed (NTP):	06/24/15	
	Original Completion Date:	08/30/17	Value of Mods. Issued to Date (including this action): \$172,503
	Current Est. Complete Date:	08/30/17	Total Amount (including this action): \$921,895
7.	Contract Administrator: Lily Lopez		Telephone Number: (213) 922-4639
8.	Project Manager: Elizabeth Carvajal		Telephone Number: (213) 922-3084

A. Contract Action Summary

This Board Action is to approve Modification No. 3 to Task Order No. PS2999200FF02TO1 under Contract No. PS4010-3041-FF-XX to provide additional environmental services under the Union Station Master Plan Programmatic Environmental Impact Report (USMP PEIR) Task Order Contract. This Modification will require the Contractor to prepare the analysis and noticing required under the National Environmental Policy Act (NEPA) for the Los Angeles Union Station Forecourt and Esplanade Improvements.

All Task Order Modifications are handled in accordance with Metro's Acquisition Policy. The contract/task order type is firm fixed price. All other terms and conditions remain in effect.

On June 24, 2015, Task Order No. PS2999200FF02TO1 for the firm fixed price of \$749,392 was issued to Kleinfelder, Inc., a contractor on the Countywide Planning Bench, Discipline 2 (Environmental Planning).

Refer to Attachment B – Contract Modification/Change Order Log for modifications issued to date.

B. Cost Analysis

The recommended price has been determined to be fair and reasonable based upon an independent cost estimate (ICE), cost analysis, and technical analysis. Metro's ICE overestimated the level of effort required to conduct the traffic analysis and reporting. All direct labor rates and fee remain unchanged from the original task order.

Proposal Amount	Metro ICE	Negotiated Amount
\$82,533	\$104,658	\$82,533

PROCUREMENT SUMMARY

UNION STATION MASTER PLAN/PS4330-2863

1.	Contract Number: PS4330-2863			
2.	Contractor: Gruen Associates			
3.	Mod. Work Description: Planning services to evaluate feasibility of releasing a Request for Information and Qualifications for the redevelopment of the east side of Los Angeles Union Station and extension of period of performance			
4.	Contract Work Description: Professional A&E Services			
5.	The following data is current as of: 12/12/16			
6.	Contract Completion Status		Financial Status	
	Contract Awarded:	07/27/12	Contract Award Amount:	\$4,145,500
	Notice to Proceed (NTP):	08/08/12	Total of Modifications Approved:	\$1,755,625
	Original Complete Date:	08/08/14	Pending Modifications (including this action):	\$209,532
	Current Est. Complete Date:	02/28/17	Current Contract Value (with this action):	\$6,110,657
7.	Contract Administrator: Lily Lopez		Telephone Number: (213) 922-4639	
8.	Project Manager Elizabeth Carvajal		Telephone Number: (213) 922-3084	

A. Procurement Background

This Board Action is to approve Contract Modification No. 7 issued in support of the Union Station Master Plan (USMP) to provide planning services to evaluate the feasibility of releasing a Request for Information and Qualifications (RFIQ) for the redevelopment of the east side of the Los Angeles Union Station. This Modification will also extend the period of performance from February 28, 2017 to June 30, 2019.

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

On July 27, 2012, the Board approved award of Contract No. PS4330-2863 to Gruen Associates, in the firm fixed price of \$4,145,500, to provide professional design service for the USMP.

Refer to Attachment B – Contract Modification/Change Order Log for modifications issued to date.

B. Cost Analysis

The recommended price has been determined to be fair and reasonable based upon an independent cost estimate, cost analysis, technical analysis, fact finding, and negotiations. Direct labor rates for this modification were negotiated based on the current Consumer Price Index and fee remained unchanged from the original contract.

Proposal Amount	Metro ICE	Negotiated Amount
\$213,552	\$220,608	\$209,532

ATTACHMENT B-1

**TASK ORDER LOG
COUNTYWIDE PLANNING BENCH/CONTRACT NO. PS4010-3041
TASK ORDER LOG VALUE ISSUED TO DATE**

Mod. No.	Description	Status (approved or pending)	Date	Amount
1	Provided analysis and environmentally cleared Stage 1 at the project level and Stage 2 and 3 and the program level.	Approved	10/14/15	\$89,970
2	No Cost Time Extension	Approved	11/21/16	\$0
3	Prepare the analysis and noticing required under the National Environmental Policy Act (NEPA) for the Los Angeles Union Station Forecourt and Esplanade Improvements.	Pending	Pending	\$82,533
	Task Order Modification Total:			\$172,503
	Original Task Order Amount:	06/24/15		\$749,392
	Total:			\$921,895

TASK ORDER LOG

COUNTYWIDE PLANNING BENCH/CONTRACT NO. PS4010-3041 TASK ORDER LOG VALUE ISSUED TO DATE

Discipline No./ Description	Contract No.	Contractor	Value of Task Orders Issued to Date
1/Transportation Planning	PS4010-3041-O-XX	David Evans & Associates, Inc.	\$459,587.68
	PS4010-3041-BB-XX	IBI Group	\$343,471.02
	PS4010-3041-F-XX	Cambridge Systematics, Inc.	\$2,870,664.74
	PS4010-3041-U-XX	Fehr & Peers	\$896,537.11
	PS4010-3041-YY-XX	STV Corporation	\$490,954.00
	PS4010-3041-I-XX	CH2M Hill, Inc.	\$286,865.00
	PS4010-3041-DD-XX	Iteris, Inc.	\$1,911,605.06
	PS4010-3041-Y1-XX	HDR Engineering, Inc.	\$1,641,541.24
	PS4010-3041-Y1-XX	KOA Corporation	\$298,142.85
	PS4010-3041-RR-XX	Parsons Transportation Group	\$1,832,178.00
	PS4010-3041-EE-XX	Kimley Horn & Associates, Inc.	\$291,005.46
	PS4010-3041-A-XX	AECOM Technical Services, Inc.	\$1,567,109.33
	PS4010-3041-QQ-XX	Parsons Brinckerhoff, Inc.	\$920,819.00
		Subtotal	\$13,810,480.49
2/Environmental Planning	PS4010-3041-FF-XX	Kleinfelder, Inc. <i>This Pending Action</i>	\$839,361.71 + \$82,533.00
		Subtotal	\$921,894.71

6/Architecture	PS4010-3041-RR-XX	Parsons Transportation Group	\$115,817.00
	PS4010-3041-W-XX	Gensler	\$269,041.34
		Subtotal	\$384,858.34
7/Urban Design	PS4010-3041-W-XX	Gensler	\$406,905.18
		Subtotal	\$406,905.18
9/Environmental Graphic Design	PS4010-3041-WW-09	Selbert Perkins Design	\$248,361.00
		Subtotal	\$248,361.00
11/Financial Analysis	PS4010-3041-I-XX	CH2M Hill, Inc.	\$587,011.00
		Subtotal	\$587,011.00
12/Land Use and Regulatory Planning	PS4010-3041-BB-XX	IBI Group	\$299,986.00
		Subtotal	\$299,986.00
13/Sustainability/Active Transportation	PS4010-3041-U-XX	Fehr & Peers	\$1,950,067.67
	PS4010-3041-XX-13	Stantec Consulting Services, Inc.	\$618,390.76
		Subtotal	\$2,568,458.43
14/Database Technical Services	PS4010-3041-PP-14	Novanis	\$1,310,664.93
		Subtotal	\$1,310,664.93
17/Community Outreach/ Public Education & Research Services	PS4010-3041-EEE-17	The Robert Group	\$771,839.00
		Subtotal	\$771,839.00
		Total Task Orders Awarded to Date	\$21,310,459.08
		Board Authorized Not-To-Exceed (NTE) Cumulative Total Value	\$30,000,000.00
		Remaining Board Authorized NTE Cumulative Total Value	\$8,689,540.92

**CONTRACT MODIFICATION/CHANGE ORDER LOG
UNION STATION MASTER PLAN/PS4330-2863**

Mod. No.	Description	Status (approved or pending)	Date	\$ Amount
1	Revise scope of services with additional work to tasks; modify the contract to include additional SBE subcontractor.	Approved	03/25/13	\$272,901
2	Revise scope of services with additional task.	Approved	12/03/13	\$799,980
3	Revise scope of services with additional task.	Approved	12/10/13	\$220,000
4	Substitute subcontractor for Task 3 services.	Approved	05/01/14	\$0
5	Additional planning services and extension of period of performance	Approved	07/18/14	\$342,000
6	Revise scope of services with additional task requirements	Approved	09/04/14	\$120,744
7	Planning services to evaluate the feasibility of releasing an RFIQ for the redevelopment of the east side of the Los Angeles Union Station and extension of period of performance	Pending	Pending	\$209,532
	Modification Total:			\$1,965,157
	Original Contract:			\$4,145,500
	Total:			\$6,110,657

DEOD SUMMARY

UNION STATION MASTER PLAN / PS4010-3041-FF-XX

A. Small Business Participation

Kleinfelder, Inc. made an 18.05% Small Business Enterprise (SBE) commitment. The project is 44% complete. Kleinfelder, Inc. is exceeding their SBE commitment with a current SBE participation of 19.15%. Kleinfelder, Inc. is expected to utilize MARRS Service, Inc. and Entech Consulting Services as task orders are issued for their scopes of work.

Small Business Commitment	18.05% SBE	Small Business Participation	19.15% SBE
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	SBE Subcontractors	% Commitment	Current Participation¹
1.	Entech Consulting	3.47%	0%
2.	MARRS Services	1.35%	0%
3.	Sapphos Environmental	13.23%	19.15%
	Total	18.05%	19.15%

¹Current 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 is not applicable to this Modification.

C. Prevailing Wage Applicability

Prevailing wage is not applicable to this Modification.

D. Project Labor Agreement/Construction Careers Policy

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

DEOD SUMMARY

UNION STATION MASTER PLAN/PS4330-2863

A. Small Business Participation

Gruen Associates (Gruen) made a 25.15% Small Business Enterprise (SBE) commitment. The project is 94.93% complete and the current SBE participation is 24.45%. The current shortfall is 0.70%. Gruen Associates explained that the shortfall is directly attributable to the work that could not be performed by SBE subcontractors.

Metro's Project Manager confirmed that the approach to redevelop Union Station was altered by Metro, and that Gruen was the only consultant team able to provide expert input for work critical to advancing the coordination and integration of the concourse into the Link US project. As such, with the proposed Modification No. 7, it is expected that Gruen's SBE participation will decrease to 22.41%, resulting in a 2.74% shortfall.

Small Business Commitment	25.15% SBE	Small Business Participation	24.45% SBE
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	SBE Subcontractors	% Committed	Current Participation¹
1.	Wiltec	0.96%	0.53%
2.	Cityworks Design	3.60%	2.13%
3.	The Robert Group	9.65%	7.14%
4.	Mia Lehrer + Associates	2.61%	3.00%
5.	VCA Engineers	2.39%	0.64%
6.	Wagner Engineering & Survey	1.93%	1.43%
7.	Diaz Yourman Associates	0.48%	0.36%
8.	Terry A. Hayes Associates	0.72%	0.54%
9.	MARRS Services	1.46%	1.08%
10.	Davis Blue Print	1.35%	0.47%
11.	Selbert Perkins Design	Added	7.13%
Total		25.15%	24.45%

¹Current 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 is not applicable to this Modification.

C. Prevailing Wage Applicability

Prevailing wage is not applicable to this Modification.

D. Project Labor Agreement/Construction Careers Policy

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



Metro

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

Board Report

File #: 2016-0945, File Type: Program

Agenda Number: 16

REVISED
PLANNING AND PROGRAMMING COMMITTEE
JANUARY 18, 2017

SUBJECT: FEDERAL TRANSIT ADMINISTRATION (FTA) SECTION 5310, SECTION 5316 AND SECTION 5317 GRANT PROGRAM FUNDS FOR FISCAL YEAR (FY) 2017

ACTION: APPROVE SOLICITATION AND ALLOCATION PROCESSES

RECOMMENDATION

CONSIDER:

- A. APPROVING the **FY 2017 Solicitation for Proposals for FTA Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities, Section 5316 Job Access and Reverse Commute (JARC) and Section 5317 New Freedom Program funds**, for which Metro is the Designated Recipient for the urbanized areas of Los Angeles County, including the following:
1. The Allocation Process shown in Attachment A;
 2. The solicitation funding marks estimated up to \$9,692,287 for Section 5310 projects, \$8,013,181 for Section 5316 projects, and \$665,306 for Section 5317 projects, for a combined total of \$18,370,774; and
 3. The Application Package shown in Attachment B.
- B. ALLOCATING \$10,139,411 in Section 5310 funds for Access Services as identified by the FY 2017 Funding Allocation Process, for Traditional Capital Projects, to support complementary paratransit service that the American with Disabilities Act of 1990 (ADA) requires.

ISSUE

Metro is the Designated Recipient for FTA Section 5310, Section 5316 and Section 5317 Program funds in urbanized areas of Los Angeles County. As such, it is responsible for the planning, programming, distribution, and management of these funds. To fulfill Metro's Designated Recipient obligations, staff is requesting Board approval to allocate available federal funding for Los Angeles County, to conduct a competitive FY 2017 solicitation process, and to provide technical program

support and monitor grant sub-recipients.

DISCUSSION

Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program

The Section 5310 Program funds “traditional” capital and “other” capital and/or operating projects that support the transportation needs of seniors and individuals with disabilities. Traditional Capital Projects are capital public transportation projects that are planned and designed to meet the needs of seniors and individuals with disabilities when public transit is insufficient, unavailable or inappropriate. Other Capital and/or Operating Projects include new public transportation projects that: 1) exceed ADA requirements, 2) improve access to fixed-route and decrease reliance on complementary paratransit service, and 3) provide transportation alternatives to public transit that assist seniors and individuals with disabilities. Non-profit organizations or state and local governmental authorities are eligible recipients of funding. Three years of Section 5310 apportionments (Federal FYs 2015, 2016 and 2017) for the urbanized areas of Los Angeles-Long Beach-Anaheim, Santa Clarita, and Lancaster-Palmdale will be allocated through the FY 2017 Solicitation for Proposals and to Access Services. Metro must certify that projects receiving Section 5310 funds are included in a locally-developed Coordinated Public Transit-Human Services Transportation Plan. The 2016-2019 Coordinated Plan for Los Angeles County was adopted in July 2015.

Section 5316 Job Access Reverse Commute (JARC) & Section 5317 New Freedom Programs

The proposed FY 2017 Solicitation for Proposals will also include the allocation of Section 5316 JARC and Section 5317 New Freedom repurposed funds previously approved for agencies that later indicated they would not implement their projects or did not need their full grant award. These funds were apportioned to the Los Angeles-Long Beach-Anaheim urbanized area of Los Angeles County. Effective July 6, 2012, Moving Ahead for Progress in the 21st Century Act (MAP-21) repealed the Section 5316 JARC and Section 5317 New Freedom Programs; thus no new funding apportionments will be made under these programs. As a result, project readiness will be a key consideration during the proposal evaluation process. Project sponsors must begin implementation and fund draw-down expeditiously.

The Section 5316 JARC Program seeks to improve access to transportation services to employment and employment-related activities by welfare recipients and eligible low-income individuals. It also aims to transport residents of urbanized and non-urbanized areas to suburban employment opportunities regardless of their income.

The Section 5317 New Freedom Program seeks to reduce barriers to transportation services and expand the mobility options available to people with disabilities, including transportation to and from employment and employment support services. Section 5317 Program funds may be used for new services that exceed ADA requirements, improve access to fixed-route service, decrease reliance on complementary ADA paratransit service, and/or provide transportation alternatives. Non-profit organizations or state and local governmental authorities are eligible recipients of funding.

Allocation Process

As the Designated Recipient, Metro is responsible for the selection of projects, and must certify that

the distribution of funds to its sub-recipients is fair and equitable. The Section 5310 Working Group was reconvened consisting of representatives from the Bus Operations Subcommittee (BOS), the Local Transit Systems Subcommittee (LTSS), and the Accessibility Advisory Committee (AAC) who reviewed and discussed the allocation of funds. Attachment A shows the allocation process recommended by the Working Group and approved by BOS, LTSS and AAC.

The Working Group's recommendation is a hybrid approach for Section 5310 Program funds that allocates: 1) 49% of total funds to Access Services for Traditional Capital Projects; 2) 46% of total funds to the competitive project selection process; and 3) the remaining 5% to Metro to implement federally-required Designated Recipient oversight responsibilities and technical assistance to grant sub-recipients. The 49% allocation to Access Services is based on the agency's regional reach, needs, and historical shares of Section 5310 and Section 5310 funds previously awarded. The proposed 5% allocation for Metro is half of the maximum allowed by FTA.

The total Section 5316 JARC and Section 5317 New Freedom Program funds available are planned to be allocated entirely through the solicitation process.

Solicitation Funding Marks

Under the FY 2017 Solicitation for Proposals process, the following amounts are proposed to be available for each program: 1) up to \$7,097,660 for Section 5310 Traditional Capital Projects; 2) up to \$2,594,627 for Section 5310 Other Capital and Operating Projects; up to \$8,013,181 for Section 5316 JARC Projects; and 4) up to \$665,306 for Section 5317 New Freedom Projects. Attachment A includes a chart that shows these amounts for each urbanized area.

Application Package

The FY 2017 Solicitation for Proposals Application Package is based largely on the application used for the FY 2015 Solicitation for Proposals for Section 5310 funds but was modified to incorporate the Section 5316 and Section 5317 Programs as well. Metro staff solicited and received input from the Section 5310 Working Group on the Application Package content and format, including the evaluation criteria and selection process. Overall, the Working Group recommended that the format generally remain the same as the application used in FY 2015 with suggestions for clarification in certain sections. Attachment B contains the proposed application and provides an overview of each funding program, including updated information on: 1) eligible applicants and sub-recipients; 2) eligible projects; and 3) federal and local funding shares.

DETERMINATION OF SAFETY IMPACT

Approval of the recommended actions will have no impact on the safety of Metro's customers and employees.

FINANCIAL IMPACT

All of the recommended actions will be fully funded through the federal Section 5310, Section 5316 and Section 5317 Programs. No other Metro funds will be required to manage, administer and

oversee the program. The proposed allocations include \$1,043,774 to support Metro's management, administration and oversight obligations as the Designated Recipient of the funds.

Impact to Budget

Approving the recommended actions will not impact Metro's bus and rail operating and capital budgets, as Section 5310, Section 5316 and Section 5317 Program funds are not eligible for these purposes.

ALTERNATIVES CONSIDERED

The Board may choose not to approve all or some of the recommended actions. Staff does not recommend this alternative because without Board approval, Metro cannot fulfill its responsibilities as the Designated Recipient of Section 5310, Section 5316 and Section 5317 Program funds. Without Board approval, Metro also could risk losing about \$6.8 million in Section 5310 Program funds that will lapse, if not obligated through the FTA approval of a grant by September 30, 2017.

NEXT STEPS

With Board approval, staff will proceed to administer the activities necessary to make federal Section 5310, Section 5316 and Section 5317 Program funds available for the FY 2017 Solicitation for Proposals. The application package will be released on January 31, 2017 and project applications will be due April 28, 2017. In addition, staff will work with Access Services to ensure a grant application is submitted to FTA for the Board-approved amount to prevent lapsing of federal funds. Staff expects to return to the Board for approval of funding recommendations in June 2017, as shown in the schedule provided in Attachment C.

ATTACHMENTS

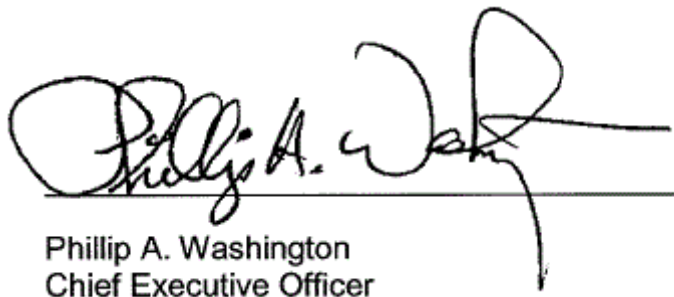
Attachment A - FY 2017 Funding Allocation Process - Section 5310, Section 5316 and Section 5317 Program Funds

Attachment B - Application Package for the FY 2017 Solicitation for Proposals

Attachment C - Schedule of Activities - FY 2017 Solicitation for Proposals

Prepared by: Jami Carrington, Senior Manager, Transportation Planning, (213) 922-7364
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Reviewed by: Therese W. McMillan, Chief Planning Officer, (213) 922-7077



Phillip A. Washington
Chief Executive Officer

FY 2017 FUNDING ALLOCATION PROCESS SECTION 5310, SECTION 5316, and SECTION 5317 PROGRAM FUNDS

Recommended by the Section 5310 Working Group and adopted by its representative committees and subcommittees: Accessibility Advisory Committee (AAC), Bus Operators Subcommittee (BOS), and Local Transit Systems Subcommittee (LTSS), the allocation process as summarized below will apply to Section 5310, Section 5316 and Section 5317 program funds.

1. Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities

Metro will allocate funds apportioned to the urbanized areas of Los Angeles-Long Beach-Anaheim, Lancaster-Palmdale, and Santa Clarita that includes 3 federal fiscal year apportionments (2015, 2016, and 2017).

- Metro will receive 5% of the total apportionment for administration and program support in an amount up to **\$1,043,774**
- Access Services will receive 49% of the total apportionment for projects eligible for the Traditional Capital funding category only in an amount up to **\$10,139,411**
- 46% of the total apportionment allocated through the competitive FY2017 Solicitation for Proposals eligible for Traditional Capital, and Other Capital & Operating projects in an amount up to **\$9,692,287¹**
- The funding split between Traditional Capital and Other Capital & Operating is 87/13 percent respectively. Subsequent funding recommendations will be flexible between the Traditional Capital and Other Capital & Operating funding categories if one is undersubscribed and the other is oversubscribed.

2. Section 5316 Job Access and Reverse Commute (JARC)

Metro will concurrently manage a competitive solicitation for eligible, capital, planning, and operating projects utilizing funds repurposed from existing grants for the Los Angeles County UZA only in an amount up to **\$8,013,181.¹**

3. Section 5317 New Freedom (NF)

Metro will concurrently manage a competitive solicitation for eligible new capital and operating projects utilizing funds repurposed from existing grants for the Los Angeles County UZA only in an amount up to **\$665,306.¹**

Up to 5% of competitive solicitation allocation will be set-aside for appeals. Unused set-aside balances will be re-allocated to projects underfunded (if any) within that UZA. Any balance remaining from competitive solicitations shall “roll-over” into future solicitations.

The following table presents the funding allocations consistent with the allocation process.

Section 5310 Funding Allocation

Urbanized Area	Total Apportionments FFY 15 / FFY 16 / FFY 17	Access Services	Program Administration	Available for Solicitation	
				Traditional	Other
Los Angeles UZA	19,753,815	9,679,369	987,691	6,716,297	2,370,458
Lancaster-Palmdale UZA	660,837	271,101	33,042	224,685	132,009
Santa Clarita UZA	460,819	188,940	23,041	156,678	92,159
TOTAL	\$20,875,471	\$10,139,411	1,043,774	\$7,097,660	\$2,594,627
<i>Percent Share</i>	<i>100%</i>	<i>49%</i>	<i>5%</i>	<i>34%</i>	<i>12%</i>

Section 5316 Funding Allocation

Fund Source	Los Angeles UZA	Available for Solicitation
S.5316 JARC	8,013,181	8,013,181
TOTAL	\$8,013,181	\$8,013,181
<i>Percent Share</i>	<i>100%</i>	<i>100%</i>

Section 5317 Funding Allocation

Fund Source	Los Angeles UZA	Available for Solicitation
S.5317 NF	665,306	665,306
TOTAL	\$665,306	\$665,306
<i>Percent Share</i>	<i>100%</i>	<i>100%</i>

**FY 2017 Solicitation for Proposals
& Application Package**

Federal Section 5310 Program

ENHANCED MOBILITY OF SENIORS AND INDIVIDUALS WITH DISABILITIES

Federal Section 5316 Program

JOB ACCESS AND REVERSE COMMUTE

Federal Section 5317 Program

NEW FREEDOM



PROGRAM INTRODUCTION

Metro is soliciting proposals from eligible applicants for its Fiscal Year (FY) 2017 Federal Section 5310, Section 5316, and Section 5317 Programs for eligible projects that best achieve program goals and meet program requirements as described in Part I through Part III of this Solicitation for Proposals. The solicitation is a competitive selection process that will result in the award of available federal grants apportioned by the Federal Transit Administration (FTA) to eligible agencies after an evaluation and ranking of proposals by an external panel and the approval of funding awards by the Metro Board of Directors.

The federal Section 5310 funds made available for the FY2017 Solicitation for Proposals include: i) federal monies apportioned to the region for federal fiscal year (FFY) 2015 as authorized by Moving Ahead for Progress in the 21st Century Act (MAP-21), and ii) federal monies apportioned for FFY 2016 and 2017 as re-authorized under the Fixing America's Surface Transportation (FAST) Act.

The federal Section 5316 and Section 5317 funds made available through this solicitation include: i) prior-years' federal monies apportioned to the region and previously allocated to subrecipient agencies that later indicated they will not implement their projects; ii) prior-years' surplus funds from subrecipient agencies that are implemented or are currently implementing their projects; and iii) prior-years' contingency funds. The funds available under these categories were authorized by the Safe Accountable, Flexible, and Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). However, these programs were repealed under MAP-21, thus no new funding apportionments will be made under these programs in the future.

The following summarizes the FTA grant programs that provided the funding made available through this solicitation:

- Enhanced Mobility of Seniors and Individuals with Disabilities Program (Section 5310). The Section 5310 Program provides operating and capital assistance for public transportation projects that i) are planned, designed and carried out to meet the special needs of seniors and individuals with disabilities when public transportation is insufficient, inappropriate, or unavailable; ii) exceed the requirements of the Americans with Disabilities Act (ADA) of 1990; iii) improve access to fixed route service and decrease reliance on complementary paratransit, and/or iv) provide alternatives to public transportation projects that assist seniors and individuals with disabilities.
- Job Access and Reverse Commute (JARC) Program (Section 5316). The Section 5316 Program provides operating and capital assistance for projects that improve access to employment-related transportation services for welfare recipients and eligible low-income individuals, and that transport residents of urbanized and rural areas to suburban employment opportunities.

- **New Freedom Program (Section 5317).** The Section 5317 Program provides operating and capital assistance for new public transportation services beyond those required by the ADA and new public transportation alternatives beyond those required by the ADA, designed to assist individuals with disabilities with accessing transportation services. The purpose of the Section 5317 formula grant program was to provide additional resources to overcome existing barriers facing individuals with disabilities seeking integration into the workforce and full participation in society.

Designated Recipient

In the State of California, the Governor designates a public entity to be the Designated Recipient of federal transportation formula funds. The Los Angeles County Metropolitan Transportation Authority (Metro) is the Designated Recipient of: federal Section 5310 funds apportioned for the areas in Los Angeles County that are within the urbanized areas of Los Angeles-Long Beach-Anaheim (UZA2), Santa Clarita (UZA146), and Lancaster-Palmdale (UZA 112); Section 5316 apportionments for the areas in Los Angeles County that are within the urbanized areas of Los Angeles-Long Beach-Anaheim (UZA 2) and Lancaster-Palmdale (UZA 112); and Section 5317 apportionments for the areas in Los Angeles County that are within the urbanized areas of Los Angeles-Long Beach-Anaheim (UZA 2) and Lancaster-Palmdale (UZA 112).

As the Designated Recipient, Metro is responsible for allocating funds to eligible projects, making application and certifications to the FTA, managing all aspects of grant distribution, and monitoring project activity and compliance. Metro has allocated available formula funds to conduct a competitive solicitation and selection process awarding grants to eligible subrecipient projects. Upon award, Metro will prepare and submit grant application to FTA requesting funding on behalf of awarded agencies and organizations. Upon FTA approval, Metro will execute Funding Agreements (FA) with agencies awarded as “pass-through grants” for capital and/or operating assistance.

The Coordinated Plan for Los Angeles County

Federal transit law, as amended by MAP-21, requires that projects funded under the Section 5310, Section 5316, and Section 5317 Programs are included in a locally developed, coordinated public transit-human services transportation plan. The 2016-2019 Coordinated Public Transit-Human Services Transportation Plan for Los Angeles County (“Coordinated Plan”) was formally adopted by the Metro Board of Directors in July 2015.

The Coordinated Plan was developed through a process that included participation by seniors, individuals with disabilities, persons of low income, military veterans, other members of the public, and representatives of public, private, nonprofit transportation and human service providers and includes the following four elements:

FY 2017 Section 5310, 5316, 5317 Solicitation for Proposals & Application

1. An assessment of available transportation services identifying current providers (public, private and nonprofit) for the Target Populations
2. An assessment of transportation needs for the Target Populations;
3. Regional and subregional goals and strategies to address the identified gaps between current services and needs, as well as opportunities to improve efficiencies in service delivery; and
4. Priorities for implementation based on resources (from multiple program sources), time, and feasibility for implementing specific strategies and/or activities identified

Project proposal applications submitted in response to the FY 2017 Solicitation for Proposals must be consistent with goals and strategies included in the Coordinated Plan to address identified gaps between current services and needs or improve efficiencies in service delivery. Each strategy is clearly illustrated by making reference to several eligible projects and activities. Strategies developed are intended to be illustrative, not exhaustive – applicants are encouraged to develop innovative solutions to achieve Coordinated Plan goals.

A copy of the Coordinated Plan can be accessed at www.metro.net/projects/fta5310.

Part I. Federal Section 5310 Program

ENHANCED MOBILITY OF SENIORS AND INDIVIDUALS WITH DISABILITIES

PROGRAM GOALS & FUND AVAILABILITY

The goals of the Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities ("Section 5310") Program are to improve mobility for seniors and individuals with disabilities by removing barriers to transportation services and expanding the transportation mobility options available when public transit is insufficient, inappropriate, or unavailable by a) exceeding the requirements of the Americans with Disabilities Act (ADA) of 1990; b) improving access to fixed route service and decreasing reliance on complementary paratransit; and c) providing alternatives to public transportation. The Section 5310 program is administered by the Federal Transit Administration (FTA).

As the Designated Recipient and consistent with FTA guidelines, Metro allocates funds to eligible applicants as subrecipients for eligible traditional capital, other capital, and operating transportation projects following a competitive process. Up to \$9,692,287 Section 5310 Program funds apportioned and allocated to Los Angeles County for the Los Angeles-Long Beach-Anaheim Urbanized Area (UZA), as well as the Santa Clarita and the Lancaster-Palmdale UZAs are available as shown below:

Urbanized Area (UZA)	Traditional Capital	Other Capital and Operating
LA-LB-Anaheim	\$6,716,297	\$2,370,458
Lancaster-Palmdale	\$224,685	\$132,009
Santa Clarita	\$156,678	\$92,159

ELIGIBLE APPLICANTS/SUBRECIPIENTS

Eligible applicants of Section 5310 Program funds for **Traditional Capital** Projects are limited to:

1. Private nonprofit organizations; or
2. State or local governmental authorities that:
 - a. Are approved by a State to coordinate services for seniors and/or individuals with disabilities; or
 - b. Certifies that there are no nonprofit organizations readily available in the area to provide the service

A local governmental authority includes: a political subdivision of a State (such as a city or county); a State authority or an authority of a political subdivision of a State; and, a public corporation, board, or commission established under the laws of a State.

Eligible applicants of Section 5310 Program funds for **Other Capital and Operating** projects are limited to:

1. Private nonprofit organization;
2. State or local governmental authorities; or
3. Operators of public transportation (including private taxi companies) that provide shared-ride service to the general public on a regular basis (i.e., two or more passengers in the same vehicle who are otherwise not traveling together).

ELIGIBLE PROJECTS

Section 5310 Program funds are available for **Traditional Capital**, and **Other Capital and Operating** expenses to support the provision of transportation programs and services to meet the specific needs of seniors and individuals with disabilities. The following sections provide further information on project eligibility for funding under Section 5310.

Traditional Capital Projects

Traditional Capital projects are those that are planned, designed, and carried out to meet the specific needs of seniors and individuals with disabilities when public transportation is insufficient, unavailable, or inappropriate. Metro requires that each vehicle is operated at a minimum of twenty (20) service hours per week; administrative expenses are not eligible.

Examples of eligible Traditional Capital projects shown below are intended to be illustrative, not exhaustive. Applicants are encouraged to develop innovative solutions to achieve program objectives.

1. Rolling stock and related activities for Section 5310 Program funded vehicles
 - a. Acquisition of expansion or replacement accessible buses or vans, and related procurement, testing, inspection, and acceptance costs
 - b. Vehicle rehabilitation or overhaul
 - c. Preventive maintenance
 - d. Radios and communication equipment
 - e. Vehicle wheelchair lifts, ramps, and securement devices
2. Passenger facilities related to Section 5310 Program funded vehicles
 - a. Purchase and installation of benches, shelters, and other passenger amenities
3. Support facilities and equipment for Section 5310 Program funded vehicles
 - a. Extended warranties that do not exceed the industry standard
 - b. Computer hardware and software
 - c. Transit-related Intelligent Transportation Systems (ITS)
 - d. Dispatch systems
 - e. Fare collection systems
4. Lease of equipment when lease is more cost effective than purchase

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5. Acquisition of transportation services under a contract, lease, or other arrangement. Both capital and operating costs associated with contracted service are eligible capital expenses. Funds may be requested for contracted services covering a time period of more than one year.
6. Support for mobility management and coordination programs among public transportation providers and other human service agencies providing transportation. Mobility management is an eligible capital cost. Mobility management techniques may enhance transportation access for populations beyond those served by one agency or organization within a community. For example, a nonprofit agency could receive Section 5310 funding to support the administrative costs of sharing services it provides to its own clientele with other seniors and/or individuals with disabilities and coordinate usage of vehicles with other nonprofits, but not the operating costs of service.

Mobility management is intended to build coordination among existing public transportation providers and other transportation service providers with the result of expanding the availability of service. Mobility management activities may include:

- a. The promotion, enhancement, and facilitation of access to transportation services, including the integration and coordination of services
 - b. Support for short-term management activities to plan and implement coordinated services
 - c. The support of state and local coordination policy bodies and councils
 - d. The operation of transportation brokerages to coordinate providers, funding agencies, and passengers
 - e. The provision of coordination services, including employer-oriented transportation management organizations and human service organizations' customer-oriented travel navigator systems and neighborhood travel coordination activities such as coordinating individualized travel training and trip planning activities for customers
 - f. The development and operation of one-stop transportation traveler call centers to coordinate transportation information on all travel modes and to manage eligibility requirements and arrangements for customers among supporting programs
 - g. The planning for and acquisition of intelligent transportation technologies to help plan and operate coordinated systems, including geographic information systems (GIS) mapping, global positioning system technology, coordinated vehicle scheduling, dispatching and monitoring technologies, as well as technologies to track costs and billing in a coordinated system, and single smart customer payment systems. Acquisition of technology is also eligible as a standalone capital expense.
7. Capital activities (e.g., acquisition of rolling stock and related activities, acquisition of services, etc.) to support ADA-complementary paratransit service

Other Capital and Operating Projects

Other Capital and Operating projects include those public transportation projects that: i) exceed ADA requirements; ii) improve access to fixed-route services and decrease reliance on ADA complementary paratransit service; and/or iii) provide alternatives to public transportation that assist seniors and individuals with disabilities with transportation.

Administrative expenses necessary to support project activities are eligible expenses up to a maximum five (5) percent of the total project cost. Operating assistance for ADA complementary paratransit service is not an eligible expense. Also, transit passes or vouchers for use on existing or new fixed route or ADA complementary paratransit service are not eligible.

Examples of Other Capital and Operating expenses as shown below under each of the three broad project categories is intended to be illustrative, not exhaustive. Applicants are encouraged to develop innovative solutions to achieve program objectives.

1. Projects that Exceed ADA Requirements

- a. Expansion of paratransit service parameters beyond the three-fourths mile required by the ADA
- b. Expansion of current hours of operation for ADA paratransit services that are beyond those provided on the fixed-route services
- c. The incremental cost of providing same day service
- d. The incremental cost (if any) of making door-to-door service available to all eligible ADA paratransit riders
- e. Enhancement of the level of service by providing escorts or assisting riders through the door of their destination
- f. Acquisition of vehicles and equipment designed to accommodate mobility aids that exceed the dimensions and weight ratings established for wheelchairs under ADA regulations (i.e., larger than 30" x 48" and/or weighing more than 600 pounds), such as: the acquisition of lifts with a larger capacity; modifications to lifts with a 600-pound design load; and, the acquisition of heavier duty vehicles for demand-response and/or paratransit service in order to accommodate lifts with a heavier design load
- g. Installation of additional securement locations in public buses beyond what is required by the ADA
- h. Accessible "feeder service" providing access to commuter rail, commuter bus, intercity rail, and intercity bus stations for which complementary paratransit service is not required by the ADA

2. Projects that Improve Accessibility to the Fixed-Route System

- a. Improvements to transit and intermodal stations not designated as key stations.

Limited to accessibility improvements at existing transportation facilities that are not designated as “key stations” under federal law and that are not required by federal law as part of an alteration or renovation to an existing station, so long as the project is clearly intended to remove barriers to individuals with disabilities that would otherwise have remained. These improvements may include:

- i. Building an accessible path to a bus stop that is currently inaccessible, including curb cuts, sidewalks, accessible pedestrian signals, or other accessible features;
 - ii. Adding an elevator or ramps, detectable warnings, or other accessibility improvements to a non-key station that are not otherwise required by the ADA;
 - iii. Improving signage or way finding technology; and
 - iv. Implementation of other technology improvements that enhance accessibility for people with disabilities, including Intelligent Transportation Systems (ITS).
- b. Training programs for individual users on awareness, knowledge, and skills of public and alternative transportation options available in their communities, including travel instruction and travel training services
3. Alternatives that Assist Seniors and Individuals with Disabilities with Transportation
- a. Purchase and operate accessible vehicles for use in taxi, ride-sharing, and/or vanpool programs provided that the vehicle, at a minimum: meets the federal requirements for lifts, ramps, and securement systems; and permits a passenger whose wheelchair can be accommodated, pursuant to federal law, to remain in his/her personal mobility device inside the vehicle.
 - b. Supporting the administration and expenses related to voucher programs for transportation services. Vouchers can be used as an administrative mechanism for payment of alternative transportation services offered by Human Service providers to supplement available public transportation. Vouchers can be used by seniors and individuals with disabilities to purchase rides, as well as for mileage reimbursement as part of a volunteer driver program, a taxi trip, or trips provided by a Human Service agency. Transit passes or vouchers for use on existing fixed-route or required ADA complementary paratransit service are not eligible. Vouchers are an operational expense which requires a minimum 50 percent local match. Vouchers are reimbursed by Metro based on predetermined rates or contractual arrangements.
 - c. Supporting volunteer driver and aide programs. Volunteer driver programs are eligible and include support for costs associated with the administration, management of driver recruitment, training, safety, background checks, scheduling, coordination with passengers, other related support functions, mileage reimbursement, and insurance associated with volunteer driver programs. The costs of enhancements to increase the capacity of volunteer driver programs are also eligible.

FEDERAL SHARE, TRANSPORTATION DEVELOPMENT CREDITS & LOCAL MATCHING REQUIREMENTS

The federal share of eligible Section 5310 traditional and other capital costs shall be in an amount equal up to 80 percent of the net cost of the activity. The federal share of the eligible operating costs may not exceed 50 percent of the net operating costs of the activity. The net cost of an activity (capital or operating) is the part of the project that cannot reasonably be financed from operating revenues (i.e., farebox recovery).

The federal share may exceed 80 percent where the capital project is in compliance with the ADA and/or the Clean Air Act (CAA), as follows:

1. Rolling Stock (vehicles): The federal share is 85 percent for the acquisition of vehicles for purposes of complying with or maintaining compliance with ADA or the CAA. A revenue vehicle that complies with federal requirements to accommodate mobility aids that exceed the dimensions and weight ratings established for wheelchairs under the ADA regulations (i.e., larger than 30" x 48" and/or weighing more than 600 pounds) may also be funded at 85 percent federal share.
2. Vehicle-Related Equipment and Facilities: The federal share is 90 percent for project costs for acquiring vehicle-related equipment or facilities (including clean fuel or alternative fuel vehicle-related equipment or facilities) for purposes of complying or maintaining compliance with the CAA or required by the ADA. FTA considers vehicle-related equipment to be equipment on and attached to the vehicle.

Transportation Development Credits (TDC) are not money, they are similar to waivers or permission slips that allow federal funds to be used at a higher reimbursement rate. Metro will request TDC valued at up to ten (10) percent of eligible Section 5310 capital project costs and up to twenty-five (25) percent of eligible operating project costs on behalf of eligible applicants.

The local share of eligible Section 5310 capital costs shall not be less than 10 percent of the net cost of the activity (not including projects related to ADA and/or CAA compliance). The local share for eligible operating costs shall not be less than 25 percent of the net operating costs. The local share may be sourced from a variety of sources including:

- an undistributed cash surplus,
- a replacement or depreciation cash fund or reserve, and
- a service agreement with a State or local service agency or private social service organization, or new capital.

Some examples of these potential sources of local match include: State or local appropriations, dedicated tax revenues, private donations, revenue from service contracts, and net income generated from advertising and concessions.

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- Non-cash (e.g., donations, volunteered services, in-kind contributions, etc.) where the value of each is: documented and supported; represents a cost which would otherwise be eligible under the program; is included in the net project costs in the budget; and is approved by Metro and FTA.
- Income from contracted transportation services may be used either to reduce the net project cost (treated as revenue) or to provide local match for operating expenses. In either case, the cost of providing the contract service is included in the total project cost. No FTA program funds can be used as a source of local match for other FTA programs, even when used to contract for service. All sources and amounts of local match must be identified in the application.
- Federal programs that are eligible to be expended for transportation other than programs funded by the United States Department of Transportation (USDOT), or from USDOT's Federal Lands Highway Program.

Some examples of types of programs that are potential sources of local match include: employment, training, aging, medical, community services, and rehabilitation services. Specific program information for other types of federal funding is available at United We Ride <https://www.disability.gov/resource/united-we-ride/> and their partnering agency at the Coordinating Council on Access and Mobility <https://www.transit.dot.gov/ccam/about>.

Summary: Section 5310 Federal Share, TDC and Local Matching Requirements

Funding Category	Federal Share Eligible (max)	TDC Eligible (max)	Local Match Share Required (min)
Capital (Traditional & Other)	80%	10%	10%
Capital: ADA/CAA Rolling Stock	85%	10%	5%
Capital: ADA/CAA Equipment & Facilities	90%	10%	0%
Operating	50%	25%	25%

PERFORMANCE MEASURES

FTA requires tracking and reporting of quantitative and qualitative information for Section 5310 funded projects. FTA has set minimum indicators for each eligible project category to capture relevant outputs, service levels and outcomes as described below.

1. Traditional Capital Projects

- a. Gaps in Service Filled - The provision of transportation options that would not otherwise be available for seniors and individuals with disabilities measured by the annual number of seniors and people with disabilities afforded mobility they would not have without program support as a result of the Traditional Capital Section 5310 project.
- b. Ridership - The actual or estimated number of rides measured by one-way passenger trips provided annually for seniors and individuals with disabilities as a result of the Traditional Section 5310 Capital project.

2. Other Capital and Operating Projects

- a. Increases or enhancements related to geographic coverage, service quality, and/or service times that impact availability of transportation services for seniors and individuals with disabilities as a result of Other Capital and/or Operating Section 5310 project.
- b. Additions or changes to physical infrastructure (e.g., transportation facilities, sidewalks, etc.), technology, and vehicles that impact availability of transportation services for seniors and individuals with disabilities as a result of Other Capital and/or Operating Section 5310 project.
- c. Actual or estimated annual number of rides measured by one-way passenger trips provided for seniors and individuals with disabilities as a result of Other Capital and/or Operating Section 5310 project.

Part II. Federal Section 5316 Program

JOB ACCESS AND REVERSE COMMUTE (JARC)

PROGRAM GOALS & FUND AVAILABILITY

The goals of the Section 5316 Job Access and Reverse Commute ("Section 5316") Program are to improve access to transportation services to employment and employment related activities for welfare recipients and eligible low-income individuals and to transport residents of urbanized areas and non-urbanized areas to suburban employment opportunities. The Section 5316 Program is administered by the Federal Transit Administration (FTA).

As the Designated Recipient and consistent with FTA guidelines, Metro allocates funds to eligible subrecipients for eligible capital, planning, and operating expenses to support new or expanded transportation projects following a competitive process. Up to \$8,013,181 Section 5316 Program funds apportioned and allocated to Los Angeles County for the Los Angeles-Long Beach-Anaheim Urbanized Area (UZA) are available. Funds awarded in this FY2017 solicitation for Proposals may be awarded only to projects that serve Los Angeles County.

ELIGIBLE APPLICANTS/SUBRECIPIENTS

Eligible applicants/subrecipients of Section 5316, Program funds are limited to:

1. Private nonprofit organizations;
2. State or local governmental authorities; or
3. Operators of public transportation (including private taxi companies that provide shared-ride service to the general public on a regular basis, i.e., two or more passengers in the same vehicle who are otherwise not traveling together).

ELIGIBLE PROJECTS

Section 5316 program funds are available for **Capital and Operating** expenses that support the development and maintenance of transportation services designed to transport low-income individuals to and from jobs and activities related to their employment and to support reverse commute projects.

Examples of eligible capital and operating projects shown below are intended to be illustrative, not exhaustive. Applicants are encouraged to develop innovative solutions to achieve program objectives:

1. Late-night and weekend service;
2. Guaranteed ride home service;

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3. Shuttle service;
4. Expanding fixed-route public transit routes;
5. Demand-responsive van service;
6. Ridesharing and carpooling activities;
7. Transit-related aspects of bicycling (such as adding bicycle racks to vehicles to support individuals that bicycle a portion of their commute or providing bicycle storage at transit stations);
8. The administrative costs of local car loan programs that assist individuals in purchasing and maintaining vehicles for shared rides;
9. Promotion, through marketing efforts, of the:
 - a. Use of transit by workers with non-traditional work schedules;
 - b. Use of transit voucher programs by appropriate agencies for welfare recipients and other low-income individuals;
 - c. Development of employer-provided transportation such as shuttles, ridesharing, carpooling; or
 - d. Use of transit pass programs and benefits under Section 132 of the Internal Revenue Code of 1986;
10. Supporting the administration and expenses related to voucher programs. This activity is intended to supplement existing transportation services by expanding the number of providers available or the number of passengers receiving transportation services. Vouchers can be used as an administrative mechanism for payment to providers of alternative transportation services. The Section 5316 program can provide vouchers to low income individuals to purchase rides, including :
 - a. Mileage reimbursement as part of a volunteer driver program;
 - b. Taxi trips; or
 - c. Trips provided by a human service agency.

Providers of transportation can then submit the voucher to the Section 5316 project administering agency for payment based on pre-determined rates or contractual arrangements. Transit passes for use on fixed route or Americans with Disabilities Act of 1990 (ADA) complementary paratransit service are not eligible. Vouchers are an operational expense which requires a 50/50 (federal/local) match;

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11. Acquiring Geographic Information System (GIS) tools;
12. Implementing Intelligent Transportation Systems (ITS), including customer trip information technology;
13. Integrating automated regional public transit and human service transportation information, scheduling and dispatch functions;
14. Deploying vehicle position-monitoring systems;
15. Subsidizing the costs associated with adding reverse commute bus, train, carpool van routes or service from urbanized areas and non-urbanized areas to suburban work places;
16. Subsidizing the purchase or lease by a non-profit organization or public agency of a van or bus dedicated to shuttling employees from their residences to a suburban workplace;
17. Otherwise facilitating the provision of public transportation services to suburban employment opportunities;
18. Supporting new mobility management and coordination programs among public transportation providers and other human service agencies providing transportation. Mobility management is an eligible capital cost. Mobility management techniques may enhance transportation access for populations beyond those served by one agency or organization within a community. For example, a non-profit agency could receive Section 5316 JARC funding to support the administrative costs of sharing services it provides to its own clientele with other low-income individuals and coordinate usage of vehicles with other non-profits, but not the operating costs of the service. Mobility management is intended to build coordination among existing public transportation providers and other transportation service providers with the result of expanding the availability of service. Mobility management activities may include:
 - a. The promotion, enhancement, and facilitation of access to transportation services, including the integration and coordination of services for individuals with disabilities, older adults, and low-income individuals;
 - b. Support for short term management activities to plan and implement coordinated services;
 - c. The support of State and local coordination policy bodies and councils;
 - d. The operation of transportation brokerages to coordinate providers, funding agencies and customers;
 - e. The provision of coordination services, including employer-oriented Transportation Management Organizations' and Human Service Organizations' customer-oriented

travel navigator systems and neighborhood travel coordination activities such as coordinating individualized travel training and trip planning activities for customers;

- f. The development and operation of one-stop transportation traveler call centers to coordinate transportation information on all travel modes and to manage eligibility requirements and arrangements for customers among supporting programs; and
- g. Operational planning for the acquisition of intelligent transportation technologies to help plan and operate coordinated systems inclusive of Geographic Information Systems (GIS) mapping, Global Positioning System technology, coordinate vehicle scheduling, dispatching and monitoring technologies as well as technologies to track costs and billing in a coordinated system and single smart customer payment systems (acquisition of technology is also eligible as a stand-alone capital expense).

FEDERAL SHARE, TRANSPORTATION DEVELOPMENT CREDITS & LOCAL MATCHING REQUIREMENTS

The federal share of eligible Section 5316 capital costs shall be in an amount equal up to 80 percent of the net cost of the activity. The federal share of the eligible operating costs may not exceed 50 percent of the net operating costs of the activity. The net cost of an activity (capital or operating) is the part of the project that cannot reasonably be financed from operating revenues (i.e., farebox recovery).

The federal share may exceed 80 percent for certain capital projects related to compliance with the ADA and the Clean Air Act (CAA), as follows:

1. Rolling Stock (vehicles): The federal share is 85 percent for the acquisition of vehicles for purposes of complying with or maintaining compliance with ADA or the CAA. A revenue vehicle that complies with federal requirements to accommodate mobility aids that exceed the dimensions and weight ratings established for wheelchairs under the ADA regulations (i.e., larger than 30" x 48" and/or weighing more than 600 pounds) may also be funded at 85 percent federal share.
2. Vehicle-Related Equipment and Facilities: The federal share is 90 percent for project costs for acquiring vehicle-related equipment or facilities (including clean fuel or alternative fuel vehicle-related equipment or facilities) for purposes of complying or maintaining compliance with the CAA or required by the ADA. FTA considers vehicle-related equipment to be equipment on and attached to the vehicle.

Transportation Development Credits (TDC) are not money, they are similar to waivers or permission slips that allow federal funds to be used at a higher reimbursement rate. Metro will request TDC valued at up to twenty-five (25) percent of eligible operating project costs on behalf of eligible applicants.

The local share of eligible Section 5316 capital costs shall not be less than 20 percent of the net cost of the activity (not including projects related to ADA and/or CAA compliance). The local share for eligible operating costs shall not be less than 25 percent of the net operating costs. The local share may be sourced from a variety of sources including:

- an undistributed cash surplus,
- a replacement or depreciation cash fund or reserve, and
- a service agreement with a State or local service agency or private social service organization, or new capital.

Some examples of these potential sources of local match include: State or local appropriations, dedicated tax revenues, private donations, revenue from service contracts, and net income generated from advertising and concessions.

- Non-cash (e.g., donations, volunteered services, in-kind contributions, etc.) where the value of each is: documented and supported; represents a cost which would otherwise be eligible under the program; is included in the net project costs in the budget; and is approved by Metro and FTA.
- Income from contracted transportation services may be used either to reduce the net project cost (treated as revenue) or to provide local match for operating expenses. In either case, the cost of providing the contract service is included in the total project cost. No FTA program funds can be used as a source of local match for other FTA programs, even when used to contract for service. All sources and amounts of local match must be identified in the application.
- Federal programs that are eligible to be expended for transportation other than programs funded by the United States Department of Transportation (USDOT), or from USDOT's Federal Lands Highway Program.

Some examples of types of programs that are potential sources of local match include: employment, training, aging, medical, community services, and rehabilitation services. Specific program information for other types of federal funding is available at United We Ride <https://www.disability.gov/resource/united-we-ride/> and their partnering agency at the Coordinating Council on Access and Mobility <https://www.transit.dot.gov/ccam/about>

Summary: Section 5316 Federal Share, TDC, and Local Matching Requirements

Funding Amount	Funding Category	Federal Share Eligible (max)	TDC Eligible (max)	Local Match Share Required (min)
\$5,957,458	Capital	80%	0%	20%
	Capital: ADA/CAA Rolling Stock	85%	0%	15%
	Capital: ADA/CAA Equipment & Facilities	90%	0%	10%
\$1,825,723	Operating	50%	25%	25%
\$230,000	Operating	50%	0%	50%

PERFORMANCE MEASURES

FTA requires tracking and reporting of quantitative and qualitative information for Section 5316 funded projects. FTA has set minimum indicators for each eligible project category to capture relevant outputs, service levels and outcomes as described below.

1. Capital & Operating

- a. The actual or estimated annual number of jobs that can be accessed as a result of geographic or temporal coverage of the Section 5316 capital, planning, and/or operating project.
- b. The actual or estimated annual number of rides (as measured by one-way trips) provided as a result of the Section 5316 capital, planning, and/or operating project.

Part III. Federal Section 5317 Program

NEW FREEDOM

PROGRAM GOALS & FUND AVAILABILITY

The goals of the Section 5317 New Freedom (“Section 5317”) Program are to reduce barriers to transportation services and expand the mobility options available to persons with disabilities beyond the requirements of the Americans with Disabilities Act of 1990 (ADA). The Section 5317 Program is administered by the Federal Transit Administration (FTA).

As the Designated Recipient and consistent with FTA guidelines, Metro allocates funds to eligible subrecipients through a competitive process for eligible ¹new services that exceed ADA requirements, improve access to fixed route, decrease reliance on complimentary ADA paratransit service, and/or provides public transportation alternatives including transportation to and from employment and employment support services. Up to \$665,306 Section 5317 Program funds apportioned and allocated to Los Angeles County for the Los Angeles-Long Beach-Anaheim Urbanized Area (UZA) are available. Funds awarded in this FY2017 solicitation for Proposals may be awarded only to projects that serve Los Angeles County.

ELIGIBLE APPLICANTS/SUBRECIPIENTS

Eligible applicants/subrecipients of Section 5317 Program funds are limited to:

1. Private nonprofit organization;
2. State or local governmental authorities; or
3. Operators of public transportation (including private taxi companies that provide shared-ride service to the general public on a regular basis, i.e., two or more passengers in the same vehicle who are otherwise not traveling together).

ELIGIBLE PROJECTS

Section 5317 program funds are available for **Other Capital and Operating** project expenses including: i) new public transportation projects that exceed the ADA requirements; ii) new transportation projects that improve access to fixed-route service and decrease reliance by individuals with disabilities on ADA-complementary paratransit service; and/or iii) new transportation projects providing alternatives to public transportation that assist seniors and individuals with disabilities with transportation.

For purposes of the Section 5317 Program, “new” service is any new or continuing service or activity that was not operational on August 10, 2005, and did not have an

¹ “new” service is any service or activity that was not operational on August 10, 2005, and did not have an identified funding source as of August 10, 2005

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identified funding source as of August 10, 2005, as evidenced by inclusion in the Transportation Improvement Plan (TIP) or the Statewide Transportation Improvement Program (STIP).

In other words, if not for the Section 5317 Program, these projects would not have consideration for funding and proposed service enhancements would not be available for individuals with disabilities. Applications will not be considered for funding where ADA paratransit enhancements, or other services funded as of August 10, 2005, are terminated in an effort to reintroduce the services as “new”.

Other Capital and Operating Projects

Administrative expenses necessary to support project activities, such as staff salaries, office supplies, and development of specifications for vehicles and equipment, are eligible expenses up to a maximum five (5) percent of the total project cost. Operating assistance for ADA complementary paratransit service is not an eligible expense. Also, transit passes or vouchers for use on existing or new fixed route or ADA complementary paratransit service are not eligible.

Examples of Other Capital and Operating expenses as shown below under each of the three broad project categories is intended to be illustrative, not exhaustive - applicants are encouraged to develop innovative solutions to achieve program objectives.

1. Projects that Exceed ADA Requirements

- a. Expansion of paratransit service parameters beyond the three-fourths mile required by the ADA
- b. Expansion of current hours of operation for ADA paratransit services that are beyond those provided on the fixed-route services
- c. The incremental cost of providing same day service
- d. The incremental cost (if any) of making door-to-door service available to all eligible ADA paratransit riders
- e. Enhancement of the level of service by providing escorts or assisting riders through the door of their destination
- f. Acquisition of vehicles and equipment designed to accommodate mobility aids that exceed the dimensions and weight ratings established for wheelchairs under ADA regulations (i.e., larger than 30" x 48" and/or weighing more than 600 pounds), such as: the acquisition of lifts with a larger capacity; modifications to lifts with a 600-pound design load; and, the acquisition of heavier duty vehicles for demand-response and/or paratransit service in order to accommodate lifts with a heavier design load
- g. Installation of additional securement locations in public buses beyond what is required by the ADA
- h. Accessible “feeder service” providing access to commuter rail, commuter bus, intercity rail, and intercity bus stations for which complementary paratransit service is not required by the ADA

2. Projects that Improve Accessibility to the Fixed-Route System

- a. Improvements to transit and intermodal stations not designated as key stations. Limited to accessibility improvements at existing transportation facilities that are not designated as “key stations” under federal law and that are not required by federal law as part of an alteration or renovation to an existing station, so long as the project is clearly intended to remove barriers to individuals with disabilities that would otherwise have remained. These improvements may include:
 - i. Building an accessible path to a bus stop that is currently inaccessible, including curb cuts, sidewalks, accessible pedestrian signals, or other accessible features;
 - ii. Adding an elevator or ramps, detectable warnings, or other accessibility improvements to a non-key station that are not otherwise required by the ADA;
 - iii. Improving signage or way finding technology; and
 - iv. Implementation of other technology improvements that enhance accessibility for people with disabilities, including Intelligent Transportation Systems (ITS).
 - b. Training programs for individual users on awareness, knowledge, and skills of public and alternative transportation options available in their communities, including travel instruction and travel training services
3. Alternatives that Assist Seniors and Individuals with Disabilities with Transportation
- a. Purchase and operate accessible vehicles for use in taxi, ride-sharing, and/or vanpool programs provided that the vehicle, at a minimum: meets the federal requirements for lifts, ramps, and securement systems; and permits a passenger whose wheelchair can be accommodated, pursuant to federal law, to remain in his/her personal mobility device inside the vehicle.
 - b. Supporting the administration and expenses related to voucher programs for transportation services. Vouchers can be used as an administrative mechanism for payment of alternative transportation services offered by Human Service providers to supplement available public transportation. Vouchers can be used by seniors and individuals with disabilities to purchase rides, as well as for mileage reimbursement as part of a volunteer driver program, a taxi trip, or trips provided by a Human Service agency. Transit passes or vouchers for use on existing fixed-route or required ADA complementary paratransit service are not eligible. Vouchers are an operational expense which requires a minimum 50 percent local match. Vouchers are reimbursed by Metro based on predetermined rates or contractual arrangements.
 - c. Supporting volunteer driver and aide programs. Volunteer driver programs are eligible and include support for costs associated with the administration, management of driver recruitment, training, safety, background checks, scheduling, coordination with passengers, other related support functions, mileage reimbursement, and insurance associated with volunteer driver programs. The costs of enhancements to increase the capacity of volunteer driver programs are also eligible.

FEDERAL SHARE, TRANSPORTATION DEVELOPMENT CREDITS, & LOCAL MATCHING REQUIREMENTS

The federal share of eligible capital costs shall be in an amount equal up to 80 percent of the net cost of the activity. The federal share of the eligible operating costs may not exceed 50 percent of the net operating costs of the activity. The net cost of an activity (capital or operating) is the part of the project that cannot reasonably be financed from operating revenues (i.e., farebox recovery).

The federal share may exceed 80 percent for certain capital projects related to compliance with the ADA and the Clean Air Act (CAA), as follows:

1. **Rolling Stock (vehicles):** The federal share is 85 percent for the acquisition of vehicles for purposes of complying with or maintaining compliance with ADA or the CAA. A revenue vehicle that complies with federal requirements to accommodate mobility aids that exceed the dimensions and weight ratings established for wheelchairs under the ADA regulations (i.e., larger than 30" x 48" and/or weighing more than 600 pounds) may also be funded at 85 percent federal share.
2. **Vehicle-Related Equipment and Facilities:** The federal share is 90 percent for project costs for acquiring vehicle-related equipment or facilities (including clean fuel or alternative fuel vehicle-related equipment or facilities) for purposes of complying or maintaining compliance with the CAA or required by the ADA. FTA considers vehicle-related equipment to be equipment on and attached to the vehicle.

Transportation Development Credits (TDC) are not money, they are similar to waivers or permission slips that allow federal funds to be used at a higher reimbursement rate. Metro will request TDC valued at up to twenty-five (25) percent of eligible operating project costs on behalf of eligible applicants.

The local share of eligible Section 5317 capital costs shall not be less than 20 percent of the net cost of the activity (not including projects related to ADA and/or CAA compliance). The local share for eligible operating costs shall not be less than 50 percent of the net operating costs. The local share may be sourced from a variety of sources including:

- an undistributed cash surplus,
- a replacement or depreciation cash fund or reserve, and
- a service agreement with a State or local service agency or private social service organization, or new capital.

Some examples of these potential sources of local match include: State or local appropriations, dedicated tax revenues, private donations, revenue from service contracts, and net income generated from advertising and concessions.

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- Non-cash (e.g., donations, volunteered services, in-kind contributions, etc.) where the value of each is: documented and supported; represents a cost which would otherwise be eligible under the program; is included in the net project costs in the budget; and is approved by Metro and FTA.
- Income from contracted transportation services may be used either to reduce the net project cost (treated as revenue) or to provide local match for operating expenses. In either case, the cost of providing the contract service is included in the total project cost. No FTA program funds can be used as a source of local match for other FTA programs, even when used to contract for service. All sources and amounts of local match must be identified in the application.
- Federal programs that are eligible to be expended for transportation other than programs funded by the United States Department of Transportation (USDOT), or from USDOT's Federal Lands Highway Program.

Some examples of types of programs that are potential sources of local match include: employment, training, aging, medical, community services, and rehabilitation services. Specific program information for other types of federal funding is available at United We Ride <https://www.disability.gov/resource/united-we-ride/> and their partnering agency at the Coordinating Council on Access and Mobility <https://www.transit.dot.gov/ccam/about>

Summary: Section 5317 Federal Share, TDC, and Local Matching Requirements

Funding Amount	Funding Category	Federal Share Eligible (max)	TDC Eligible (max)	Local Match Share Required (min)
\$86,490	Capital	80%	0%	20%
	Capital: ADA/CAA Rolling Stock	85%	0%	15%
	Capital: ADA/CAA Equipment & Facilities	90%	0%	10%
\$578,816	Operating	50%	25%	25%

PERFORMANCE MEASURES

FTA requires tracking and reporting of quantitative and qualitative information for Section 5317 funded projects. FTA has set minimum indicators for each eligible project category to capture relevant outputs, service levels and outcomes as described below.

1. Capital and Operating Projects

- a. Increases or enhancements related to geographic coverage, service quality, and/or service times that impact availability of transportation services for seniors and individuals with disabilities as a result of Other Capital and/or Operating Section 5317 project.
- b. Additions or changes to physical infrastructure (e.g., transportation facilities, sidewalks, etc.), technology, and vehicles that impact availability of transportation services for seniors and individuals with disabilities as a result of Other Capital and/or Operating Section 5317 project.
- c. Actual or estimated annual number of rides measured by one-way passenger trips provided for seniors and individuals with disabilities as a result of Other Capital and/or Operating Section 5317 project.

APPLICATION INSTRUCTIONS

Each agency is allowed to submit one application per project proposed for federal funding as follows:

- Section 5310 Traditional Capital projects; total applicant/subrecipient funding request may not exceed \$900,000.
- Section 5310 and Section 5317 Other Capital & Operating projects; total applicant/subrecipient request may not exceed \$600,000.
- Section 5316 Capital and Operating projects; total applicant/subrecipient request is not limited.

Requests for equipment (e.g., computer systems, dispatching and tracking software, telecommunication systems, and improved passenger facilities) that support the transportation program are limited to no more than \$60,000.

A minimum of 70 points per application score is required to be considered for funding. If the funding request is not fully awarded, applicant/agency may offer a reduced scope of work and associated budget or decline funding award.

1. Mark "ORIGINAL" on the cover of your application package containing the master copy of the required documentation with original signatures recorded in blue ink.
2. Submit the original application along with five (5) hard copies and two (2) electronic copies (e.g. DVRs, CDs, flash drives, etc.) to Metro by 3:00 pm on April 28, 2017.
The entire application and all attachments must be included in the electronic copies.

Your attendance at a Workshop for Potential Applicants, to be organized by Metro, is highly encouraged. A list of workshop dates and locations can be found at www.metro.net/projects/fta5310.

3. Applications as delivered are to be complete and final. Amendments or supplements to the application will not be accepted after the due date of April 28, 2017.
Application packages with incomplete and/or missing information (e.g., certifications, etc. and/or not signed by a duly authorized representative) will not be evaluated.
4. The application format is provided in MS Word and Excel. An electronic version of the application consisting of four parts can be accessed at www.metro.net/projects/fta5310.
5. Review these application instructions, guidelines, and evaluation criteria carefully to ensure a complete and competitive application that sufficiently address each of the required and applicable components.

Selection of Proposals for Funding Award Recommendations:

Applications will be evaluated and ranked based on the final score provided by the Evaluation Panel. Funds will be allocated according to the ranking of projects to the maximum amount made available for the FY 2017 Solicitation for Proposals. Award recommendations may be limited to proposals that receive a final score of 70 or above (out of a maximum of 100) and subject to funds availability. If funds remain after recommending awards to those proposals scoring 70 points and above. Ultimately, the Metro Board of Directors will approve the funding award recommendations that will be included in grant applications to be submitted to FTA.

Public Record Disclaimer:

Application materials and attachments submitted to the Los Angeles County Metropolitan Transportation Authority (Metro) in response to its FY 2017 Solicitation for Proposals for the Section 5310, Section 5316, and/or Section 5317 Programs are not considered confidential. Application contents and attachments received by Metro are considered public records. Applicants should not include confidential information such as client names, addresses, specific medical diagnoses, telephone numbers, and other personal information.

Data Universal Numbering System (DUNS) number & System for Award Management (SAM):

Any agency or organization applying for a grant from the federal government must have a DUNS number at the time an application is submitted to Metro. This is a nine-digit identification number that provides a unique identification for single business entities. Applicants that currently do not have a DUNS number can obtain one at no charge from Dun and Bradstreet (www.dnb.com). Section 5310, Section 5316, and/or Section 5317 Program funds will not be awarded by the FTA without a DUNS number.

The FTA requires Metro to ensure that none of its subrecipients is suspended, debarred, ineligible or voluntarily excluded from participation in federally assisted transactions or procurements. In the spirit of this requirement Metro has established procedures to perform Federal suspension and debarment checks associated with each subrecipient award via the online System for Award Management (SAM) at SAM.gov. Applicants that are currently not registered in the SAM may register at no charge at www.sam.gov. No entity may receive a Section 5310, Section 5316, and/or Section 5317 sub-award absent of a SAM check and clearance.

SAM Registration in 8-easy Steps:

1. Go to www.sam.gov
2. Create a Personal Account and Login
3. Click “Register New Entity” under “Manage Entity” on your “My SAM” page
4. Select your type of Entity
5. Select “No” to “Do you wish to bid on contracts?”
6. Select “Yes” to “Do you want to be eligible for grants and other federal assistance?”
7. Complete “Core Data”
8. Complete “Points of Contact”

Be sure to “opt in” for public review so that we may perform the required review.

Responsibility of Grant Subrecipient

When an agency other than the applicant identified in the application is proposed to operate vehicles or other equipment for which Section 5310, Section 5316, and/or Section 5317 Program funds are requested, control and responsibility for the operation of the vehicles or other equipment must remain with the grant subrecipient throughout the life of the asset (until asset is disposed of or sold according to FTA guidelines).

In this case, the subrecipient remains the registered owner of the vehicle or equipment and remains fully responsible for program compliance, including, but not limited to, operation oversight, reporting, insurance, maintenance and monitoring. Metro shall be listed as an additional insured and the lien holder on all approved vehicles funded by the Section 5310, Section 5316, and/or Section 5317 Program. Metro shall remain the lien holder until the per unit fair market value of the capital asset is less than \$5,000. Non-compliance with program requirements may result in the relinquishment of vehicles and/or equipment to Metro.

APPLICATION GUIDELINES & EVALUATION CRITERIA

Los Angeles County Metropolitan Transportation Authority (Metro) staff will screen all proposals received for completeness and eligibility for evaluation consideration. Eligible agency's or organizations may apply for funding under the Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program, the Section 5310 Job Access and Reverse Commute (JARC) Program and/or the Section 5317 New Freedom (NF) programs, however, each project application must be for different Program projects.

An Evaluation Panel composed of representatives from state, regional, and local agencies (restricted to those not submitting any proposals in response to the solicitation) will be established to evaluate and score the proposal applications. Members of the Evaluation Panel may include representatives from the Southern California Association of Governments (SCAG), the California Department of Transportation (Caltrans), the Orange County Transportation Authority, as well as city and county representatives.

All proposal applications will be reviewed and scored to ensure projects proposed are derived from and consistent with the 2016-2019 Coordinated Public Transit-Human Services Transportation Plan for Los Angeles County and that they are responsive to the eligibility criteria for the program from which funds were requested, as well as to the evaluation criteria. The final score for each proposal, and corresponding ranking, will be determined as the average of the scores of all members of the Evaluation Panel.

Applications will be ranked based on the final score provided by the Evaluation Panel. Funds will be allocated according to the ranking of projects to the maximum amount made available for the FY 2017 Solicitation for Proposals. Award recommendations will be limited to proposals that receive a final score of 70 or above (out of a maximum of 100) and subject to funds availability. Ultimately, the Metro Board of Directors will approve the funding award recommendations that will be included in grant applications to be submitted to FTA.

The following Part I-Part IV of the Fiscal Year (FY) 2017 Solicitation for Proposals specifies the application content required and the maximum score possible for each scoring segment of the application:

PART I - GENERAL INFORMATION

Project Goal

In this section of the application, indicate how the proposed project addresses gaps and barriers identified in the 2016-2019 Coordinated Public Transit-Human Services Transportation Plan for Los Angeles County found at www.metro.net/projects/fta5310.

Description of Agency or Organization

Briefly describe your agency or organization using the space provided including:

1. Transportation related programs and services currently managed and provided including target populations served, areas served, days/hours of service, and where applicable total fleet size (identifying the number of vehicles that are federally funded).
2. The number of individuals who currently receive transportation assistance managed/provided by your agency or organization, including a specific breakdown by age (65 years of age or older and those under 65 years old) by disability (those who use a wheelchair or other mobility device and those who do not need a mobility device), and by income.
3. A map or brochure showing the existing service area of your agency or organization, as well as any proposed expansion requested to be funded (if applicable).

PART II - PROJECT NARRATIVE & EVALUATION CRITERIA

Part II consists of four sections (A-D). To receive the maximum number of points for each section, ensure that the narrative responses are clear, concise, complete and accurate and specifically address the evaluation criteria that are provided as guidance for each section.

Section A: Scope of Work, Need, Objectives, Coordination and Outreach (Up to 40 points)

To receive the maximum number of points, provide a detailed and clear description of the project proposed, including need and objectives. Also, discuss coordination and outreach efforts. Vehicle funding requests require a completed "Vehicle Purchasing Schedule," included as **Attachment A**. Please address the following evaluation criteria as applicable to the proposed project:

1. Describe the transportation services currently provided (if any), the existing transportation service fleet (if any), and the target populations currently served including elderly persons, individuals with disabilities, welfare recipients, and/or eligible low-income individuals. Explain how the award of Program funds will allow your agency/organization to implement, continue, and/or enhance or expand existing services including the project beginning and ending dates. Describe how

the proposed project is consistent with the goals of the grant program. Where new and/or enhanced or expanded services are proposed, be specific regarding the change and/or improvements to existing services including: capacity, service hours, service areas, target populations, etc. Further include specific and detailed responses to the items below (a-d) where applicable to the proposed projects. (Up to 20 points)

- a. **For vehicle replacement projects**, explain why the replacement vehicle(s) are needed. Complete and attach the “Vehicle Replacement Request Form” included as **Attachment B**. If requesting alternative fuel vehicle(s), justify the need and indicate whether your agency has the required fuel infrastructure, including the proximity of the fuel station in relation to your agency. Indicate the plan for the disposition of the vehicles being replaced (e.g. backup or sell). Provide a cost/benefit analysis, if proposing to lease instead of procure vehicle(s).
- b. **For operating projects including operating, vehicles, and/or equipment expenses supporting “new” and/or enhanced or expanded service**, describe the new service and/or the growth in demand for transportation services by the target populations that your agency or organization is experiencing. Describe and include the service routes and schedules including trip coordination strategies conducted in support of the project and/or to be pursued; also, specify if your agency or organization will operate the service or will contract for the services. Discuss any projected increase in the number of clients to be served, target population(s), area(s) served, type of service to be provided, and how the enhanced and/or expanded service will increase the capacity of the services currently being provided. Indicate the new or additional days/hours of service to be provided per year, as well as the projected number of annual one-way passenger trips and miles each vehicle will travel during its useful life. If requesting funding to purchase vehicles for new or expanded transportation service, complete the “New Service or Service Expansion Vehicle Request Form” included as **Attachment C**.
- c. **For communication and computer equipment, hardware and/or software, or any other eligible miscellaneous equipment replacement in support of eligible projects**, provide a detailed description of the make, model, and year of the equipment to be replaced. Explain how it is currently being used to support your service and how its replacement is needed to improve service efficiency. List the specific items to be purchased and attach three (3) like-kind estimates with this application. Estimates can be quotes received from manufacturers or Internet sites, advertisements, or product catalogs. Use the average cost of the three estimates to calculate the unit cost in the proposal. Complete and attach the “Communication/Computer Equipment Request Form” included as **Attachment D**.
- d. **For improved passenger facilities**, attach two photos that show existing conditions and describe the proposed facility improvements. For transit stop improvements, provide the project’s location and service area (including street names), as well as the total annual boardings and alightings at each location.

2. Explain how the proposed project meets and is consistent with the goals and objectives of the Section 5310, Section 5316, and/or Section 5317 Program as applicable, and how it addresses gap(s), barriers, goals and/or strategies identified in the 2016-2019 Coordinated Public Transit – Human Services Transportation Plan for Los Angeles County www.metro.net/projects/fta5310. Include references to any other, studies, surveys, or other information that were used to develop the project and substantiate its need using qualitative and/or quantitative analyses. (Up to 10 points)
3. Explain how the proposed project (new, continuing, and/or enhanced/expanded) was developed or is being implemented in consultation with interested parties to ensure adequate coordination of existing and proposed transportation services, including seeking and considering comments and views of affected private and public transportation providers. Specify the agencies, groups, or stakeholders involved in the development of the proposed project and/or its implementation phase and their roles (such as health and human services agencies, agencies from the private sector, non-profit agencies, transportation providers, and members of the general public) to successfully implement the project, support coordination of services, and avoid duplication. (Up to 5 points)
4. Discuss how the project is or will be marketed to promote public awareness and expand coordination efforts with other parties. (Up to 5 points)

Section B: Project Implementation, Operating and Management Plans (Up to 20 points)

To receive the maximum number of points, describe your agency/organization's project operating and management plans as applicable to new, continuing, and/or enhanced/expanded project proposal. Complete and attach a proposed project schedule and provide key project milestones, potential risks along with associated mitigation strategies. Assume the start of eligible activities to be approximately eight (8) months after the Application Deadline. Please include and address each of the following as applicable to the proposed project:

1. Describe the project's management plan, key milestones, and schedule, including a brief description of 1) the role of key personnel and their relevant experience with implementing/managing similar transportation projects; and 2) any professional services to be procured by the applicant after grant award and the proposed procurement method to be used. (Up to 8 points)
2. Describe your agency or organization's contingency plan to avoid service disruption due to staffing, mechanical, or technical problems. Further include response to the item (a) below if applicable to the proposed project. (Up to 8 points)
 - a. **For new, continuing, expanded and/or enhanced vehicular transportation service projects**, describe your agency or organization's driver training program,

FY 2017 Section 5310, 5316, 5317 Solicitation for Proposals & Application

maintenance program (i.e., daily pre-trip and post-trip inspection, and description of preventive and routine maintenance policies and procedures). Include/attach your agency or organization's fleet, including spare ratio, before and after funding request. Responses shall apply to directly operated and/or contracted services.

3. Describe your agency or organization's experience and history in providing transportation services, including the number of years. Also, include the number of years your agency has provided transportation services or managed similar projects or programs funded with Section 5310, Section 5316, and/or Section 5317 funds (or other federal programs). If your agency or organization will be providing transportation services for the first time, specify the number of years it has provided non-transit services to elderly persons, individuals with disabilities, welfare recipients, and/or eligible low-income individuals. (Up to 4 points)

Section C: Performance Indicators and Project Effectiveness (Up to 20 points)

To receive the maximum number of points, identify the performance measures applicable to the proposed project to ensure that stated objectives are being met (ref. Application Part II., Section A.2). Please address the following evaluation criteria (as applicable):

1. Provide quantitative and where applicable qualitative project performance measure(s) as required for each project type for each calendar year during the life of the proposed project. Include the methodology used to develop the performance measure estimates. Discuss any other performance indicators applied to the proposed project, such as projections for annual vehicle use and number of persons receiving travel training. In all cases use calendar year 2016 as the base year when developing and projecting future performance indicators (if the proposed service/project is not new). (Up to 10 points)
 - a. **For Section 5310 Traditional Capital** projects, provide the estimated number of seniors and individuals with disabilities afforded mobility they would not have without program support as a result of the project and the estimated number of rides measured by one-way passenger trips provided.
 - b. **For Section 5310 Other Capital and Operating** projects, provide the estimated number of rides measured by one-way passenger trips provided as a result of the project; provide the estimated increases or enhancements related to geographic coverage, service quality, and/or service times that impact availability of transportation services for seniors and individuals with disabilities as a result of the project; quantify/qualify estimated performance measures where additions or changes to physical infrastructure (e.g., transportation facilities, sidewalks, etc.), technology, and vehicles impact availability of transportation services for seniors and individuals with disabilities as a result of the project.
 - c. **For Section 5316 Operating & Capital** projects, provide estimated or projected number of jobs that can be accessed as a result of geographic or temporal

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coverage of the project and the estimated or projected number of rides measured by one-way passenger trips provided.

- d. **For Section 5317 Other Capital and Operating** projects, provide the estimated or projected increases or enhancements related to geographic coverage, service quality, and/or service times that impact availability of transportation services for seniors and individuals with disabilities as a result of the project. And/or additions or changes to physical infrastructure (e.g., transportation facilities, sidewalks, etc.), technology, and vehicles that impact availability of transportation services for seniors and individuals with disabilities as a result of the project. And/or the estimated/projected number of rides measured by one-way passenger trips provided.
2. Explain how each applicable Program performance measure (ref Section C.1) will be used by the agency/organization to evaluate the effectiveness of the project in meeting the transportation needs of the targeted population(s). Identify strategies to mitigate performance measures that are not achieving the stated objectives. (Up to 4 points)
3. Describe the management tools and/or procedures to be used for collecting, tracking, and reporting the project's performance, including the on-going management and evaluation of performance indicators. (Up to 6 points)

Section D: Budget Justification (Up to 20 points)

To receive the maximum number of points, describe the assumptions for developing the budget for the proposed project included in Part III of the application. The total project cost calculated should be the net of operating revenues (i.e., farebox recovery). Please address the following evaluation criteria (as applicable):

1. Assumptions used to prepare the budget, such as quantity and level of service, basis for costs, inflation rate and prior experience. Include maintenance and repair costs, cost of fuel, casualty and liability insurance, and other administrative and direct costs; in-direct costs are ineligible. Note: The maximum amount of Program funds that can be used for administrative expenses is five (5) percent of the total project cost. (Up to 5 points)
2. Identify all sources and amounts of operating revenue, including farebox revenue where applicable and revenue from local, state, and/or federal discretionary and/or formula grants that are proposed to be used to fund the proposed project. (Up to 5 points)
3. Identify the total amount of federal funds requested from the specific Section 5310, Section 5316, or Section 5317 Program and discuss the eligibility of the proposed expenditures. (Up to 5 points)

Specify the amount and source of non-USDOT Local Match funds committed for the proposed project to meet statutory local match requirements. Attach a letter signed by a duly authorized representative committing the proposed local match for the project.

PART III - PROJECT BUDGET

Complete the corresponding budget sheet(s) for the proposed project program fund (Section 5310, Section 5316, or Section 5317) and project category (traditional capital, other capital, capital and/or operating). Include all sources of revenue, including user fees and fares. Review all cell notes included in worksheets.

Important! Total Project Expenses must equal the Total Project Funding including requested..

1. Identify and record project expenses over the proposed period of performance. Where allowable, administration expenses may not exceed 5 percent of the total project expenses. All expenses must be eligible, reasonable, and justified.
2. Each project must be fully funded; local matches proposed over the required minimum local match are acceptable. Reference FEDERAL SHARE, TRANSPORTATION DEVELOPMENT CREDITS, AND LOCAL MATCHING REQUIREMENTS for each program to determine local match requirement. Eligible local match may include (but are not limited to) state and local funds, revenues from grants or contracts with others, donations and local fund raising projects, non-USDOT federal funds and direct in-kind contributions.
3. Include all revenue from grants, donations, and local fund-raising projects that will be used to fund your proposed project.
4. Identify the source of the local match.

PART IV - CERTIFICATIONS

Private Nonprofit Agency –Corporation Inquiry and Certification

If your agency or organization is claiming applicant eligibility based on its status as a private nonprofit agency or organization, provide verification of its incorporation number and current legal standing from the California Secretary of State Information Retrieval/Certification & Records Unit (IRC Unit).

Local Government Authority Certification

Metro may allocate funds to a local governmental authority to implement Traditional Section 5310 Capital projects provided that the governmental authority is approved by the state to coordinate services for elderly individuals and individuals with disabilities or it certifies that there are no non-profit organizations readily available in the area to provide the service. A local governmental authority includes: a political subdivision of a State, such as a city or county; a state authority or an authority of a political subdivision of a State; and a public corporation, board, or commission established under the laws of a State.

Accordingly, a local governmental authority must certify that no non-profit agencies are readily available to provide the proposed service by completing and signing the “Local Government Authority Certification” form included in Part IV of the application. A public hearing is required and should be completed between the release date of the FY 2017 Solicitation for Proposals and the due date of the application to Metro. Applicants must also attach a copy of the public hearing notice and a letter summarizing the outcome of the public hearing signed by a duly authorized representative. Please schedule accordingly taking into consideration the minimum required 30-day public comment period prior to the date of the public hearing.

General Certifications and Assurances Summary

By signing the General Certifications and Assurances Summary form, the applicant assures that it will comply with federal statutes, regulations, executive orders, and administrative requirements, which relate to applications made to and grants received from FTA. The applicant acknowledges receipt and awareness of the list of such statutes, regulations, executive orders, and administrative requirements that are provided as references in FTA Circular 9070.1G (“Enhanced Mobility of Seniors and Individuals with Disabilities Program Guidance and Application Instructions”) dated June 6, 2014, in FTA Circular 9050.1 (“Job Access and Reverse Commute Program Guidance and Application Instructions”) dated May 1, 2007, and/or in FTA Circular 9045.1 (“New Freedom Program Guidance and Application Instructions”) dated May 1, 2007 and incorporated by reference in the Funding Agreement to be executed by/between Metro and successful applicants.

Civil Rights Certification

The applicant must specify the status of any complaints against the agency or organization filed within the last twelve months on the basis of race, color, creed, national origin, sex, age or disability. Also indicate if the agency or organization has an approved Title VI Plan or is currently developing one.

Current Grant Subrecipient Compliance

All applicants must indicate whether or not they are a current FTA Section 5310, Section 5316, or Section 5317 grant recipient/subrecipient. If yes, applicants must indicate whether or not they are in good standing or in compliance with their existing Standard Agreement and/or Scope of Work.

Debarment/Suspension Certification

All applicants must certify that neither they nor their contractors have been debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation in any federally assisted transactions.



Section 5310, Section 5316, and Section 5317
COMPETITIVE GRANT APPLICATION
Fiscal Year 2017 Solicitation for Proposals
Application Deadline: April 28, 2017

APPLICATION PACKAGE CONTENTS

Part I. General Information	Attachment A. Vehicle Purchasing Schedule
Part II. Project Narrative	Attachment B. Vehicle Replacement Request Form
Part III. Project Budget	Attachment C. New Service/Service Expansion Vehicle Request Form
Part IV. Certifications	Attachment D. Communications/Computer Equipment Request Form

SUBMITTAL INSTRUCTIONS: A complete application includes Part 1-Part V and all applicable attachments. Applications must be postmarked no later than 3:00 PM date of the Application Deadline and shall include: the signed original proposal, 5 hard copies of the signed proposal, and 2 electronic copies (i.e. DVR, CD, flash drive, etc.) of the signed proposal including attachments. **Incomplete applications may render the proposal non-responsive and may not be considered further.**

Applications shall be addressed and delivered to:

Los Angeles County Metropolitan Transportation Authority
Regional Grants Management
One Gateway Plaza
Mail Stop 99-23-3
Los Angeles, CA 90012-2952

TECHNICAL ASSISTANCE: If you have any questions, contact Jami Carrington at (213) 922-7364 or carringtonj@metro.net. For additional information, and resources, refer to program website <https://www.metro.net/projects/fta5310/>. Interested applicants are strongly encouraged to attend program workshops scheduled February 14, February 15, and February 16, 2017.

PART I – GENERAL INFORMATION

PROJECT TITLE:

APPLICANT INFORMATION

Name of Organization or Agency:

Data Universal Numbering System (DUNS) No.:

Address:

City/State/Zip:

Contact Person (Name and Title):

E-mail of Contact Person:

Phone (are code + number):

PROJECT CATEGORY TYPE (select ONLY one per application)

- ☐ Traditional Capital (Section 5310 eligible)
- ☐ Other Capital (Section 5310 and Section 5317 eligible)
- ☐ Capital (Section 5316 eligible)
- ☐ Operating (Section 5310, Section 5316, and Section 5317 eligible)

PROJECT SERVICE AREA (select all applicable)

- ☐ Lancaster and/or Palmdale
- ☐ Santa Clarita
- ☐ Other cities and unincorporated areas within Los Angeles County not listed above
- ☐ Areas outside of Los Angeles County

PROJECT GOAL (select all applicable)

Refer to 2016-2019 Coordinated Public Transit – Human Services Transportation Plan for Los Angeles County

- ☐ Fund Mobility Options
- ☐ Address Mobility Gaps
- ☐ Provide Support Services
- ☐ Promote and Improve Information Portals
- ☐ Enhance Accountable Performance Monitoring Systems
- ☐ Other (list/describe below):

PART I – GENERAL INFORMATION (continued)

DESCRIPTION OF APPLICANT AGENCY/ORGANIZATION (e.g., organization type, transportation services provided, target populations served, geographical areas served)

PROJECT BUDGET SUMMARY (total across all Part III. Budget sheets and enter below)

A. Total Project Expenses (must equal sum total B+ C) \$

B. Total Local Match \$

C. Total Federal Funding Request \$

If the Federal Funding request is not fully awarded, would your agency/organization be amenable to implementing a reduced Scope of Work? Yes ☐ No ☐

AUTHORIZATION

I, _____, am the person duly authorized to sign this this application and associated certifications on behalf of my agency/organization. I also acknowledge that the information in this application package is a public record.

To the best of my knowledge and belief, all data in this application is true and correct. My agency/organization will comply with applicable Certifications and Assurances, METRO Funding Agreements, and METRO and FTA requirements if federal financial assistance is awarded.

Signature of Authorized Representative

Date

Title of Authorized Representative

Organization/Agency

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PART II - PROJECT NARRATIVE

Part II - Project Narrative consists of four sections (A-D) totaling 100 points possible. To receive the maximum allowable points per section, each section will be reviewed and scored for responsiveness, clarity, completion, and accuracy. Use Arial or Times New Roman font 12 point type and refer to the "Application Instructions" for expanded section descriptions, project applicability, and evaluation criteria as guidance to complete each section. Use additional pages as needed.

A. Scope of Work, Project Need, Objectives, Coordination and Outreach (Up to 40 points)

Provide a detailed and clear description of the project proposed, including beginning and ending dates, its need, objectives, consistency with program fund goals, key stakeholders' roles and responsibilities, coordination efforts, and planned outreach or marketing activities to promote the service. **Follow and address all Section guidelines and evaluation criteria as applicable and include all attachments as applicable.**

B. Project Implementation, Operating, and Management Plans (Up to 20 points)

Describe your project operating and management plans as applicable to new, continuing, and/or enhanced/expanded project proposal. Complete and attach a proposed project schedule and provide key project milestones, potential risks along with associated mitigation strategies. **Follow and address all Section guidelines and evaluation criteria as applicable**

PART II - PROJECT NARRATIVE (continued)

C. Performance Indicators and Project Effectiveness (Up to 20 points)

Identify the performance measures applicable to the proposed project to ensure that stated objectives are being met. **Follow and address all Section guidelines and evaluation criteria as applicable**

D. Budget Justification (Up to 20 points)

Describe the assumptions used for developing the budget for the proposed project included in Part III of the application **Follow and address all Section guidelines and evaluation criteria as applicable**. Notes: Administrative expenses cannot exceed 5 percent of the total project's cost. Only direct costs will be eligible for reimbursement. For direct labor, include job title, description of tasks to be performed, hours to be dedicated to the project, and hourly rates. Include unit costs for all budget items, as applicable. Applicants may be required to provide additional budget details.

PART III. PROJECT BUDGET

1. TRADITIONAL CAPITAL (Section 5310)

PROJECT EXPENSES	
a. Contracted Services with Human Services Agencies	-
b. Vehicle (purchase)	-
c. Vehicle (lease)	-
d. Equipment (purchase)	-
e. Equipment (lease)	-
f. Contract/Technical Consultant Services	-
g. Mobility Management	-
h. Other (explain in Part II)	-
Total Project Expenses* (sum a-h) must equal Total Project Funding	

*Direct costs only; net of farebox revenue

PROJECT FUNDING	
a. Total Federal Funding Request (max. \$60,000 equipment; \$900,000 all others)	
b. Transportation Development Credits	-
State Fund	-
Local Fund	
Revenues from Contracts with Human Services Agencies	-
Donations	-
Applicant In-kind (e.g. property, land, office space, etc.)	-
Non-applicant In-kind (e.g. volunteer drivers, escorts, travel aides)	-
Non USDOT Federal Funding	-
Other (explain in Part II)	-
c. Total Local Match	\$ -
Total Project Funding* (sum a+b+c) must equal Total Project Expense	\$ -

*Net of farebox revenue

PART III. PROJECT BUDGET

2. OTHER CAPITAL (Section 5310)

PROJECT EXPENSES	
a. Contracted Services with Human Services Agencies	-
b. Vehicle (purchase)	
c. Vehicle (lease)	-
d. Equipment (purchase)	-
e. Equipment (lease)	-
f. Other (explain in Part II)	-
g. Administration (cannot exceed 5% of Total Project Expenses)	-
Total Project Expenses* (sum a-g) must equal Total Project Funding	\$ -

*Direct costs only; net of farebox revenue

PROJECT FUNDING	
a. Total Federal Funding Request (max \$60,000 equipment; \$900,000 all others)	
b. Transportation Development Credits	-
State Fund	-
Local Fund	
Revenues from Contracts with Human Services Agencies	-
Donations	-
Applicant In-kind (e.g. property, land, office space, etc.)	-
Non-applicant In-kind (e.g. volunteer drivers, escorts, travel aides)	-
Non USDOT Federal Funding	-
Other (explain in Part II)	-
c. Total Local Match	\$ -
Total Project Funding* (sum a+b+c) must equal Total Project Expense	\$ -

*Net of farebox revenue

PART III. PROJECT BUDGET

3. OPERATING (Section 5310)

PROJECT EXPENSES	
a. Contract/Technical Consultant Services	-
b. Vehicle Maintenance and Repair	-
c. Vehicle Fuel	-
d. Casualty & Liability Insurance	-
e. Project Marketing	-
f. Driver Labor	-
g. Escorts, Travel Aides Labor	-
h. Other (explain in Part II.)	-
i. Administration (cannot exceed 5% of Total Project Expenses)	-
Total Project Expenses* (sum a-i) must equal Total Project Funding	\$ -

*Direct costs only; net of farebox revenue

PROJECT FUNDING	
a. Total Federal Funding Request (max. \$600,000)	
b. Transportation Development Credits	\$ -
State Fund	-
Local Fund	-
Revenues from Contracts with Human Services Agencies	-
Donations	-
Applicant In-kind (e.g. property, land, office space, etc.)	-
Non-applicant In-kind (e.g. volunteer drivers, escorts, travel aides)	-
Non USDOT Federal Funding	-
Other (explain in Part II)	-
c. Total Local Match	\$ -
Total Project Funding* (sum a+b+c) must equal Total Project Expense	\$ -

*Net of farebox revenue

PART III. PROJECT BUDGET

4. CAPITAL (Section 5316, TDC ineligible)

PROJECT EXPENSES	
a. Contracted Services with Human Services Agencies	-
b. Vehicle (purchase)	-
c. Vehicle (lease)	-
d. Equipment (purchase)	-
e. Equipment (lease)	-
f. Other (explain in Part II)	-
g. Administration (cannot exceed 5% of Total Project Expenses)	-
Total Project Expenses* (sum a-g) must equal Total Project Funding	\$ -

*Direct costs only; net of farebox revenue

PROJECT FUNDING	
a. Total Federal Funding Request	\$ -
State Fund	-
Local Fund	-
Revenues from Contracts with Human Services Agencies	-
Donations	-
Applicant In-kind (e.g. property, land, office space, etc.)	-
Non-applicant In-kind (e.g. volunteer drivers, escorts, travel aides)	-
Non USDOT Federal Funding	-
Other (explain in Part II)	-
b. Total Local Match	\$ -
Total Project Funding* (sum a+b) must equal Total Project Expense	\$ -

*Net of farebox revenue

PART III. PROJECT BUDGET

5. OPERATING (Section 5316, TDC ineligible)

PROJECT EXPENSES	
a. Contract/Technical Consultant Services	-
b. Vehicle Maintenance and Repair	-
c. Vehicle Fuel	-
d. Casualty & Liability Insurance	-
e. Project Marketing	-
f. Driver Labor	-
g. Escorts, Travel Aides Labor	-
h. Other (explain in Part II.)	-
i. Administration (cannot exceed 5% of Total Project Expenses)	-
Total Project Expenses* (sum a-i) must equal Total Project Funding	\$ -

*Direct costs only; net of farebox revenue

PROJECT FUNDING	
a. Total Federal Funding Request	
State Fund	-
Local Fund	-
Revenues from Contracts with Human Services Agencies	-
Donations	-
Applicant In-kind (e.g. property, land, office space, etc.)	-
Non-applicant In-kind (e.g. volunteer drivers, escorts, travel aides)	-
Non USDOT Federal Funding	-
Other (explain in Part II)	-
b. Total Local Match	\$ -
Total Project Funding* (sum a+b) must equal Total Project Expense	\$ -

*Net of farebox revenue

PART III. PROJECT BUDGET

6. OPERATING (Section 5316)

PROJECT EXPENSES	
a. Contract/Technical Consultant Services	-
b. Vehicle Maintenance and Repair	-
c. Vehicle Fuel	-
d. Casualty & Liability Insurance	-
e. Project Marketing	-
f. Driver Labor	-
g. Escorts, Travel Aides Labor	-
h. Other (explain in Part II.)	-
i. Administration (cannot exceed 5% of Total Project Expenses)	-
Total Project Expenses* (sum a-i) must equal Total Project Funding	\$ -

*Direct costs only; net of farebox revenue

PROJECT FUNDING	
a. Total Federal Funding Request	
b. Transportation Development Credits	\$ -
State Fund	-
Local Fund	-
Revenues from Contracts with Human Services Agencies	-
Donations	-
Applicant In-kind (e.g. property, land, office space, etc.)	-
Non-applicant In-kind (e.g. volunteer drivers, escorts, travel aides)	-
Non USDOT Federal Funding	-
Other (explain in Part II)	-
c. Total Local Match	\$ -
Total Project Funding* (sum a+b+c) must equal Total Project Expense	\$ -

*Net of farebox revenue

PART III. PROJECT BUDGET

7. OTHER CAPITAL (Section 5317)

PROJECT EXPENSES	
a. Contracted Services with Human Services Agencies	-
b. Vehicle (purchase)	-
c. Vehicle (lease)	-
d. Equipment (purchase)	-
e. Equipment (lease)	-
f. Other (explain in Part II)	-
g. Administration (cannot exceed 5% of Total Project Expenses)	-
Total Project Expenses* (sum a-g) must equal Total Project Funding	\$ -

*Direct costs only; net of farebox revenue

PROJECT FUNDING	
a. Total Federal Funding Request (max \$60,000 equipment; \$900,000 all others)	
b. Transportation Development Credits	-
State Fund	-
Local Fund	
Revenues from Contracts with Human Services Agencies	-
Donations	-
Applicant In-kind (e.g. property, land, office space, etc.)	-
Non-applicant In-kind (e.g. volunteer drivers, escorts, travel aides)	-
Non USDOT Federal Funding	-
Other (explain in Part II)	-
c. Total Local Match	\$ -
Total Project Funding* (sum a+b+c) must equal Total Project Expense	\$ -

*Net of farebox revenue

PART III. PROJECT BUDGET

8. OPERATING (Section 5317)

PROJECT EXPENSES	
a. Contract/Technical Consultant Services	-
b. Vehicle Maintenance and Repair	-
c. Vehicle Fuel	-
d. Casualty & Liability Insurance	-
e. Project Marketing	-
f. Driver Labor	-
g. Escorts, Travel Aides Labor	-
h. Other (explain in Part II.)	-
i. Administration (cannot exceed 5% of Total Project Expenses)	-
Total Project Expenses* (sum a-i) must equal Total Project Funding	\$ -

*Direct costs only; net of farebox revenue

PROJECT FUNDING	
a. Total Federal Funding Request	
b. Transportation Development Credits	-
State Fund	-
Local Fund	-
Revenues from Contracts with Human Services Agencies	-
Donations	-
Applicant In-kind (e.g. property, land, office space, etc.)	-
Non-applicant In-kind (e.g. volunteer drivers, escorts, travel aides)	-
Non USDOT Federal Funding	-
Other (explain in Part II)	-
c. Total Local Match	\$ -
Total Project Funding* (sum a+b+c) must equal Total Project Expense	\$ -

*Net of farebox revenue

PART IV - CERTIFICATIONS

Private Nonprofit Agency – Corporation Status Inquiry and Certification

If your agency or organization is claiming applicant eligibility applicant based on its status as a private nonprofit organization, you must obtain verification of its incorporation number and current legal standing from the California Secretary of State Information Retrieval/ Certification & Records Unit (IRC Unit). The "Status Inquiry" document must be attached as an appendix to the application. To assist your agency or organization in obtaining this information, use one of these two methods:

1. To obtain Corporate Records Information over the Internet, go to:
<http://kepler.sos.ca.gov/>. Enter the name of your agency or organization. If its status is active, print the page and submit it as proof. If you are unable to find its status online, go to option 2 and follow instructions. If the verification of your status is not available at the time you submit your application, you must indicate the date on which you requested the verification and the estimated date it will be forwarded to the Los Angeles County Metropolitan Transportation Authority.
2. If your agency or organization is unable to locate the information on-line, it may obtain the "Status Inquiry" document by making a written request (including a self-addressed envelope) to:

**Secretary of State
Certification and Records
P.O. Box 944260, Sacramento, CA 94244-2600
(916) 657-5448**

Private Non-profits
Legal Name of Non-profit Applicant:
State of California Articles of Incorporation Number:
Date of Incorporation:

PART IV – CERTIFICATIONS (continued)

Local Government Authority Certification

The Designated Recipient of Section 5310 Program funds may allocate funds apportioned to it to a local governmental authority to implement traditional capital projects provided that the local governmental authority:

1. Is approved by the state to coordinate services for seniors and individuals with disabilities; or
2. Certifies that there are no non-profit organizations readily available in the area to provide the service.

Local governmental authorities must certify that no non-profit agencies are readily available to provide the proposed service, by completing and signing the “**Certification of No Readily Available Service Providers**” below.

A public hearing is required as part of the application process and should be completed between the release date of the FY 2017 Solicitation of Proposals and the due date of the application. Please provide a copy of the public hearing notice and a letter summarizing the outcome of the hearing signed by the certifying representative. If a public hearing has been scheduled, but not completed by this date, write the scheduled hearing date in the space provided at the bottom of the Certification.

Please check the option that most applies to your agency or organization to determine its eligibility as a local governmental authority to receive Section 5310 Program funds to implement Traditional capital projects.

☐

Certifying that my agency or organization is a local government and that there are no non-profit organizations readily available in the service area to provide the proposed service.

☐

Certifying that my agency or organization is approved by the state to coordinate services for seniors and individuals with disabilities.

Certifying Representative

Name (print):	
Title (print):	
Signature:	Date
Date of Public Hearing:	

PART IV – CERTIFICATIONS (continued)

General Certifications and Assurances Summary

The “Certifying Representative” must complete the form, including his/her signature in blue ink. Use the legal name of your agency or organization. If the agency or organization is a public entity, attach an authorizing resolution, designating the person to sign on its behalf, to the application.

Legal Name of Applicant:		
Address:		
Contact Person:	Work Phone	Work Fax

- A. Pursuant to 49 CFR, Part 21, Title VI of the Civil Rights Act of 1964: The applicant assures that no person, on the grounds of race, color, creed, national origin, sex, age, or disability shall be excluded from participating in, or denied the benefits of, or be subject to discrimination under any project, program, or activity (particularly in the level and quality of transportation services and transportation-related benefits) for which the applicant receives Federal assistance funded by the Federal Transit Administration (FTA).
- B. Pursuant to 49 CFR, Part 21, Title VI of the Civil Rights Act of 1964: The applicant assures that it shall not discriminate against any employee or applicant for employment because of race, color, creed, national origin, sex, age, or disability and that it shall take affirmative action to ensure that applicants are employed, and that employees are treated during employment, without regard to their race, color, creed, national origin, sex, age, or disability.
- C. The applicant certifies that it will conduct any program or operate any facility that receives or benefits from Federal financial assistance administered by FTA in compliance with all applicable requirements imposed by or pursuant to 49 CFR Part 27, “Nondiscrimination on the Basis of Handicap in Programs and Activities Receiving or Benefiting from Federal Financial Assistance” and the Americans with Disabilities Act of 1990, as amended, at 49 CFR Parts 27, 37, & 38.
- D. The applicant assures that it will comply with the federal statutes, regulations, executive orders, and administrative requirements, which relate to applications made to and grants received from FTA. The applicant acknowledges receipt and awareness of the list of such statutes, regulations, executive orders, and administrative requirements that are provided as references in FTA Circular 9070.1G (“Enhanced Mobility of Seniors and Individuals with Disabilities Program Guidance and Application Instructions”) dated June 6, 2014, in FTA Circular 9050.1 (“Job Access and Reverse Commute Program Guidance and Application Instructions”) dated May 1, 2007, and/or in FTA Circular 9045.1 (“New Freedom Program Guidance and Application Instructions”) dated May 1, 2007.
- E. The applicant certifies that the contracting and procurement procedures that are in effect and will be used by the applicant for equipment are in accordance and comply with the significant aspects of FTA Circular 4220.1F, “Third Party Contracting Guidelines.”
- F. The applicant certifies that any proposed project for the acquisition of or investment in rolling stock is in conformance with FTA rolling stock guidelines.
- G. The applicant certifies that it will comply with applicable provisions of 49 CFR Part 605 pertaining to school transportation operations which prohibits federally-funded equipment or facilities from being used to provide exclusive school bus service.
- H. The applicant certifies that it will comply with Government Code 41 USC. 701 et seq, and 49 CFR, Part 32 in matters relating to providing a drug-free workplace.

To the best of my knowledge and belief, the data in this application are true and correct, and I am authorized to sign these certifications and assurances and to file this application on behalf of the applicant.

Certifying Representative

Name (print):	
Title (print)	
Signature:	Date

PART IV – CERTIFICATIONS (continued)

Civil Rights Certification

As an attachment to the application, describe any lawsuits or complaints against your agency or organization within the last twelve months alleging discrimination on the basis of race, color, creed, national origin, sex, age or disability. Provide a summary of the status of lawsuits and include the following information: date of complaint, lawsuit received and/or acted on, description status or outcome, corrective action taken, and date of final resolution.

If **NO** lawsuits or complaints were received or acted on, provide a certification as an attachment to the application signed by an authorized representative that includes the following statement:

“THERE WERE NO LAWSUITS OR COMPLAINTS RECEIVED OR ACTED ON IN THE LAST TWELVE MONTHS RELATING TO TITLE VI OR OTHER RELEVANT CIVIL RIGHTS REQUIREMENTS”.

As an attachment to the application, also discuss if your agency or organization has a Title VI Plan. If not, please explain why and provide a date your agency or organization anticipates completing the plan. Discuss policies and procedures to make written and oral information available to clients and potential clients in languages other than English.

PART IV – CERTIFICATIONS (continued)

Current Grant Subrecipient Compliance

If you are a current grant subrecipient and are not compliant with all FTA Section 5310, Section 5316, and/or Section 5317 Program requirements, you will not be eligible to apply for grant funds until compliance has been determined. You must be in compliance at the time of application submittal.

	Yes	No
Does your agency currently have active vehicles purchased with FTA Section 5310, Section 5316, and/or Section 5317 Program funds?		
Is your agency currently receiving operating funds under a Section 5310, Section 5316, and/or Section 5317 Program grant?		
If yes to either, is your agency currently in compliance with their Section 5310, Section 5316, and/or section 5317 Standard Agreement/Scope of Work?		

Debarment/Suspension Certification

Federal law (2 CFR part 1200) requires that all agencies receiving federal funds must certify that neither they nor their subcontractors have been debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded by any Federal department or agency from doing business with the Federal Government.

I certify that neither my agency nor any subcontractor affiliated with my agency has been debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded by any Federal department or agency.

Certifying Representative

Name (print):	
Title (print)	
Signature:	Date

ATTACHMENT A

VEHICLE PURCHASING SCHEDULE

Applicants are highly encouraged to purchase vehicles through the federally compliant CalACT/MBTA Purchasing Cooperative as per the vehicle schedule below. Metro may offer broker purchase agreements where the subrecipient is not eligible to participate in the purchasing cooperative. Should applicants choose to purchase their own vehicles, the agency must follow all federal procurement requirements and vehicle approval will be limited to the similar type of vehicles shown below. The Estimated Unit Cost per vehicle represents the maximum eligible award available and includes the estimated cost of a standard accessible vehicle with wheelchair lift/ramp and securements, DMV fees, procurement fees, and applicable sales tax. If the actual cost per vehicle exceeds the estimated unit cost, the subrecipient will be required to fully fund the incremental cost. Total maximum project cost is limited to \$900,000 per application per agency.

Vehicle Type	Quantity	Estimated Unit Cost**	Total Cost
Class A Small Bus (Ford E350 or GM 3500) 8 Ambulatory Passengers (AMB); 2 Wheelchair (WC)*		\$72,000	
Class B Medium Bus (Ford E450 or GM 4500) 12 AMB; 2 WC*		\$74,000	
Class B Medium Bus – CNG 12 AMB; 2 WC *		\$97,000	
Class C Large Bus (Ford E450) 16 AMB ; 2 WC *		\$80,000	
Class C Large Bus- CNG 16 AMB; 2 WC *		\$102,000	
Class D Minivan w/ramp 5 AMB; 2WC		\$51,000	
Class E Larger Bus (Ford F550) 20 AMB, 2 WC*		\$99,000	
Class E Larger Bus –CNG 20 AMB, 2 WC*		\$110,000	
Class F/G Low Floor Bus 13/14 AMB, 2 WC		\$141,000	
Class F/G Low Floor Bus - CNG 13/14 AMB, 2 WC		\$171,000	
Class F Low Floor Bus 17/18 AMB, 2 WC		\$148,000	
Class F Low Floor Bus – CNG 17/18 AMB, 2 WC		\$180,000	
Class M Low Floor Van w/ramp 5AMB/1WC		\$55,000	
Class M Low Floor Van w/ramp - CNG 5AMB, 1WC		\$72,000	
Class V Raised top Van (Ford Transit) 5AMB, 1WC*		\$53,000	
TOTAL VEHICLE REQUEST			

*Rear wheelchair lift floor plan.

**Unit costs includes the estimated cost of a standard accessible vehicle with wheelchair lift/ramp and securements, DMV fees, procurement fees, and applicable sales tax and are subject to change at the time of purchase

ATTACHMENT B

VEHICLE REPLACEMENT REQUEST FORM

AGENCY: _____

This form is to be completed by agencies requesting replacement vehicles.

Complete the following items and the chart below:

- Total number of miles traveled per day for all active vehicles in revenue service _____ (Do not include miles traveled using backup vehicles).
- Agency's normal days and hours of operation (e.g. Monday thru Sunday 7:00 am to 7:00 pm) _____.
- Average service hours per day _____.
- Current wheelchair/lift users _____ % (To compute, divide total number of wheelchair/lift clients by total number of riders).

[illegible]

ATTACHMENT C

NEW SERVICE/SERVICE EXPANSION VEHICLE REQUEST FORM

AGENCY: _____

This form is to be completed by agencies requesting vehicles to:

- Start a new transportation service, or
- Add new or additional service to their current program

To complete the chart below:

- Indicate if vehicle request is for a New (N) transportation service or Service Expansion (SE) for an existing transportation service
- Indicate type of requested vehicle, such as Van, Small Bus, Medium Bus, etc.
- Indicate the number of days of vehicle service (e.g., Monday – Friday = 5, Monday – Sunday = 7)
- Indicate the average number of vehicle service hours per day (*exclude idle time* - the time the vehicle is not in direct passenger service.) Use whole hours; do not use ranges of hours or portions of hours.
- Calculate vehicle service hours by multiplying number of days of vehicle service with total service hours per day (*exclude idle time*) (e.g. 5 days per week x 8 hours per day = 40 hours per week).
- Indicate the number or estimated number of one-way passenger trips per day (each time a passenger boards the vehicle, a round trip would be counted as 2 passenger trips) and of this total how many are wheelchair/lift users.
- Indicate the projected average number of miles that the vehicle will travel per day.

	Type of Request N – New Service or SE – Service Expansion	Vehicle Type	No. of Days of Vehicle Service	Average Service Hours Per Day	Total Vehicle Service Hours Per Week	Total One-Way Passenger Trips Per Day (of total how many lift users)	Projected Miles Per Day
<i>Ex</i>	<i>N or SE</i>	<i>Small Bus</i>	<i>5</i>	<i>8</i>	<i>40</i>	<i>25(5)</i>	<i>400</i>
1							
2							
3							
4							
5							
6							
7							
8							
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10							

ATTACHMENT D

COMMUNICATION/COMPUTER EQUIPMENT REQUEST FORM

AGENCY: _____

This form is to be completed by agencies requesting:

- Computer equipment (software or hardware)
- Communications equipment (radios, base station, etc.) or
- Other equipment such as wheelchair restraints or improved passenger facilities (benches, shelters, etc.)

Applicant must attach 3 estimates of like-kind equipment **with** this application. The average of the 3 estimates will become the requested grant amount. After grant approval, the subrecipient must receive prior approval from Metro before purchasing. The subrecipient will be responsible for purchasing the equipment and submitting invoice to Metro to be reimbursed for the federal share.

Implementation of any ITS project shall be consistent with the Regional ITS Architecture. ITS projects must comply with Metro's Countywide ITS Policy and Procedures adopted by the Metro Board of Directors, including the submittal of a completed, signed self- certification form.

Equipment	Quantity Request	Estimated Unit Cost	Total Cost
Computer Hardware			
Computer Software			
Maintenance Equipment			
Other Eligible Equipment (describe)			
Complete for Requesting Communication Equipment			
Base Station			
Mobile Radio			
TOTAL EQUIPMENT REQUEST (Maximum equipment request not to exceed \$60,000)			

Schedule of Activities
FY 2017 Solicitation for Proposals
(Section 5310, Section 5316, and Section 5317)

Board Approval: Allocation Process and Application Package	January 26, 2017
Notice of Funding Opportunity: Release Solicitation for Proposals Application Package	January 31, 2017
Convene Potential Applicant Workshops (min. 3) ¹	February 14-16, 2017
Complete FTA Grant Application (Access Services 5310)	February 20, 2017
Applications Due	April 28, 2017
Application Review & Evaluations Period	May 2-16, 2017
Applicant Preliminary Notification of Funding Recommendations & Debriefing	May 19-26, 2017
TAC Appeals	June 7, 2017
Board Approval: Final Funding Recommendations	June 22, 2017
Complete FTA Grant Application & Amendment (5310, 5316, 5317)	July 7, 2017
FTA Grant Award & Approval (Solicitation)	September 30, 2017
Convene Successful Applicant Workshops (min 3) ¹	October 30-31, 2017

¹ Additional workshops organized by supervisorial district, audience, category, and one-on-one meetings with potential applicants may be organized as requested.



Board Report

File #: 2016-0952, File Type: Policy

Agenda Number: 17

PLANNING AND PROGRAMMING COMMITTEE JANUARY 18, 2017

SUBJECT: 2009 LONG RANGE TRANSPORTATION PLAN

ACTION: APPROVE AMENDING THE 2009 LONG RANGE TRANSPORTATION PLAN TO INCLUDE THE PROJECTS AND PROGRAMS IN THE MEASURE M EXPENDITURE PLAN

RECOMMENDATION

CONSIDER:

- A. AMENDING the **2009 Long Range Transportation Plan (LRTP)** to include the projects and programs in the **Measure M Expenditure Plan**; and
- B. WORKING with the **Southern California Association of Governments (SCAG)** to amend the **2016 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS)** and the **Federal Transportation Improvement Program (FTIP)** to include the same projects, as necessary.

ISSUE

On June 23, 2016, the Metro Board of Directors approved the Los Angeles County Traffic Improvement Plan Ordinance (#16-01, Attachment A). This Ordinance, titled Measure M, was approved by more than 71% of voters at the November 8, 2016 general election. As a result, the projects and programs contained in the Expenditure Plan of Attachment A have been approved for implementation in Los Angeles County and must be amended into the 2009 LRTP, as required by State Law Senate Bill 767 (De Leon, 2015).

DISCUSSION

At the December 1, 2016 Metro Board Meeting, Chief Executive Officer Phillip Washington presented an overview on development of the Measure M Ordinance Guidelines and the proposed Policy Advisory Council. At that time, he indicated that passage of Measure M sets the stage for a new, innovative Long Range Transportation Plan. He informed the Board that the projects and programs included in Measure M would need to be amended into Metro's existing 2009 LRTP and that staff will work with SCAG to amend the projects into the 2016 RTP/SCS. Having the Measure M projects included in both the 2009 LRTP and 2016 RTP/SCS is necessary to ensure the projects are eligible

for federal funding and permitting as projects proceed. This LRTP amendment is essential for the timely delivery of Measure M projects.

The SCAG 2016 RTP/SCS does not currently include the Measure M Expenditure Plan. SCAG has committed to work with Metro to amend the 2016 RTP/SCS to include all projects and programs included in the Measure M Expenditure Plan. After Metro Board action, staff will forward on to SCAG the necessary technical financial and travel demand modelling information for the Measure M projects and programs, along with the corresponding project schedules, to meet the requirements of amending the SCAG 2016 RTP/SCS. It is anticipated that this amendment process will be completed within a six- to eight-month timeframe. As the Metropolitan Planning Organization (MPO) for Los Angeles County, SCAG completes its federally required regional planning and air quality conformity through the RTP/SCS and its amendment. Upon completion, the Federal Highway Administration and the Federal Transit Administration will issue the required conformity letter. This step is critical in order for the Measure M projects and programs to be eligible to receive state and federal transportation funds. Formal federal approvals of the SCAG actions for the Measure M projects are anticipated in summer 2017.

DETERMINATION OF SAFETY IMPACT

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

FINANCIAL IMPACT

Amending the 2009 LRTP and the SCAG 2016 RTP/SCS to include the Measure M projects is necessary to ensure the projects are eligible for federal funding and permitting as projects proceed.

Impact to Budget

There is no impact to the FY 2017 approved budget.

ALTERNATIVES CONSIDERED

The Board may decide not to approve the proposed amendment to the 2009 LRTP to include the Measure M projects and programs. This would delay the amendment of the SCAG 2016 RTP/SCS to also include the Measure M projects and programs. This alternative is not recommended as amending the 2009 LRTP and SCAG 2016 RTP/SCS to include the Measure M projects is necessary to ensure the projects are eligible for federal funding and permitting as projects proceed.

NEXT STEPS

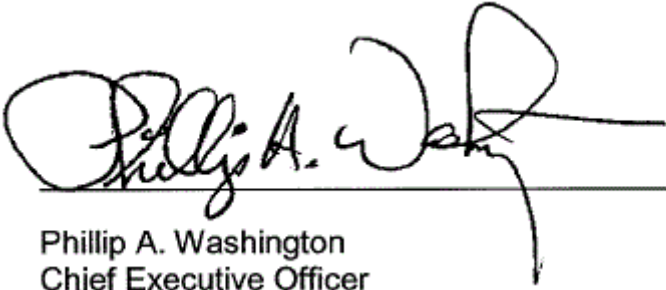
With Board approval, staff will work with SCAG to amend the Measure M projects (Attachment A) into the SCAG 2016 RTP/SCS. Formal federal approvals of the SCAG actions for the Measure M projects are anticipated in summer 2017.

ATTACHMENTS

Attachment A - Measure M: Los Angeles County Traffic Improvement Plan Ordinance (#16-01)

Prepared by: Mark Yamarone, Senior Director, Countywide Planning & Dev't., (213) 922-2834
Heather Hills, DEO, Countywide Planning & Dev't., (213) 922-2821
David Yale, SEO, Countywide Planning & Dev't., (213) 922-2469

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



Phillip A. Washington
Chief Executive Officer

Proposed Ordinance #16-01

Measure M

Los Angeles County Traffic Improvement Plan

PREAMBLE

Los Angeles County's comprehensive plan to improve transportation and ease traffic congestion through the following core goals:

Improve freeway traffic flow; reduce bottlenecks and ease traffic congestion.

Expand the rail and rapid transit system; accelerate rail construction and build new rail lines; enhance local, regional, and express bus service; and improve system connectivity.

Repave local streets, repair potholes, synchronize signals; improve neighborhood streets and intersections, and enhance bike and pedestrian connections.

Keep the transit and highway system safe; earthquake-retrofit bridges, enhance freeway and transit system safety, and keep the transportation system in good working condition.

Make public transportation more accessible, convenient, and affordable for seniors, students, and the disabled and provide better mobility options for our aging population.

Embrace technology and innovation; incorporate modern technology, new advancements, and emerging innovations into the local transportation system.

Create jobs, reduce pollution, and generate local economic benefits; increase personal quality time and overall quality of life.

Provide accountability and transparency; protect and monitor the public's investments through independent audits and oversight.

SECTION 1. TITLE

This Ordinance shall be known and may be cited as the "Los Angeles County Traffic Improvement Plan" ("Ordinance"). The Ordinance shall include Attachment A entitled "Expenditure Plan" and Attachment B entitled "Subregional Maps" which are attached hereto and incorporated by reference as if fully set forth herein.

SECTION 2. SUMMARY

This Ordinance imposes a retail transactions and use tax at the rate of one-half of one percent (.5%) within Los Angeles County to be operative on the first day of the first calendar quarter commencing not less than 180 days after the adoption of this Ordinance by the voters. The rate of this tax shall increase to one percent (1.0%) on July 1, 2039 immediately upon the

1 expiration of the .5% tax imposed by Ordinance No. 08-01 of the Los Angeles County
 2 Metropolitan Transportation Authority (Measure R).

4 SECTION 3. DEFINITIONS

5 The following terms, whenever used in this Ordinance, shall have the meanings set forth below:

6 “Active Transportation” means projects that encourage, promote, or facilitate
 7 environments that promote walking, bicycling, rolling modes, or transit use.

8 “ADA Paratransit” means paratransit service for the disabled as provided for by the
 9 Americans with Disabilities Act (42 U.S.C. § 12101 et seq.).

10 “Board of Equalization” means the California State Board of Equalization.

11 “Capital” means any project or program described in Attachment A that qualifies as a
 12 capital improvement expenditure.

13 “Capital Improvement Expenditures” means expenditures for the purpose of acquiring,
 14 upgrading, or maintaining transportation physical assets such as property, transportation
 15 facilities, rail improvements, highways, or equipment, so long as any such expenditures for
 16 maintenance substantially extend the useful life of the project. This also includes any physical
 17 improvement and any preliminary studies, design, or surveys relative thereto, including, but
 18 not limited to, any property of a permanent nature and equipment needed in connection with
 19 such improvements.

20 “Complete Streets” means a comprehensive, integrated transportation network with
 21 infrastructure and design that allows safe and convenient travel along and across streets for
 22 all users, including pedestrians, users and operators of public transit, bicyclists, persons with
 23 disabilities, seniors, children, motorists, users of green modes, and movers of commercial
 24 goods.

25 “Expected Opening Date” means the date that a project is expected to be open for use
 26 by the public, which is expressed as the first year of a three-year range. With respect to
 27 programs, the expected opening date is the last year in which funds are anticipated to be
 28 made available for use on the projects that comprise the program.

29 “Expenditure Plan” means that expenditure plan which is attached hereto as
 30 Attachment A.

31 “First/Last Mile” means infrastructure, systems, and modes of travel used by transit
 32 riders to start or end their transit trips. This includes but is not limited to infrastructure for
 33 walking, rolling, and biking (e.g. bike lanes, bike parking, sidewalks, and crosswalks), shared
 34 use services (e.g. bike share and car share), facilities for making modal connections (e.g. kiss

1 and ride and bus/rail interface), signage and way-finding, and information and technology that
2 eases travel (e.g. information kiosks and mobile apps).

3 “Green Streets” means urban transportation rights-of-way integrated with storm water
4 treatment techniques that use natural processes and landscaping and quantitatively
5 demonstrate that they capture and treat storm water runoff from their tributary watershed
6 through infiltration or other means and are included within the respective Enhanced
7 Watershed Management Plan.

8 “Gross Sales Tax” means the amount of Sales Tax collected by the Board of
9 Equalization pursuant to this Ordinance.

10 “Groundbreaking Start Date” means the first year of a three-year period by which the
11 applicable project sponsor is expected to award a construction contract enabling the
12 beginning of construction. In alternative project delivery methods, such as design-build and
13 public-private partnership contracts, it means the start of the actual construction phase or
14 phases of the project.

15 “Highway Construction” means a capital only project or program that includes all
16 environmental, design, and construction work in public highway and street rights-of-way. This
17 includes Complete Streets, Green Streets, and active transportation improvements such as
18 bikeways and pedestrian improvements.

19 “Interest” means interest and other earnings on cash balances.

20 “Local Return” means funds returned to the cities within Los Angeles and Los Angeles
21 County, based on population, for eligible transportation-related uses as defined by the Local
22 Return Guidelines to be developed in coordination with such cities and Los Angeles County
23 and adopted by the Metro Board of Directors. Funds will be eligible for communities’
24 transportation needs, including transit, streets and roads, storm drains, Green Streets, Active
25 Transportation Projects, Complete Streets, public transit access to recreational facilities,
26 Transit Oriented Community Investments, and other unmet transit needs.

27 “Measure R” means Ordinance No. 08-01, including the attached expenditure plan, of
28 the Los Angeles County Metropolitan Transportation Authority, as adopted by the Metro Board
29 of Directors on July 24, 2008.

30 “Measure R Projects” means those projects and programs identified in the expenditure
31 plan attached to Ordinance No. 08-01.

32 “Metro” means the Los Angeles County Metropolitan Transportation Authority or any
33 successor entity.

“Metro Rail Operations” means service delivery for operating and regular and preventative maintenance for Metro Rail Lines as defined in guidelines adopted by the Metro Board of Directors, as well as Metro State of Good Repair.

“Metro State of Good Repair” means the repair, rehabilitation, and replacement required to maintain reliable, safe, effective, and efficient rail transit services.

“Multi-Year Subregional Programs” means multiple capital projects defined by guidelines adopted pursuant to Section 7(c).

“Net Revenues” means Sales Tax Revenues minus any amount expended on administrative costs pursuant to Section 10.

“Regional Rail” means regional commuter rail service within Los Angeles County, including operating, maintenance, expansion, and state of good repair.

“Sales Tax” means a retail transactions and use tax.

“Sales Tax Revenues” means the Gross Sales Tax minus any refunds and any fees imposed by the Board of Equalization for the performance of functions incident to the administration and operation of this Ordinance.

“Schedule of Funds Available” means the anticipated schedule for releasing funds to complete projects included in the Expenditure Plan.

“Subregion” means “subregional planning area” as shown by the boundaries in “Subregional Maps” attached hereto as Attachment B.

“Transit Construction” means a capital only project or program including environmental, design, and construction work in public transit rights-of-way or in support of the capital needs of the public transit system, such as rolling stock, transit stations, or transit stop improvements. Transit construction can also include first/last mile improvements.

“Transit Operations” means countywide transit service operated by Metro and the Included and Eligible Municipal Operators receiving funds allocated through a Board-adopted Formula Allocation Procedure (FAP).

SECTION 4. STATUTORY AUTHORITY

This Ordinance is enacted, in part, pursuant to:

a. Part 1.6 (commencing with Section 7251) of Division 2 of the California Revenue and Taxation Code; and

b. Division 12 (commencing with Section 130000) of the California Public Utilities Code.

1 SECTION 5. IMPOSITION OF RETAIL TRANSACTIONS AND USE TAX

2 a. Subject to the limits imposed by this Ordinance, Metro hereby imposes, in the
3 incorporated and unincorporated territory of Los Angeles County, a Transactions and Use tax
4 at the rate of one-half of one percent (.5%) beginning on the first day of the first calendar
5 quarter commencing not less than 180 days after the adoption of this Ordinance by the voters.
6 The rate of this tax shall increase to one percent (1.0%) on July 1, 2039 immediately upon the
7 expiration of the .5% tax imposed by Ordinance No. 08-01 of the Los Angeles County
8 Metropolitan Transportation Authority (Measure R).

9 b. This Transactions and Use tax shall be in addition to any other taxes
10 authorized by law, including any existing or future state or local Transactions and Use tax.
11 The imposition, administration, and collection of the tax shall be in accordance with all
12 applicable statutes, laws, and rules and regulations prescribed and adopted by the Board of
13 Equalization.

14 c. Pursuant to Section 130350.7(h) of the Public Utilities Code, the tax rate
15 authorized by this section shall not be considered for purposes of the combined rate limit
16 established by Section 7251.1 of the Revenue and Taxation Code.

17 d. Pursuant to the provisions of Section 7262.2 of the Revenue and Taxation
18 Code, the required provisions of Sections 7261 and 7262 of that Code as now in effect or as
19 later amended are adopted by reference in this Ordinance.

20 e. This Ordinance incorporates provisions identical to those of the Sales and Use
21 Tax Law of the State of California insofar as those provisions are not inconsistent with the
22 requirements and limitations contained in Part 1.6 of Division 2 of the Revenue and Taxation
23 Code.

24 f. The Transactions and Use tax shall be administered and collected by the
25 Board of Equalization in a manner that adapts itself as fully as practicable to, and requires the
26 least possible deviation from, the existing statutory and administrative procedures followed by
27 the Board of Equalization in administering and collecting the California State Sales and Use
28 Taxes.

29 g. This Transactions and Use tax shall be administered in a manner that will be,
30 to the greatest degree possible, consistent with the provisions of Part 1.6 of Division 2 of the
31 Revenue and Taxation Code, minimizes the cost of collecting the transactions and use taxes,
32 and at the same time, minimizes the burden of record keeping upon persons subject to
33 taxation under the provisions of this Ordinance.

34

1 SECTION 6. ADMINISTRATION BY BOARD OF EQUALIZATION

2 a. CONTRACT WITH STATE. Prior to the operative date, Metro shall contract with
3 the Board of Equalization to perform all functions incident to the administration and operation of
4 this Ordinance; provided, that if Metro shall not have contracted with the Board of Equalization
5 prior to the operative date, it shall nevertheless so contract and in such a case the operative
6 date shall be the first day of the first calendar quarter following the execution of such a contract.

7 b. TRANSACTIONS TAX RATE. For the privilege of selling tangible personal
8 property at retail, a tax is hereby imposed upon all retailers in the incorporated and
9 unincorporated territory of Los Angeles County at the rate of one half of one percent (.5%) of the
10 gross receipts of any retailer from the sale of all tangible personal property sold at retail in said
11 territory on and after the operative date of this Ordinance. The rate of this tax shall increase to
12 one percent (1.0%) of the gross receipts on July 1, 2039 immediately upon the expiration of the
13 .5% tax imposed by Ordinance No. 08-01 of the Los Angeles County Metropolitan
14 Transportation Authority (Measure R).

15 c. PLACE OF SALE. For the purposes of this Ordinance, all retail sales are
16 consummated at the place of business of the retailer unless the tangible personal property sold
17 is delivered by the retailer or his agent to an out-of-state destination or to a common carrier for
18 delivery to an out-of-state destination. The gross receipts from such sales shall include delivery
19 charges, when such charges are subject to the state sales and use tax, regardless of the place
20 to which delivery is made. In the event a retailer has no permanent place of business in the
21 State or has more than one place of business, the place or places at which the retail sales are
22 consummated shall be determined under rules and regulations to be prescribed and adopted by
23 the Board of Equalization.

24 d. USE TAX RATE. An excise tax is hereby imposed on the storage, use, or other
25 consumption in Los Angeles County of tangible personal property purchased from any retailer
26 on and after the operative date of this Ordinance for storage, use, or other consumption in Los
27 Angeles County at the rate of one half of one percent (.5%) of the sales price of the property.
28 The rate of this tax shall increase to one percent (1.0%) of the sales price of the property on
29 July 1, 2039 immediately upon the expiration of the .5% tax imposed by Ordinance No. 08-01 of
30 the Los Angeles County Metropolitan Transportation Authority (Measure R). The sales price
31 shall include delivery charges when such charges are subject to state sales or use tax
32 regardless of the place to which delivery is made.

33 e. ADOPTION OF PROVISIONS OF STATE LAW. Except as otherwise provided in
34 this Ordinance and except insofar as they are inconsistent with the provisions of Part 1.6 of

1 Division 2 of the Revenue and Taxation Code, all of the provisions of Part 1 (commencing with
 2 Section 6001) of Division 2 of the Revenue and Taxation Code are hereby adopted and made a
 3 part of this Ordinance as though fully set forth herein.

4 f. LIMITATIONS ON ADOPTION OF STATE LAW AND COLLECTION OF USE
 5 TAXES. In adopting the provisions of Part 1 of Division 2 of the Revenue and Taxation Code:

6 1. Wherever the State of California is named or referred to as the taxing
 7 agency, the name of Metro shall be substituted therefor. However, the substitution shall not be
 8 made when:

9 A. The word "State" is used as a part of the title of the State
 10 Controller, State Treasurer, Victim Compensation and Government Claims Board, State Board
 11 of Equalization, State Treasury, or the Constitution of the State of California;

12 B. The result of that substitution would require action to be taken by
 13 or against Metro or any agency, officer, or employee thereof rather than by or against the Board
 14 of Equalization, in performing the functions incident to the administration or operation of this
 15 Ordinance.

16 C. In those sections, including, but not necessarily limited to sections
 17 referring to the exterior boundaries of the State of California, where the result of the substitution
 18 would be to:

19 i. Provide an exemption from this Sales Tax with respect to
 20 certain sales, storage, use, or other consumption of tangible personal property which would not
 21 otherwise be exempt from this Sales Tax while such sales, storage, use, or other consumption
 22 remain subject to tax by the State under the provisions of Part 1 of Division 2 of the Revenue
 23 and Taxation Code; or

24 ii. Impose this Sales Tax with respect to certain sales,
 25 storage, use, or other consumption of tangible personal property that would not be subject to
 26 this Sales Tax by the state under the said provision of that code.

27 D. In Sections 6701, 6702 (except in the last sentence thereof),
 28 6711, 6715, 6737, 6797, or 6828 of the Revenue and Taxation Code.

29 2. The phrase "Los Angeles County" shall be substituted for the words "this
 30 state" in the phrase "retailer engaged in business in this state" in Section 6203 and in the
 31 definition of that phrase in Section 6203 of the Revenue and Taxation Code.

32 g. PERMIT NOT REQUIRED. If a seller's permit has been issued to a retailer
 33 under Section 6067 of the Revenue and Taxation Code, an additional transactor's permit shall
 34 not be required by this Ordinance.

1 h. EXEMPTIONS AND EXCLUSIONS.

2 1. There shall be excluded from the measure of the transactions tax and the
3 use tax the amount of any sales tax or use tax imposed by the State of California or by any city,
4 city and county, or county pursuant to the Bradley-Burns Uniform Local Sales and Use Tax Law
5 or the amount of any state-administered transactions or use tax.

6 2. There are exempted from the computation of the amount of transactions
7 tax the gross receipts from:

8 A. Sales of tangible personal property, other than fuel or petroleum
9 products, to operators of aircraft to be used or consumed principally outside the County in which
10 the sale is made and directly and exclusively in the use of such aircraft as common carriers of
11 persons or property under the authority of the laws of this State, the United States, or any
12 foreign government.

13 B. Sales of property to be used outside Los Angeles County which is
14 shipped to a point outside Los Angeles County, pursuant to the contract of sale, by delivery to
15 such point by the retailer or his agent, or by delivery by the retailer to a carrier for shipment to a
16 consignee at such point. For the purposes of this paragraph, delivery to a point outside Los
17 Angeles County shall be satisfied:

18 i. With respect to vehicles (other than commercial vehicles)
19 subject to registration pursuant to Chapter 1 (commencing with Section 4000) of Division 3 of
20 the Vehicle Code, aircraft licensed in compliance with Section 21411 of the Public Utilities Code,
21 and undocumented vessels registered under Division 3.5 (commencing with Section 9840) of
22 the Vehicle Code by registration to an address outside Los Angeles County and by a declaration
23 under penalty of perjury, signed by the buyer, stating that such address is, in fact, his or her
24 principal place of residence; and

25 ii. With respect to commercial vehicles, by registration to a
26 place of business outside Los Angeles County and declaration under penalty of perjury, signed
27 by the buyer, that the vehicle will be operated from that address.

28 C. The sale of tangible personal property if the seller is obligated to
29 furnish the property for a fixed price pursuant to a contract entered into prior to the operative
30 date of this Ordinance.

31 D. A lease of tangible personal property which is a continuing sale of
32 such property, for any period of time for which the lessor is obligated to lease the property for an
33 amount fixed by the lease prior to the operative date of this Ordinance.

1 E. For the purposes of subparagraphs (C) and (D) of this section, the
2 sale or lease of tangible personal property shall be deemed not to be obligated pursuant to a
3 contract or lease for any period of time for which any party to the contract or lease has the
4 unconditional right to terminate the contract or lease upon notice, whether or not such right is
5 exercised.

6 3. There are exempted from the use tax imposed by this Ordinance, the
7 storage, use, or other consumption in Los Angeles County of tangible personal property:

8 A. The gross receipts from the sale of which have been subject to a
9 transactions tax under any state-administered transactions and use tax ordinance.

10 B. Other than fuel or petroleum products purchased by operators of
11 aircraft and used or consumed by such operators directly and exclusively in the use of such
12 aircraft as common carriers of persons or property for hire or compensation under a certificate
13 of public convenience and necessity issued pursuant to the laws of this State, the United States,
14 or any foreign government. This exemption is in addition to the exemptions provided in
15 Sections 6366 and 6366.1 of the Revenue and Taxation Code of the State of California.

16 C. If the purchaser is obligated to purchase the property for a fixed
17 price pursuant to a contract entered into prior to the operative date of this Ordinance.

18 D. If the possession of, or the exercise of any right or power over, the
19 tangible personal property arises under a lease which is a continuing purchase of such property
20 for any period of time for which the lessee is obligated to lease the property for an amount fixed
21 by a lease prior to the operative date of this Ordinance.

22 E. For the purposes of subparagraphs (C) and (D) of this section,
23 storage, use, or other consumption, or possession of, or exercise of any right or power over,
24 tangible personal property shall be deemed not to be obligated pursuant to a contract or lease
25 for any period of time for which any party to the contract or lease has the unconditional right to
26 terminate the contract or lease upon notice, whether or not such right is exercised.

27 F. Except as provided in subparagraph (G), a retailer engaged in
28 business in Los Angeles County shall not be required to collect use tax from the purchaser of
29 tangible personal property, unless the retailer ships or delivers the property into the County or
30 participates within the County in making the sale of the property, including, but not limited to,
31 soliciting or receiving the order, either directly or indirectly, at a place of business of the retailer
32 in County or through any representative, agent, canvasser, solicitor, subsidiary, or person in the
33 County under the authority of the retailer.

G. "A retailer engaged in business in Los Angeles County" shall also include any retailer of any of the following: vehicles subject to registration pursuant to Chapter 1 (commencing with Section 4000) of Division 3 of the Vehicle Code, aircraft licensed in compliance with Section 21411 of the Public Utilities Code, or undocumented vessels registered under Division 3.5 (commencing with Section 9840) of the Vehicle Code. That retailer shall be required to collect use tax from any purchaser who registers or licenses the vehicle, vessel, or aircraft at an address in Los Angeles County.

4. Any person subject to use tax under this Ordinance may credit against that tax any transactions tax or reimbursement for transactions tax paid to a district imposing, or retailer liable for a transactions tax pursuant to Part 1.6 of Division 2 of the Revenue and Taxation Code with respect to the sale to the person of the property the storage, use, or other consumption of which is subject to the use tax.

i. AMENDMENTS. All amendments subsequent to the effective date of this Ordinance to Part 1 of Division 2 of the Revenue and Taxation Code relating to sales and use taxes and which are not inconsistent with Part 1.6 and Part 1.7 of Division 2 of the Revenue and Taxation Code, and all amendments to Part 1.6 and Part 1.7 of Division 2 of the Revenue and Taxation Code, shall automatically become a part of this Ordinance, provided however, that no such amendment shall operate so as to affect the rate of tax imposed by this Ordinance.

j. ENJOINING COLLECTION FORBIDDEN. No injunction or writ of mandate or other legal or equitable process shall issue in any suit, action, or proceeding in any court against the State or Metro, or against any officer of the State or Metro, to prevent or enjoin the collection under this Ordinance, or Part 1.6 of Division 2 of the Revenue and Taxation Code, of any tax or any amount of tax required to be collected.

SECTION 7. USE OF REVENUES

a. All Net Revenues generated from the Sales Tax imposed pursuant to this Ordinance plus any Interest, less any funds necessary for satisfaction of debt service and related requirements of all bonds issued and obligations incurred pursuant to this Ordinance that are not satisfied out of separate allocations, shall be allocated solely for the transportation purposes described in this Ordinance.

b. Metro shall establish and administer a sales tax revenue fund and such subfunds as established in this Ordinance. All Net Revenues and Interest on Sales Tax Revenues shall be credited into the sales tax revenue fund and credited to the appropriate subfunds and programs in accordance with the percentages in the column entitled “% of Sales

Tax (net of Admin)” on page 1 of Attachment A. All sums in the sales tax revenue fund shall be expended by Metro for the projects and programs described in Attachment A. Metro may expend additional funds from sources other than the Sales Tax imposed pursuant to this Ordinance on the projects and programs described in Attachment A.

1. Metro shall establish the following subfunds of the sales tax revenue fund:

A. Transit Operating and Maintenance Subfund, for Metro Rail Operations program funds, Transit Operations (Metro and Municipal Providers) program funds, ADA Paratransit for the disabled and Metro discounts for seniors and students program funds.

i. Metro Rail Operations program funds are eligible to be used for Metro Rail State of Good Repair.

ii. Transit Operations program funds are eligible to be used for Metro State of Good Repair.

B. Transit, First/Last Mile (Capital) Subfund, for Transit Construction (including System Connectivity Projects – Airports, Union Station, and Countywide BRT) program funds and Metro State of Good Repair program funds. This subfund shall include a Transit Contingency Subfund.

i. Transit Contingency Subfund. All Net Revenues allocated to the Transit, First/Last Mile (Capital) Subfund, except those allocated to Metro State of Good Repair, that are not assigned to a specific project or program coded “T” in the “modal code” column of Attachment A shall be credited to the Transit Contingency Subfund.

C. Highway, Active Transportation, Complete Streets (Capital) Subfund, for Highway Construction (including System Connectivity Projects – Ports, Highway Congestion Programs and Goods Movement) program funds and Metro Active Transportation (Bicycle, Pedestrian, Complete Streets) program funds. This subfund shall include a Highway Contingency Subfund.

i. Highway Contingency Subfund. All Net Revenues allocated to the Highway, Active Transportation, Complete Streets (Capital) Subfund, except those allocated to Metro Active Transportation Program, that are not assigned to a specific highway capital project or program coded “H” in the “modal code” column of Attachment A shall be credited to the Highway Contingency Subfund.

D. Local Return/Regional Rail Subfund, for Local Return program funds and Regional Rail program funds.

2. For each project identified in the “Expenditure Plan Major Projects”

1 section of Attachment A, Metro shall expend the amount of Net Revenues specified in the
2 column entitled "Measure M Funding 2015\$" for each project. Such expenditures shall
3 commence in the fiscal year identified in the column "Groundbreaking Start Date," or in the
4 subsequent two fiscal years, except that expenditures for preconstruction costs may commence
5 sooner.

6 A. Metro may expend funds from the Contingency Subfunds for
7 inflation adjustments for any project identified in the "Expenditure Plan Major Projects" section
8 of Attachment A if less than two-thirds (2/3) of the amount allocated in the "Measure M
9 Funding 2015\$" column has been expended prior to the first day of Fiscal Year 2027. Such
10 expenditures shall be deducted from the Highway Contingency Subfund if the project is coded
11 "H" in the "modal code" column of Attachment A or from the Transit Contingency Subfund if
12 the project is coded "T" in the "modal code" column of Attachment A. Such expenditures shall
13 not exceed the actual amount of inflation since 2015 as determined by an index selected by
14 the Metro Board of Directors.

15 3. For each program identified in the "Multi-Year Subregional Programs"
16 section of Attachment A, Metro shall expend the amount of Net Revenues specified in the
17 column entitled "Measure M Funding 2015\$" for each program. Such expenditures shall
18 commence in the fiscal year identified in the column "Groundbreaking Start Date," or in the
19 subsequent two fiscal years, except that expenditures for preconstruction costs may
20 commence sooner.

21 A. Metro may expend funds from the Contingency Subfunds for
22 inflation adjustments for any project identified in the "Multi-Year Subregional Programs"
23 section of Attachment A beginning in Fiscal Year 2027. Such expenditures shall be deducted
24 from the Highway Contingency Subfund if the project is coded "H" in the "modal code" column
25 of Attachment A or from the Transit Contingency Subfund if the project is coded "T" in the
26 "modal code" column of Attachment A. Such expenditures shall not exceed the actual amount
27 of inflation since 2015 as determined by an index selected by the Metro Board of Directors.

28 4. Metro shall expend funds allocated to the Contingency Subfunds, to the
29 extent necessary, to service the debt of any bonds issued or other obligations incurred
30 pursuant to Section 12 of this Ordinance.

31 5. Metro may expend funds from the Contingency Subfunds for
32 Expenditure Plan Major Projects or Multi-Year Subregional Programs in any fiscal year in
33 which Net Revenues received are not sufficient to meet Metro's funding obligations for that
34 year for such projects.

1 6. No earlier than July 1, 2039, the Metro Board of Directors shall increase
2 the percentage of Net Revenues allocated to the Regional Rail program of the Local Return
3 and Regional Rail Subfund from one percent (1%) to two percent (2%) provided that the
4 recipient(s) satisfy certain performance criteria, which shall be adopted by the Metro Board of
5 Directors. Any such increase in Net Revenues allocated to Regional Rail shall be offset by
6 corresponding reductions in Net Revenues allocated to either the Transit, First/Last Mile
7 (Capital) Subfund or Highway, Active Transportation, Complete Streets (Capital) Subfund, or
8 both. No reduction shall delay any projects in Attachment A.

9 7. On July 1, 2039, the percentage of Net Revenues allocated to the Local
10 Return program shall increase by three percent of Net Revenues. The Metro Board of
11 Directors shall make corresponding reductions to either the Transit Construction or Highway
12 Construction programs, or both. No reduction shall delay any projects in Attachment A.

13 c. The Metro Board of Directors shall adopt guidelines regarding Multi-Year
14 Subregional Programs identified in Attachment A. The guidelines shall, at minimum, specify
15 definitions of active transportation, first/last mile, visionary seed project studies, street car and
16 circulator projects, greenway projects, mobility hubs, highway efficiency and operational
17 improvement projects, bus system improvements, highway demand-based programs (such as
18 high occupancy vehicle extensions and connections), transit capital projects, transportation
19 system and mobility improvements, bus rapid transit capital improvements, safe route to
20 schools, multi-modal connectivity projects, arterial street improvements, freeway interchange
21 improvements, goods movement improvements, highway and transit noise mitigations,
22 intelligent transportation systems, transportation technology improvements, streetscape
23 enhancements and Great Streets, public transit state of good repair, and traffic congestion
24 relief improvements.

25 d. Metro may enter into an agreement with the Board of Equalization to transfer
26 Sales Tax Revenues directly to a bond trustee or similar fiduciary, in order to provide for the
27 timely payment of debt service and related obligations, prior to Metro's receipt and deposit of
28 such Sales Tax Revenues into the sales tax revenue fund; provided, however, that such
29 payments of debt service and related obligations shall be allocated to the appropriate subfund
30 consistent with the expenditure of the proceeds of the corresponding debt.

31 e. Metro shall include the projects and programs in Attachment A in the Long
32 Range Transportation Plan within one year of the date the Ordinance takes effect. The revised
33 and updated Long Range Transportation Plan shall also include capital projects and capital
34 programs that are adopted by each subregion that are submitted to Metro for inclusion in the

1 revised and updated Long Range Transportation Plan, if the cost and schedule details are
2 provided by the subregions, in a manner consistent with the requirements of the plan.

3 f. Three percent (3%) of the total project cost of any Expenditure Plan Major
4 Project coded "T" in Attachment A shall be paid by each incorporated city within Los Angeles
5 County, and Los Angeles County for those projects in unincorporated areas, based upon the
6 percent of project total centerline track miles to be constructed within that jurisdiction's borders if
7 one (1) or more stations are to be constructed within the borders of said jurisdiction. An
8 agreement approved by both Metro and the governing board of the jurisdiction shall specify the
9 total project cost determined at the conclusion of thirty percent (30%) completion of final design
10 (which shall not be subject to future cost increases), the amount to be paid, and a schedule of
11 payments. If the total project cost estimate is reduced after the conclusion of thirty percent
12 (30%) completion of final design, the proportionate cost to the jurisdiction shall be reduced
13 accordingly. The jurisdiction may request a betterment for a project. The jurisdiction, however,
14 shall incur the full cost of any such betterment. Such agreements shall be in accordance with
15 guidelines adopted by the Metro Board of Directors.

16 1. If no agreement is entered into and approved prior to the award of
17 any contract authorizing the construction of the project within the borders of the jurisdiction, or if
18 at any time the local jurisdiction is in default of any sums due pursuant to the approved
19 agreement, all funds contained in the Local Return/Regional Rail Subfund allocated to that
20 jurisdiction may, at Metro's sole discretion, be withheld for not longer than fifteen (15) years and
21 used to pay for the project until the three percent (3%) threshold is met.

22 g. Once every ten (10) years, beginning in Fiscal Year 2027, Metro shall conduct
23 a comprehensive assessment of each project and program identified in Attachment A as an
24 "Expenditure Plan Major Project" or "Multi-Year Subregional Program." This assessment shall
25 determine which projects or programs are either completed, or anticipated to be completed
26 during the next ten-year period. The Measure M Independent Taxpayer Oversight Committee
27 of Metro, established pursuant to Section 8, shall review and comment on the assessment.
28 Metro shall also conduct a public review prior to the assessment's approval. Upon approval of
29 this assessment by a two-thirds vote, the Metro Board of Directors may:

30 1. Add "Expenditure Plan Major Projects" and "Multi-Year Subregional
31 Programs" to the Expenditure Plan by a two-thirds (2/3) vote so long as such additions do not
32 delay the Groundbreaking Start Date, Expected Opening Date, or amount of "Measure M
33 Funding 2015\$" of any other "Expenditure Plan Major Project" or "Multi-Year Subregional

1 Program.” No “Expenditure Plan Major Projects” or “Multi-Year Subregional Programs” may
2 be added to the Expenditure Plan except through the decennial process described herein.

3 A. Should an “Expenditure Plan Major Project” or “Multi-Year
4 Subregional Program”, except for those coded “sc” in the “subregion” column of Attachment A,
5 be completed without the expenditure of all Net Revenues allocated to that project or program
6 in Attachment A, the surplus Net Revenues shall be expended on projects or programs in the
7 same subregion as the project or program so completed. The Metro Board of Directors shall
8 determine by a two-thirds (2/3) vote whether a project or program is complete.

9 B. Should an “Expenditure Plan Major Project” or “Multi-Year
10 Subregional Program” coded “sc” in the “subregion” column of Attachment A be completed
11 without the expenditure of all Net Revenues allocated to that project or program in Attachment
12 A, the surplus Net Revenues shall be expended on another “Expenditure Plan Major Project”
13 or “Multi-Year Subregional Program” coded “sc” in the “subregion” column of Attachment A.
14 The Metro Board of Directors shall determine by a two-thirds (2/3) vote whether a project or
15 program is complete.

16 2. Adopt an amendment to transfer Net Revenues between the Transit,
17 First/Last Mile (Capital) Subfund and the Highway, Active Transportation, Complete Streets
18 (Capital) Subfund pursuant to Section 11(c). No such amendment shall be adopted except
19 through the decennial process described herein.

20 3. Adopt an amendment to Attachment B pursuant to Section 11(a). No
21 such amendment shall be adopted except through the decennial process described herein
22 provided, however, the Metro Board of Directors shall not adopt an amendment to Attachment
23 B prior to the comprehensive assessment in Fiscal Year 2047.

24 h. No Net Revenues generated from the Sales Tax shall be expended on the
25 State Route 710 North Gap Closure Project.

26 i. Notwithstanding any other provision of this Ordinance, no recipient of Local
27 Return program funds may expend more than thirty-three and one-third percent (33⅓ %) of
28 total funds received in any fiscal year on Green Streets.

30 SECTION 8. OVERSIGHT

31 a. There is hereby established a Measure M Independent Taxpayer Oversight
32 Committee of Metro (“Committee”) to provide an enhanced level of accountability for
33 expenditures of sales tax revenues made under the Expenditure Plan. The Committee shall

1 meet at least four (4) times each year to carry out the purposes of this Ordinance. The
 2 Committee reports directly to the Metro Board of Directors and the public.

3 b. It is the intent that the Committee will assist Metro and take advantage of
 4 changing situations in the future with regard to technologies and transportation developments.
 5 Therefore, the provisions contained in this Ordinance are based on a 2016 perspective and are
 6 not meant to be unduly restrictive on the Committee's and Metro's roles and responsibilities.

7 c. Committee Membership. The Committee Members established for oversight
 8 shall carry out the responsibilities laid out in this Ordinance and play a valuable and constructive
 9 role in the ongoing improvement and enhancement of this Ordinance.

10 1. As such, the Committee Members shall be comprised of seven (7)
 11 voting members representing the following professions or areas of expertise:

12 A. A retired Federal or State judge

13 B. A professional from the field of municipal/public finance and/or
 14 budgeting with a minimum of ten (10) years of relevant experience

15 C. A transit professional with a minimum of ten (10) years of
 16 experience in senior-level decision making in transit operations and labor practices

17 D. A professional with a minimum of ten (10) years of experience in
 18 management and administration of financial policies, performance measurements, and reviews

19 E. A professional with demonstrated experience of ten (10) years or
 20 more in the management of large-scale construction projects

21 F. A licensed architect or engineer with appropriate credentials in the
 22 field of transportation project design or construction and a minimum of ten (10) years of relevant
 23 experience

24 G. A regional association of businesses representative with at least
 25 ten (10) years of senior-level decision making experience in the private sector

26 2. The intent is to have one member representing each of the specified
 27 areas of expertise. If, however, after a good faith effort, qualified individuals have not been
 28 identified for one (1) or more of the areas of expertise, then no more than two (2) members from
 29 one (1) or more of the remaining areas of expertise may be selected.

30 3. The members of the Committee must reside in Los Angeles County and
 31 be subject to conflict of interest provisions. No person currently serving as an elected or
 32 appointed city, county, special district, state, or federal public officeholder shall be eligible to
 33 serve as a member of the Committee.

34 d. Conflict of Interest. The Committee members shall be subject to Metro's conflict

1 of interest policies. The members shall have no legal action pending against Metro and are
2 prohibited from acting in any commercial activity directly or indirectly involving Metro, such as
3 being a consultant to Metro or to any party with pending legal actions against Metro during their
4 tenure on this Committee. Committee members shall not have direct commercial interest or
5 employment with any public or private entity, which receives sales tax funds authorized by this
6 Ordinance.

7 e. Committee Membership Selection Panel. The Selection Panel ("Panel") shall
8 select for approval the Oversight Committee Members, who will be responsible for performing
9 the responsibilities under this Ordinance. The Panel will be comprised of three (3) persons,
10 each of whom shall be members of the Metro Board of Directors, or their designee.

11 1. The Panel shall be selected as follows, and will represent the existing
12 leadership of Metro's Board (Chair, Vice Chair, and second Vice Chair):

13 A. One representative from the Los Angeles County Board of
14 Supervisors; and

15 B. One representative selected by the Mayor of the City of Los
16 Angeles; and

17 C. One representative from the Los Angeles County Cities

18 2. The Panel shall screen and recommend potential candidates for
19 Committee Membership. The Panel will develop guidelines to solicit, collect, and review
20 applications of potential candidates for membership on the Committee. The filling of
21 membership vacancies, due to removals and reappointments will follow these same guidelines.

22 3. The recommended candidates for Committee Membership
23 shall be approved by the Metro Board by a simple majority.

24 f. Term. Each member of the Committee shall serve for a term of five (5) years,
25 and until a successor is appointed, except that initial appointments may be staggered with terms
26 of three (3) years. A Committee member may be removed at any time by the appointing
27 authority. Term limits for Committee members will be staggered to prevent significant turnover
28 at any one time. There is no limit as to the number of terms that a Committee member may
29 serve. Members will be compensated through a stipend and they may choose to waive.

30 g. Resignation. Any member may, at any time, resign from the Committee upon
31 written notice delivered to the Metro Board. Acceptance of any public office, the filing of intent
32 to seek public office, including a filing under California Government Code Section 85200, or
33 change of residence to outside the County shall constitute a Member's automatic resignation.

34 h. Committee Responsibilities. The Committee shall, at a minimum, meet on a

quarterly basis to carry out its responsibilities and is hereby charged with the following responsibilities:

1. *General Responsibilities*

A. The Committee will have the responsibility for approving the scope of work and direct the work of the auditors, to include at minimum the above mentioned areas. Selection of the auditors will follow the Board approved procurement and solicitation policies. The Committee will be involved in the solicitation and selection process of the auditors.

B. The Committee shall prepare an annual report on the results of the annual audit per Section 8(h)(3)(B), any findings made, and report the comments to the Metro Board of Directors.

C. The Committee shall review all proposed debt financing and make a finding as to whether the benefits of the proposed financing for accelerating project delivery, avoiding future cost escalation, and related factors exceed issuance and interest costs.

D. The Committee shall review any proposed amendments to the Ordinance, including the Expenditure Plan, and make a finding as to whether the proposed amendments further the purpose of the Ordinance.

2. *Quarterly Responsibilities.* The Committee shall at minimum review the following:

A. For each Subfund, make findings on the effective and efficient use of funds.

B. For Local Return funds, review the programmed revenues and uses for each of the local jurisdictions.

C. For Transit and Highway (Capital), review comparison of budget expended to project milestone completion, comparison of contingency spent to project completion, and review of soft costs expended.

D. For Active Transportation Program, review programmed revenues and uses.

E. For State of Good Repair, review budget and expenses.

F. For Transit Operating and Maintenance (which includes Metro Rail Operations, Transit Operations, ADA Paratransit for the disabled/Metro discounts for seniors and students, and Regional Rail), review budget and expenses.

3. *Annual Responsibilities*

A. The Committee shall review the results of the audit performed

1 and make findings as to whether Metro is in compliance with the terms of the Ordinance. Such
 2 findings shall include a determination as to whether recipients of Net Revenues allocated and
 3 funds were expended for all the Subfunds (listed in Attachment A) and have complied with this
 4 Ordinance and any additional guidelines developed by Metro.

5 B. *Annual Financial and Compliance Audit.* Metro shall contract for
 6 an annual audit, to be completed within six (6) months after the end of the fiscal year being
 7 audited, for the purpose of determining compliance by Metro with the provisions of this
 8 Ordinance relating to the receipt and expenditure of Sales Tax Revenues during such fiscal
 9 year. The audit should include a determination as to whether recipients of Net Revenues
 10 allocated from these Subfunds have complied with this Ordinance and any additional guidelines
 11 developed by Metro for these Subfunds.

12 C. For major corridor projects, included in the Expenditure Plan, the
 13 Committee shall review at least once a year:

14 i. Project costs, established LOP budgets, and any
 15 significant cost increases and/or major scope changes of the major corridor projects identified in
 16 the Expenditure Plan.

17 ii. The funding available and programmed for the projects
 18 included in the Expenditure Plan, as well as any funding gaps for each of these projects. The
 19 Committee shall provide recommendations on possible improvements and modifications to
 20 deliver the Plan.

21 iii. Performance in terms of project delivery, cost controls,
 22 schedule adherence, and related activities.

23 4. *Five-Year Responsibilities*

24 A. The Committee shall review the Comprehensive Program
 25 Assessment of the Expenditure Plan every five (5) years or every ten (10) years in accordance
 26 with Section 7(g) and make findings and/or provide recommendations for improving the
 27 program. The results of this assessment will be presented to the Metro Board of Directors.

28 B. *Comprehensive Program Assessment.* Metro shall conduct every
 29 five (5) years a comprehensive review of all projects and programs implemented under the Plan
 30 to evaluate the performance of the overall program and make recommendations to improve its
 31 performance on current practices, best practices, and organizational changes to improve
 32 coordination.

33 i. Accountability to the Public and the Metro Board. All audit reports, findings, and
 34 recommendations will be available and accessible to the public (through various types of media)

1 prior to the public hearing and upon request. Metro will establish a website dedicated to the
2 Oversight of this Measure and include all pertinent Ordinance information for the public. The
3 Committee shall review all audits and hold an annual public hearing to report on the results of
4 the audits.

6 SECTION 9. MAINTENANCE OF EFFORT REQUIREMENTS

7 a. It is the intent of Metro that any Sales Tax Revenues provided to local
8 jurisdictions in Los Angeles County under the program described in Attachment A as "Local
9 Return" be used to augment, not supplant, existing local revenues being used for
10 transportation purposes.

11 b. Metro shall develop guidelines that, at a minimum, specify maintenance of
12 effort requirements for the local return program, matching funds, and administrative
13 requirements for the recipients of revenue derived from the Sales Tax.

15 SECTION 10. COSTS OF ADMINISTRATION

16 Metro shall establish an Administration/Local Return fund and one and one-half
17 percent (1.5%) of Gross Sales Tax revenues shall be credited into this fund. As funds are
18 received by Metro and credited to this fund, one percent (1%) of Net Revenues shall be
19 immediately transferred to the Local Return/Regional Rail Subfund of the sales tax revenue
20 fund to be used solely for the Local Return program. All other amounts in the
21 Administration/Local Return fund shall be available to Metro for administrative costs, including
22 contractual services.

24 SECTION 11. AMENDMENTS

25 a. The Metro Board of Directors may amend this Ordinance, including Attachment
26 A and Attachment B, with the exception of Section 11, for any purpose subject to the
27 limitations contained in Section 7(g), including as necessary to account for the results of any
28 environmental review required under the California Environmental Quality Act or the National
29 Environmental Policy Act and any related federal statute of the projects listed in Attachment A.
30 Any such amendments shall be approved by a vote of not less than two-thirds (2/3) of the
31 Metro Board of Directors. Metro shall hold a public meeting on proposed amendments prior to
32 adoption. Metro shall provide notice of the public meeting to the Los Angeles County Board of
33 Supervisors, the city council of each city in Los Angeles County, and the public, and shall

1 provide them with a copy of the proposed amendments, at least 60 days prior to the public
2 meeting.

3 b. By two-thirds (2/3) vote, the Metro Board of Directors may amend the
4 "Schedule of Funds Available" columns listed in Attachment A to accelerate a project,
5 provided that any such amendments shall not reduce the amount of funds assigned to any
6 other project or program as shown in the "Measure M Funding 2015\$" column of Attachment
7 A or delay the Schedule of Funds Available for any other project or program. Metro shall hold
8 a public meeting on proposed amendments prior to adoption. Metro shall provide notice of the
9 public meeting to the Los Angeles County Board of Supervisors, the city council of each city in
10 Los Angeles County, and the public, and shall provide them with a copy of the proposed
11 amendments, at least 30 days prior to the public meeting.

12 c. The Metro Board of Directors shall not adopt any amendment to this
13 Ordinance, including Attachment A, that reduces total Net Revenues allocated to the sum of
14 the Transit, First/Last Mile (Capital) Subfund and the Highway, Active Transportation,
15 Complete Streets (Capital) Subfund. Not more than once in any ten (10) year period
16 commencing in FY2027, Metro may adopt an amendment transferring Net Revenues between
17 the Transit, First/Last Mile (Capital) Subfund and the Highway, Active Transportation,
18 Complete Streets (Capital) Subfund. This subparagraph shall not apply to adjustments to the
19 Net Revenues allocated to the Transit, First/Last Mile (Capital) Subfund and the Highway,
20 Active Transportation, Complete Streets (Capital) Subfund pursuant to Section 7(b)(6) or
21 Section 7(b)(7). Such adjustments shall not require an amendment to this Ordinance or
22 Attachment A.

23 d. Notwithstanding Section 11(a) of this Ordinance, the Metro Board of Directors
24 shall not adopt any amendment to this Ordinance, including Attachment A, that reduces Net
25 Revenues allocated to the Transit Operating & Maintenance Subfund or the Local
26 Return/Regional Rail Subfund.

27 e. The Metro Board of Directors may amend Section 11 of this Ordinance if such
28 amendments are approved by a vote of not less than two-thirds (2/3) of the Metro Board of
29 Directors and are approved by a majority of the voters voting on a measure to approve the
30 amendment. Metro shall hold a public meeting on proposed amendments prior to adoption.
31 Metro shall provide notice of the public meeting to the Los Angeles County Board of
32 Supervisors, the city council of each city in Los Angeles County, and the public, and shall
33 provide them with a copy of the proposed amendments, at least 60 days prior to the public
34 meeting. Amendments shall become effective immediately upon approval by the voters.

1 SECTION 12. ESTABLISHMENT OF BONDING AUTHORITY

2 a. Metro is authorized to issue limited tax bonds and incur other obligations, from
3 time to time, payable from and secured by all or any portion of the Sales Tax Revenues to
4 finance any program or project in the Expenditure Plan, pursuant to Sections 130500 et seq. of
5 the Public Utilities Code, and any successor act, or pursuant to any other applicable sections of
6 the Public Utilities Code or the Government Code. As additional security, such bonds and other
7 obligations may be further payable from and secured by farebox revenues or general revenues
8 of Metro, on a basis subordinate to Metro's existing General Revenue Bonds, or any other
9 available source of Metro's revenues, in each case as specified in a resolution adopted by a
10 majority of Metro's Board of Directors. The maximum bonded indebtedness, including issuance
11 costs, interest, reserve requirements and bond insurance, shall not exceed the total amount of
12 the Gross Sales Tax. Nothing herein shall limit or restrict in any way the power and authority of
13 Metro to issue bonds, notes or other obligations, to enter into loan agreements, leases,
14 reimbursement agreements, standby bond purchase agreements, interest rate swap
15 agreements or other derivative contracts or to engage in any other transaction under the
16 Government Code, the Public Utilities Code or any other law.

17 b. The Metro Board of Directors shall adopt guidelines regarding the issuance of
18 bonds and the incurrence of other obligations pursuant to this Section 12. The guidelines shall,
19 at a minimum, establish methods for taking into account (a) the expenditure of proceeds of such
20 bonds and other obligations and (b) the payment of debt service and other amounts with respect
21 to such bonds and other obligations, for purposes of meeting the program expenditure
22 requirements of Section 7 hereof.

23
24 SECTION 13. APPROPRIATIONS LIMIT

25 Article XIIIB of the California Constitution requires certain governmental entities to
26 establish an annual appropriations limit. This appropriations limit is subject to adjustment as
27 provided by law. To the extent required by law, Metro shall establish an annual appropriations
28 limit and expenditures of the retail transactions and use tax shall be subject to such limit.

29
30 SECTION 14. ELECTION

31 Pursuant to California Public Utilities Code Section 130350.7(d), Metro hereby calls a
32 special election to place this Ordinance before the voters. The ballot language shall read as
33 follows:
34

Los Angeles County Traffic Improvement Plan.

To improve freeway traffic flow/safety; repair potholes/sidewalks; repave local streets; earthquake retrofit bridges; synchronize signals; keep senior/disabled/student fares affordable; expand rail/subway/bus systems; improve job/school/airport connections; and create jobs; shall voters authorize a Los Angeles County Traffic Improvement Plan through a ½ ¢ sales tax and continue the existing ½ ¢ traffic relief tax until voters decide to end it, with independent audits/oversight and funds controlled locally?

SECTION 15. EFFECTIVE DATE

a. This Ordinance shall be effective on January 1, 2017, if:

1. Two-thirds (2/3) of the voters voting on the measure vote to approve this Ordinance at the statewide general election scheduled for November 8, 2016; and
2. No California state statute that requires Metro to provide funding from revenues derived from the Sales Tax imposed pursuant to this Ordinance for any project or program other than those in the Expenditure Plan, or provide a level of funding greater than described in the Expenditure Plan, or on a different schedule than described in the Expenditure Plan, is adopted by the California Legislature subsequent to the adoption of this Ordinance by the Metro Board of Directors and becomes law.

SECTION 16. SEVERABILITY

If any tax or provision of this Ordinance is for any reason held invalid or unenforceable by a court of competent jurisdiction, that holding shall not affect the validity or enforceability of the remaining taxes or provisions, and Metro declares that it would have passed each part of this Ordinance irrespective of the validity of any other part.

Los Angeles County Transportation Expenditure Plan
Outline of Expenditure Categories
Fiscal Year (FY) 2018 - 2057, Escalated Dollars
(millions)

ATTACHMENT A

Subfund	Program	% of Sales Tax (net of Admin)	First Year Amount (FY 2018)	FY 2018 - FY 2032 (15 Years)	FY 2033 - FY 2047 (15 Years)	FY 2048 - FY 2057 (10 Years)	FY 2018 - FY 2057 (40 Years)
Transit Operating & Maintenance	Metro Rail Operations ¹	5%	\$ 42	\$ 850	\$ 2,320	\$ 2,810	\$ 5,980
	Transit Operations ² (Metro & Municipal Providers)	20%	\$ 169	\$ 3,400	\$ 9,280	\$ 11,240	\$ 23,920
	ADA Paratransit for the Disabled; Metro Discounts for Seniors and Students	2%	\$ 17	\$ 340	\$ 930	\$ 1,120	\$ 2,390
Transit, First/Last Mile (Capital)	Transit Construction (Includes System Connectivity Projects - Airports, Union Station, and Countywide BRT)	35%	\$ 296	\$ 5,960	\$ 16,230	\$ 19,670	\$ 41,860
	Metro State of Good Repair ⁵	2%	\$ 17	\$ 340	\$ 930	\$ 1,120	\$ 2,390
Highway, Active Transportation, Complete Streets (Capital)	Highway Construction (includes System Connectivity Projects - Ports, Highway Congestion Programs, Goods Movement)	17%	\$ 144	\$ 2,890	\$ 7,880	\$ 9,560	\$ 20,330
	Metro Active Transportation Program (Bicycle, Pedestrian, Complete Streets)	2%	\$ 17	\$ 340	\$ 930	\$ 1,120	\$ 2,390
Local Return / Regional Rail	Local Return - Base ³ (Local Projects and Transit Services)	16%	\$ 136	\$ 2,720	\$ 7,420	\$ 8,990	\$ 19,130
	Local Return / Regional Rail (Beginning FY 2040) ⁴				\$ 690	\$ 2,240	\$ 2,930
	Regional Rail	1%	\$ 8	\$ 170	\$ 460	\$ 560	\$ 1,200
TOTAL PROGRAMS			\$ 847	\$ 17,010	\$ 46,380	\$ 56,190	\$ 119,590
Administration /Local Return	0.5% for Administration	0.5%	\$ 4	\$ 85	\$ 230	\$ 280	\$ 600
	1.0% Local Return ³	1.0%	\$ 8	\$ 170	\$ 460	\$ 560	\$ 1,200
GRAND TOTAL			\$ 860	\$ 17,265	\$ 47,070	\$ 57,030	\$ 121,390

1. Funds are eligible to be used for Metro Rail State of Good Repair.

2. Funds are eligible to be used for Metro State of Good Repair.

3. 1% Administration to supplement Local Return, **increasing the Local Return-Base to 17% of net revenues.**

4. To be funded by Highway/Transit Capital Subfunds in FY 2040 and beyond.

5. The Metro Board of Directors will prioritize the Wardlow Grade Separation project to receive new funding and/or grants and assign this project to be included in Metro's State of Good Repair program.

All totals are rounded; numbers presented in this document may not always add up to the totals provided.

Based on January 2016 revenue projections.

Los Angeles County Transportation Expenditure Plan

(2015 \$ in thousands)

ATTACHMENT A

Groundbreaking Sequence (Exceptions Noted)

For Reference Only	Project (Final Project to be Defined by the Environmental Process)	Notes	Schedule of Funds Available		Subregion*	2016 - 2067 Local, State, Federal, Other Funding 2015\$	Measure M Funding 2015\$	Most Recent Cost Estimate 2015\$**	Modal Code
			Ground- breaking Start Date†	Expected Opening Date (3 year range)					
	Expenditure Plan Major Projects		1 st yr of Range						
1	Airport Metro Connect 96th St. Station/Green Line Ext LAX ®	a,p	FY 2018	CY 2021	sc	\$233,984	\$347,016	\$581,000	T
2	Westside Purple Line Extension Section 3 ®	b	FY 2018	FY 2024	w	\$986,139	\$994,251	\$1,980,390	T
3	High Desert Multi-Purpose Corridor (HDMC)®	q	FY 2019	FY 2021	nc	\$100,000	\$170,000	\$270,000	H
4	I-5 N Cap. Enhancements (SR-14 to Lake Hughes Rd) ®		FY 2019	FY 2023	nc	\$544,080	\$240,000	\$784,080	H
5	Gold Line Foothill Extension to Claremont ®	c	FY 2019	FY 2025	sg	\$78,000	\$1,019,000	\$1,097,000	T
6	Orange Line BRT Improvements	n	FY 2019	FY 2025	sf	\$0	\$286,000	\$286,000	T
7	BRT Connector Orange/Red Line to Gold Line	o	FY 2020	FY 2022	av	\$0	\$240,300	\$240,300	T
8	BRT Connector Orange/Red Line to Gold Line	o	FY 2020	FY 2022	sf	\$0	\$26,700	\$26,700	T
9	East SF Valley Transit Corridor Project ®	d	FY 2021	FY 2027	sf	\$520,500	\$810,500	\$1,331,000	T
10	West Santa Ana Transit Corridor LRT ®	b,d	FY 2022	FY 2028	gc	\$500,000	\$535,000	\$1,035,000	T
11	Crenshaw/LAX Track Enhancement Project	e,p	FY 2022	FY 2026	sc	\$0	\$49,599	\$49,599	T
12	SR-71 Gap from I-10 to Rio Rancho Rd.		FY 2022	FY 2026	sg	\$26,443	\$248,557	\$275,000	H
13	LA River Waterway & System Bikepath		FY 2023	FY 2025	cc	\$0	\$365,000	\$365,000	H
14	Complete LA River Bikepath		FY 2023	FY 2025	sf	\$0	\$60,000	\$60,000	H
15	Sepulveda Pass Transit Corridor (Ph 1) ®	b,f	FY 2024	FY 2026	sf	\$0	\$130,000	\$130,000	H
16	Sepulveda Pass Transit Corridor (Ph 1) ®	b,f	FY 2024	FY 2026	w	\$0	\$130,000	\$130,000	H
17	Vermont Transit Corridor	o	FY 2024	FY 2028	cc	\$400,000	\$25,000	\$425,000	T
18	SR-57/SR-60 Interchange Improvements	d	FY 2025	FY 2031	sg	\$565,000	\$205,000	\$770,000	H
19	Green Line Extension to Crenshaw Blvd in Torrance ®	d,g	FY 2026	FY 2030	sb	\$272,000	\$619,000	\$891,000	T
20	I-710 South Corridor Project (Ph 1) ®	d,h	FY 2026	FY 2032	gc	\$150,000	\$250,000	\$400,000	H
21	I-105 Express Lane from I-405 to I-605	p	FY 2027	FY 2029	sc	\$0	\$175,000	\$175,000	H
22	Sepulveda Pass Transit Corridor (Ph 2) ®	b	FY 2024	FY 2033	sf	\$1,567,000	\$1,270,000	\$2,837,000	T
23	Sepulveda Pass Transit Corridor (Ph 2) ®	b	FY 2024	FY 2033	w	\$1,567,000	\$1,270,000	\$2,837,000	T
24	Gold Line Eastside Extension (One Alignment) ®	d	FY 2029	FY 2035	gc	\$957,000	\$543,000	\$1,500,000	T
25	Gold Line Eastside Extension (One Alignment) ®	d	FY 2029	FY 2035	sg	\$957,000	\$543,000	\$1,500,000	T
26	West Santa Ana Transit Corridor LRT ®	r	FY 2022	FY 2041	cc	\$1,082,500	\$400,000	\$1,482,500	T
27	West Santa Ana Transit Corridor LRT ®	r	FY 2022	FY 2041	gc	\$982,500	\$500,000	\$1,482,500	T
28	I-710 South Corridor Project (Ph 2) ®		FY 2032	FY 2041	gc	\$658,500	\$250,000	\$908,500	H
29	I-5 Corridor Improvements (I-605 to I-710)		FY 2036	FY 2042	gc	\$46,060	\$1,059,000	\$1,105,060	H
30	Crenshaw Northern Extension	i	FY 2041	FY 2047	cc	\$495,000	\$1,185,000	\$1,680,000	T
31	Crenshaw Northern Extension	i	FY 2041	FY 2047	w	\$0	\$560,000	\$560,000	T
32	I-405/I-110 Int. HOV Connect Ramps & Intrchnng Improv ®		FY 2042	FY 2044	sb	\$0	\$250,000	\$250,000	H
33	I-605/I-10 Interchange		FY 2043	FY 2047	sg	\$472,400	\$126,000	\$598,400	H
34	SR 60/I-605 Interchange HOV Direct Connectors		FY 2043	FY 2047	sg	\$360,600	\$130,000	\$490,600	H
35	Lincoln Blvd BRT	i,o	FY 2043	FY 2047	w	\$0	\$102,000	\$102,000	T
36	I-110 Express Lane Ext South to I-405/I-110 Interchange		FY 2044	FY 2046	sb	\$228,500	\$51,500	\$280,000	H
37	I-405 South Bay Curve Improvements		FY 2045	FY 2047	sb	\$250,840	\$150,000	\$400,840	H
38	Green Line Eastern Extension (Norwalk)	p	FY 2046	FY 2052	sc	\$570,000	\$200,000	\$770,000	T
39	SF Valley Transportation Improvements	m	FY 2048	FY 2050	sf	\$0	\$106,800	\$106,800	T
40	Sepulveda Pass Westwood to LAX (Ph 3)	p	FY 2048	FY 2057	sc	\$3,800,000	\$65,000	\$3,865,000	T
41	Orange Line Conversion to Light Rail		FY 2051	FY 2057	sf	\$1,067,000	\$362,000	\$1,429,000	T
42	City of San Fernando Bike Master Plan		FY 2052	FY 2054	sf	\$0	\$5,000	\$5,000	H
43	Historic Downtown Streetcar		FY 2053	FY 2057	cc	\$0	\$200,000	\$200,000	T
44	Gold Line Eastside Ext. Second Alignment	p	FY 2053	FY 2057	sc	\$110,000	\$2,890,000	\$3,000,000	T
45	High Desert Multi-Purpose Corridor - LA County Segment	p	FY 2063	FY 2067	sc	\$32,982	\$1,845,718	\$1,878,700	H
46	Expenditure Plan Major Projects Subtotal					\$19,581,027	\$20,989,941	\$40,570,969	

Footnotes on following page.

** The most recent cost estimate equals the accelerated cost. Prior year expenses included in all project costs.

Los Angeles County Transportation Expenditure Plan

(2015 \$ in thousands)

ATTACHMENT A

Groundbreaking Sequence
(Exceptions Noted)

For Reference Only

	Project (Final Project to be Defined by the Environmental Process)	Notes	Schedule of Funds Available		Subregion*	2016 - 2067 Local, State, Federal, Other Funding 2015\$	Measure M Funding 2015\$	Most Recent Cost Estimate 2015\$**	Modal Code
			Ground- breaking Start Date †	Expected Opening Date (3 year range)					
	Multi-Year Subregional Programs			1 st yr of Range					
47	Metro Active Transport, Transit 1st/Last Mile Program	p	FY 2018	FY 2057	sc	\$0	\$857,500	\$857,500	H
48	Visionary Project Seed Funding	p	FY 2018	FY 2057	sc	\$0	\$20,000	\$20,000	T
49	Street Car and Circulator Projects	k,p	FY 2018	FY 2022	sc	\$0	\$35,000	\$35,000	T
50	Transportation System and Mobility Improve. Program		FY 2018	FY 2032	sb	\$0	\$293,500	\$293,500	H
51	Active Transportation 1st/Last Mile Connections Prog.		FY 2018	FY 2057	w	\$0	\$361,000	\$361,000	H
52	Active Transportation Program		FY 2018	FY 2057	nc	\$0	\$264,000	\$264,000	H
53	Active Transportation Program		FY 2018	FY 2057	gc	\$0	TBD	TBD	H
54	Active Transportation Program (Including Greenway Proj.)		FY 2018	FY 2057	sg	\$0	\$231,000	\$231,000	H
55	Active Transportation, 1st/Last Mile, & Mobility Hubs		FY 2018	FY 2057	cc	\$0	\$215,000	\$215,000	H
56	Active Transportation, Transit, and Tech. Program		FY 2018	FY 2032	lvm	\$0	\$32,000	\$32,000	T
57	Highway Efficiency Program		FY 2018	FY 2032	lvm	\$0	\$133,000	\$133,000	H
58	Bus System Improvement Program		FY 2018	FY 2057	sg	\$0	\$55,000	\$55,000	T
59	First/Last Mile and Complete Streets		FY 2018	FY 2057	sg	\$0	\$198,000	\$198,000	H
60	Highway Demand Based Prog. (HOV Ext. & Connect.)		FY 2018	FY 2057	sg	\$0	\$231,000	\$231,000	H
61	I-605 Corridor "Hot Spot" Interchange Improvements ®		FY 2018	FY 2057	gc	\$240,000	\$1,000,000	\$1,240,000	H
62	Modal Connectivity and Complete Streets Projects		FY 2018	FY 2057	av	\$0	\$202,000	\$202,000	H
63	South Bay Highway Operational Improvements		FY 2018	FY 2057	sb	\$600,000	\$500,000	\$1,100,000	H
64	Transit Program		FY 2018	FY 2057	nc	\$500,000	\$88,000	\$588,000	T
65	Transit Projects		FY 2018	FY 2057	av	\$0	\$257,100	\$257,100	T
66	Transportation System and Mobility Improve. Program		FY 2018	FY 2057	sb	\$0	\$350,000	\$350,000	H
67	North San Fernando Valley Bus Rapid Transit Improvements	p,s	FY 2019	FY 2023	sc	\$0	\$180,000	\$180,000	T
68	Subregional Equity Program	p,s	FY 2018	FY 2057	sc	TBD	TBD	\$1,196,000	T/H
69	Countywide BRT Projects Ph 1 (All Subregions)	l,p	FY 2020	FY 2022	sc	\$0	\$50,000	\$50,000	T
70	Countywide BRT Projects Ph 2 (All Subregions)	l,p	FY 2030	FY 2032	sc	\$0	\$50,000	\$50,000	T
71	Active Transportation Projects		FY 2033	FY 2057	av	\$0	\$136,500	\$136,500	H
72	Los Angeles Safe Routes to School Initiative		FY 2033	FY 2057	cc	\$0	\$250,000	\$250,000	H
73	Multimodal Connectivity Program		FY 2033	FY 2057	nc	\$0	\$239,000	\$239,000	H
74	Countywide BRT Projects Ph 3 (All Subregions)	l,p	FY 2040	FY 2042	sc	\$0	\$50,000	\$50,000	T
75	Arterial Program		FY 2048	FY 2057	nc	\$0	\$726,130	\$726,130	H
76	BRT and 1st/Last Mile Solutions e.g. DASH		FY 2048	FY 2057	cc	\$0	\$250,000	\$250,000	T
77	Freeway Interchange and Operational Improvements		FY 2048	FY 2057	cc	\$0	\$195,000	\$195,000	H
78	Goods Movement (Improvements & RR Xing Elim.)		FY 2048	FY 2057	sg	\$0	\$33,000	\$33,000	T
79	Goods Movement Program		FY 2048	FY 2057	nc	\$0	\$104,000	\$104,000	T
80	Goods Movement Projects		FY 2048	FY 2057	av	\$0	\$81,700	\$81,700	T
81	Highway Efficiency Program		FY 2048	FY 2057	nc	\$0	\$128,870	\$128,870	H
82	Highway Efficiency Program		FY 2048	FY 2057	sg	\$0	\$534,000	\$534,000	H
83	Highway Efficiency, Noise Mitig. and Arterial Projects		FY 2048	FY 2057	av	\$0	\$602,800	\$602,800	H
84	ITS/Technology Program (Advanced Signal Tech.)		FY 2048	FY 2057	sg	\$0	\$66,000	\$66,000	H
85	LA Streetscape Enhance. & Great Streets Program		FY 2048	FY 2057	cc	\$0	\$450,000	\$450,000	H
86	Modal Connectivity Program		FY 2048	FY 2057	lvm	\$0	\$68,000	\$68,000	H
87	Public Transit State of Good Repair Program		FY 2048	FY 2057	cc	\$0	\$402,000	\$402,000	T
88	Traffic Congestion Relief and Improvement Program		FY 2048	FY 2057	lvm	\$0	\$63,000	\$63,000	H
89	Traffic Congestion Relief/Signal Synchronization		FY 2048	FY 2057	cc	\$0	\$50,000	\$50,000	H
90	Arroyo Verdugo Projects to be Determined		FY 2048	FY 2057	av	\$0	\$110,600	\$110,600	H
91	Countywide BRT Projects Ph 4 (All Subregions)	p	FY 2050	FY 2052	sc	\$90,000	\$10,000	\$100,000	T
92	Countywide BRT Projects Ph 5 (All Subregions)	p	FY 2060	FY 2062	sc	\$0	\$100,000	\$100,000	T
93	Multi-Year Subregional Programs Subtotal					\$1,430,000	\$10,253,700	\$12,879,700	
94	GRAND TOTAL					\$21,011,027	\$31,243,641	\$53,450,669	

Footnotes on following page.

** The most recent cost estimate equals the accelerated cost. Prior year expenses included in all project costs.

Footnotes:

- a. Interface station to LAX sponsored Automated People Mover includes an extended Green Line terminus and a consolidated bus interface for 13 Metro and Municipal bus lines. Bicycle, passenger, and other amenities are also included.
- b. Project acceleration based on high performance.
- c. Identified as a priority per the Metro Board Motion in October 2009.
- d. Project funded on LRTP schedule, per Dec. 2015 Board Policy.
- e. Consistent with the Orange Line, no sooner than 15 years after the revenue operation date of the Crenshaw/LAX project, Metro will consider, as transportation system performance conditions warrant, grade separation and/or undergrounding of the Crenshaw/LAX Line (including the Park Mesa Heights section & Inglewood section of the project). These additional track enhancements, when warranted, will be eligible for funding through the decennial comprehensive review process in the Ordinance.
- f. Sepulveda Pass Ph. 1 from Orange Line/Van Nuys to Westwood includes early delivery of highway ExpressLane.
- g. Studies will be completed to evaluate a future Green Line connection to the Blue Line (city of Long Beach).
No capital funds from the Green Line to Torrance Project will be used for the studies.
- h. I-710 South Project assumes an additional \$2.8 billion of alternative revenue sources; not shown here with the cost or revenues for the project. The Shoemaker Bridge "Early Action" project is a priority project for these funds.
- i. Council of Government descriptions vary for the "Crenshaw Northern Extension" project.
- k. Lump sum would be provided in the first 5 years for initial capital costs only. Project sponsors responsible for ongoing operations & maintenance.
- l. Acceleration of Lincoln BRT project eligible as Countywide BRT Program. Any funds freed up from accelerations returns to Countywide BRT Program.
- m. SF Valley Transportation Improvements may include, but are not limited to, Transit Improvements, and I-210 soundwalls in Tujunga, Sunland, Shadow Hills and Lakeview Terrace.
- n. Critical grade separation(s) will be implemented early through Operation Shovel Ready.
- o. Conversion to LRT or HRT after FY 2067 included in expenditure plan based on ridership demand.
- p. Funds for projects identified as "sc" that are not expended are only available for other System Connectivity Capital Projects.
- q. Funding calculated based on estimated right-of-way acquisition costs; but can be repurposed for appropriate project uses, as approved by the MTA Board of Directors.
- r. This project could start as early as FY 2028 and open as early as FY 2037 with Public-Private Partnership delivery methods.
- s. This project will increase system connectivity in the North San Fernando Valley and the Metro Transit System. Environmental plan work shall begin no later than six months after passage of Measure M. To provide equivalent funding to each subregion other than the San Fernando Valley, the subregional equity program will be provided as early as possible to the following subregions in the amounts (in thousands) specified here: AV* \$96,000; W* \$160,000; CC* \$235,000; NC* \$115,000; LVM* \$17,000; GC* \$244,000; SG* \$199,000; and SB* \$130,000.

* Subregion Abbreviations:

sc = System Connectivity Projects (no subregion)
 av = Arroyo Verdugo
 lvm = Las Virgenes Malibu
 cc = Central City Area
 sg = San Gabriel Valley

nc = North County

sb = South Bay

w = Westside

gc = Gateway Cities

sf = San Fernando Valley

® Indicates Measure R-related Projects

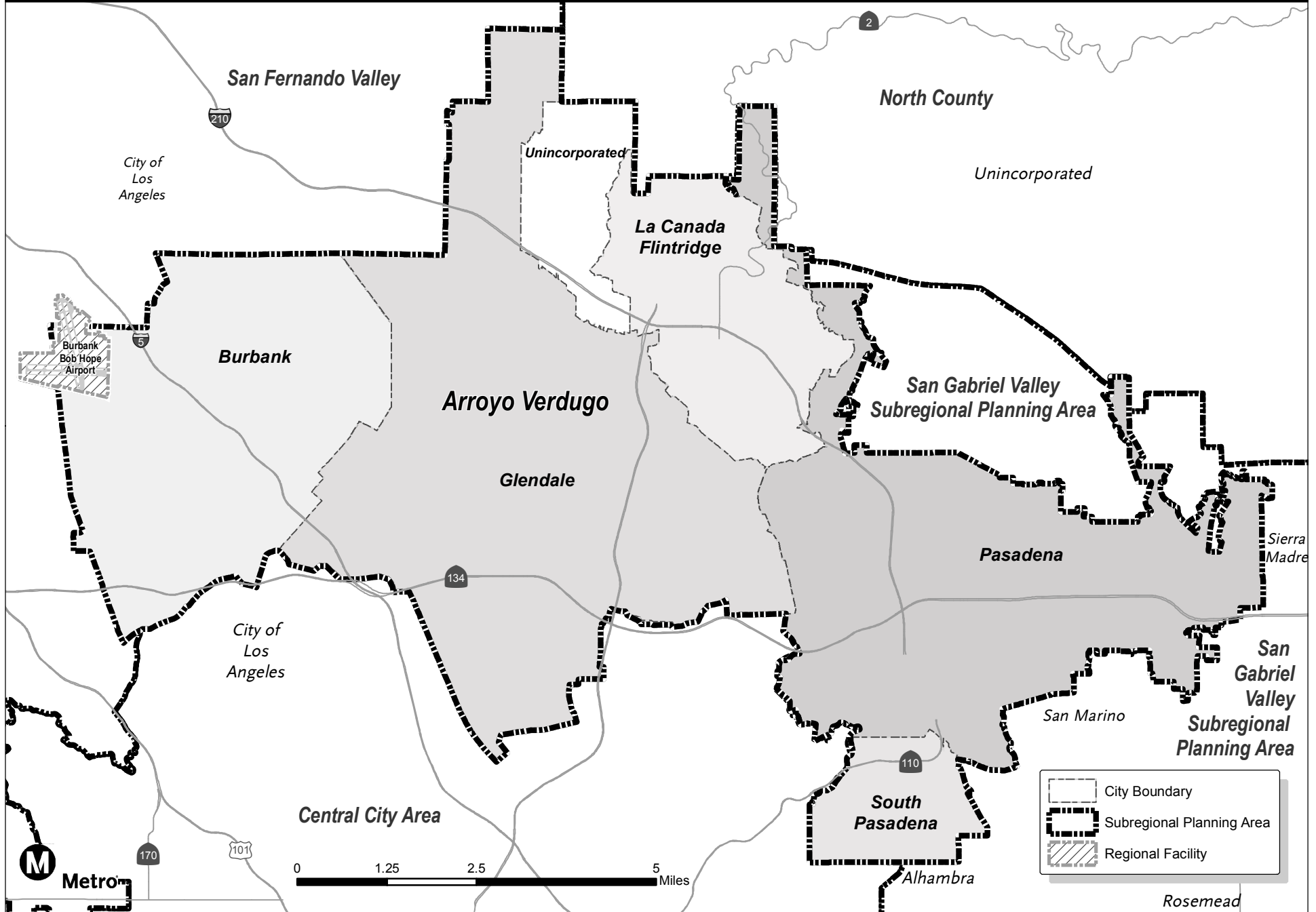
CY = Calendar Year

FY = Fiscal Year

YOE = Year of Expenditure

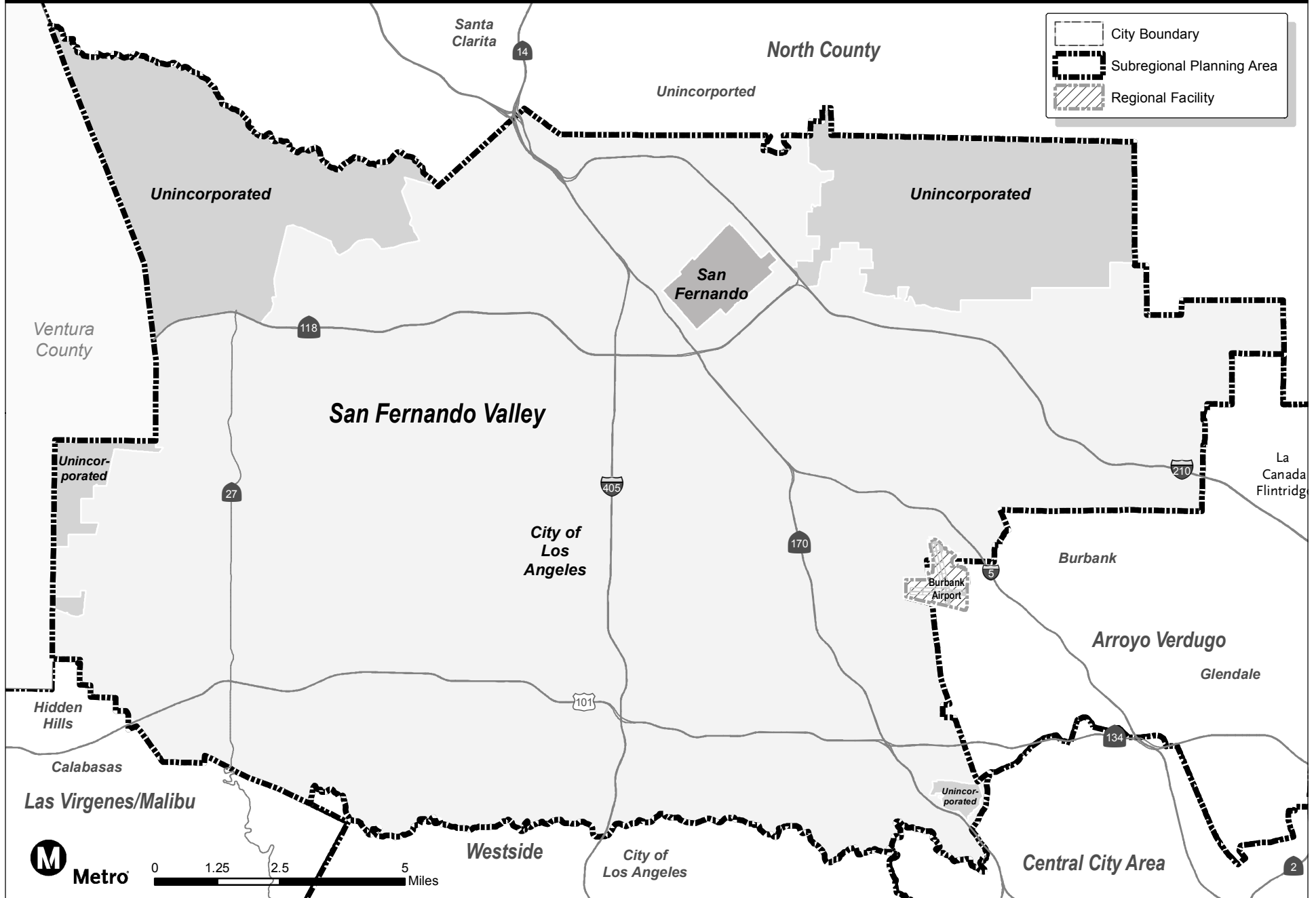
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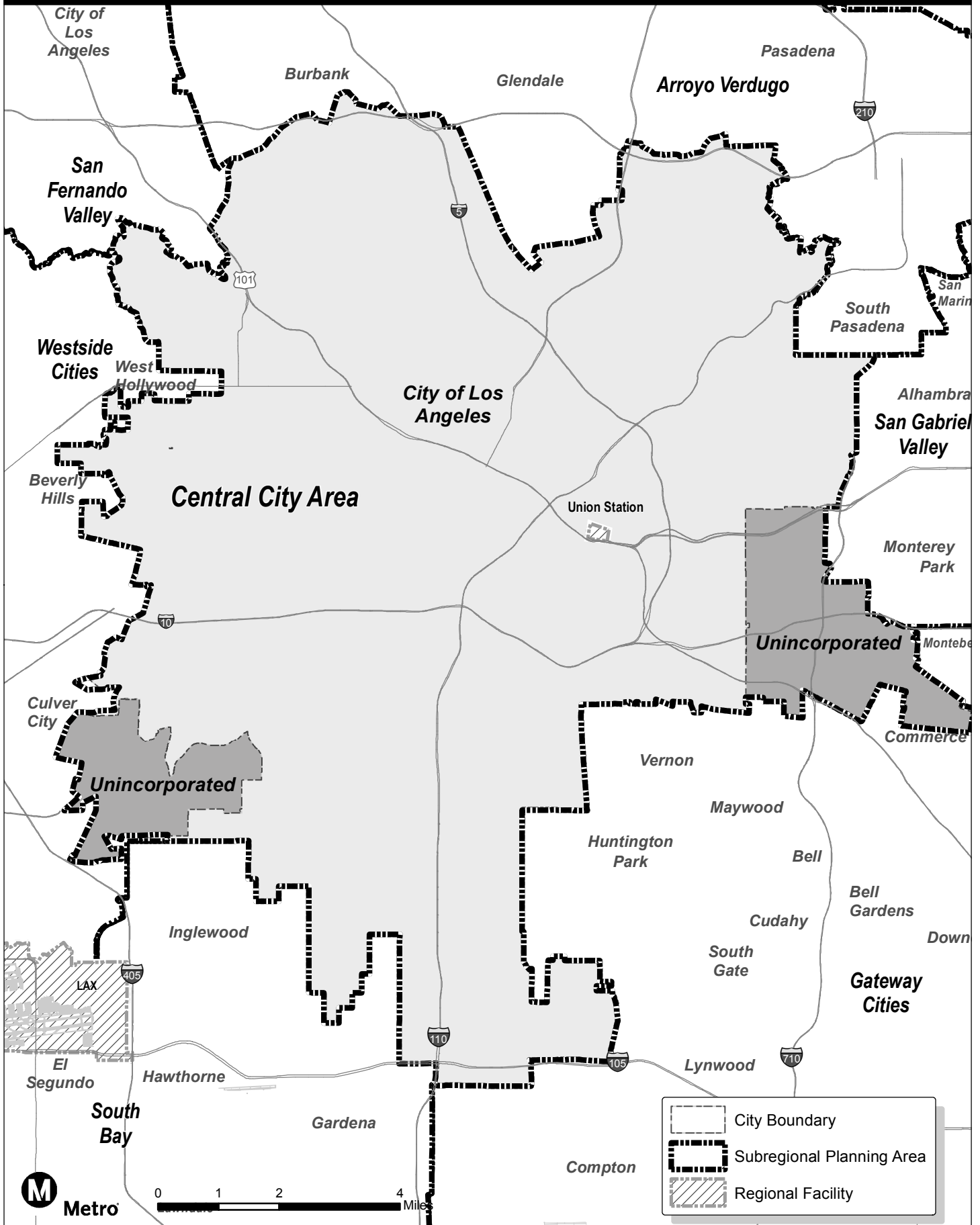
Arroyo Verdugo Subregional Planning Area

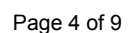


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San Fernando Subregional Planning Area

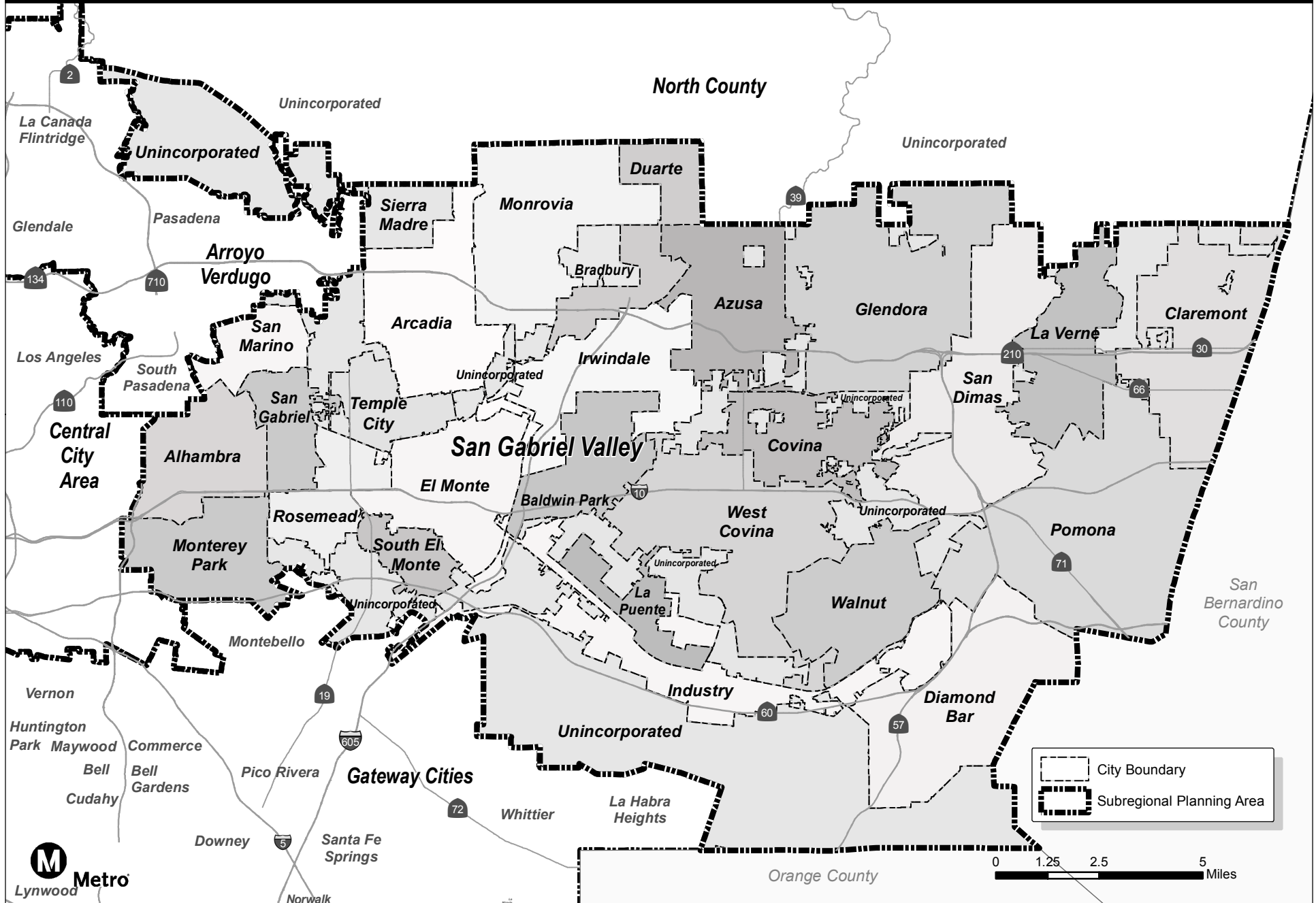


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Central City Area Subregional Planning Area



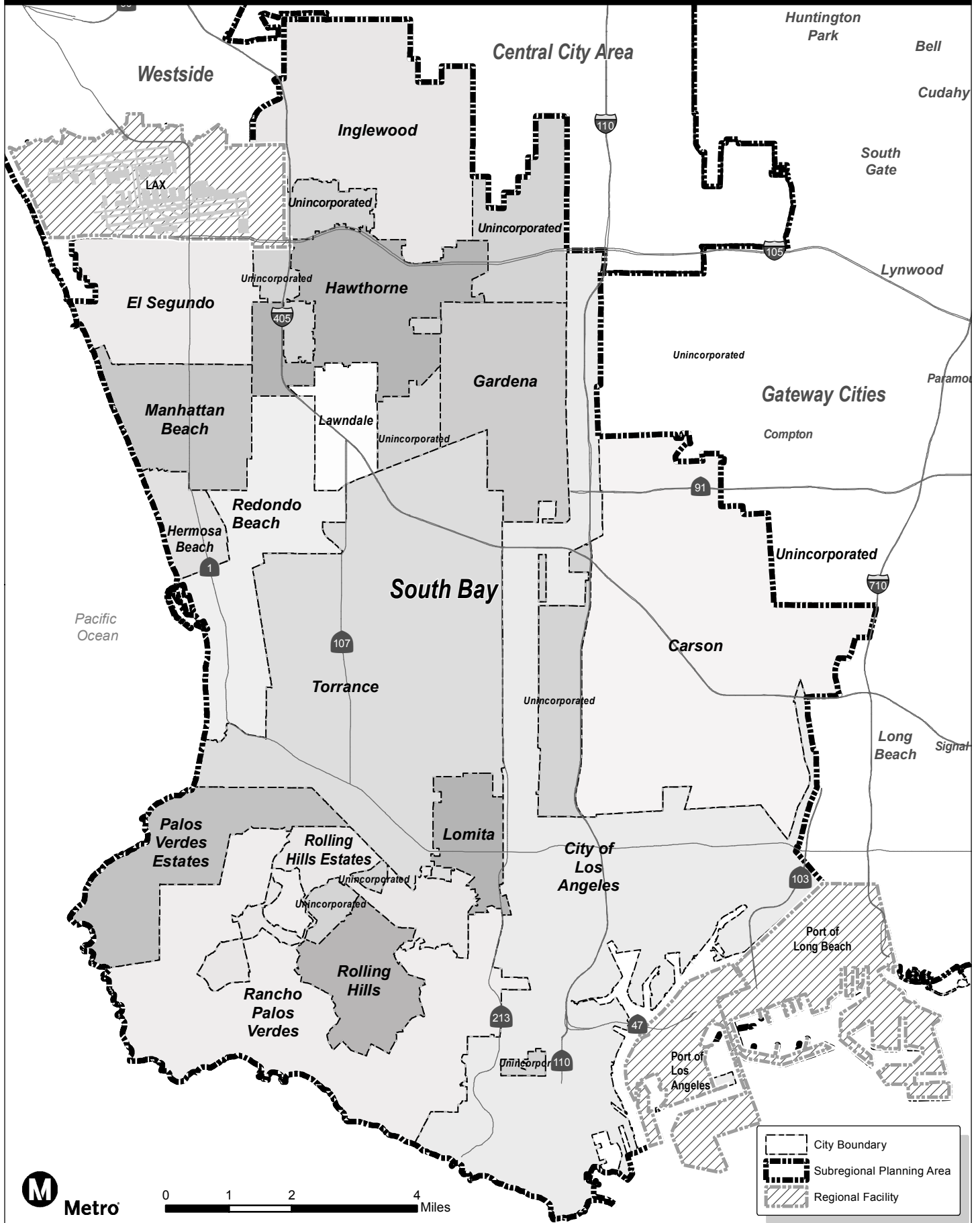
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San Gabriel Subregional Planning Area



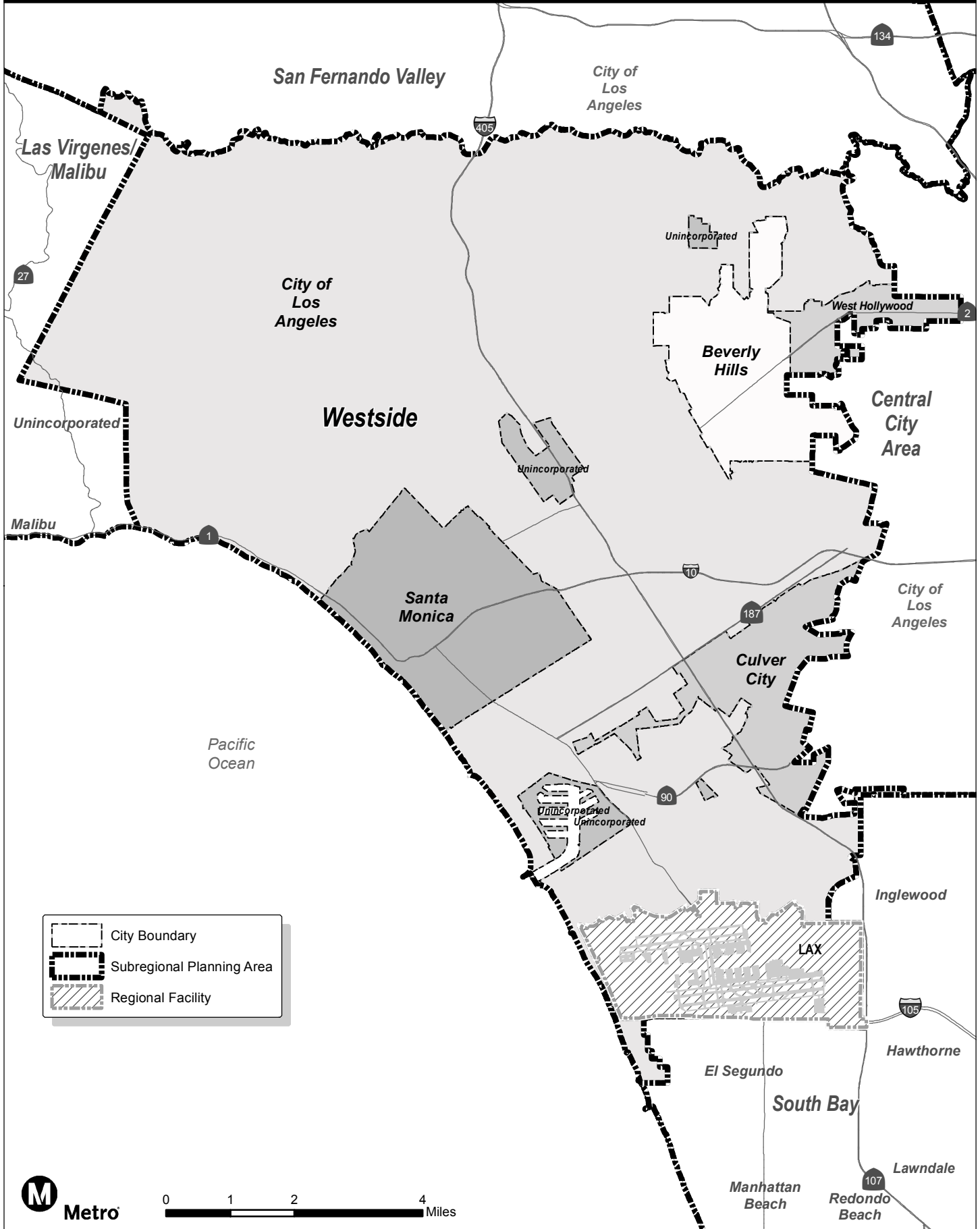
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South Bay Subregional Planning Area



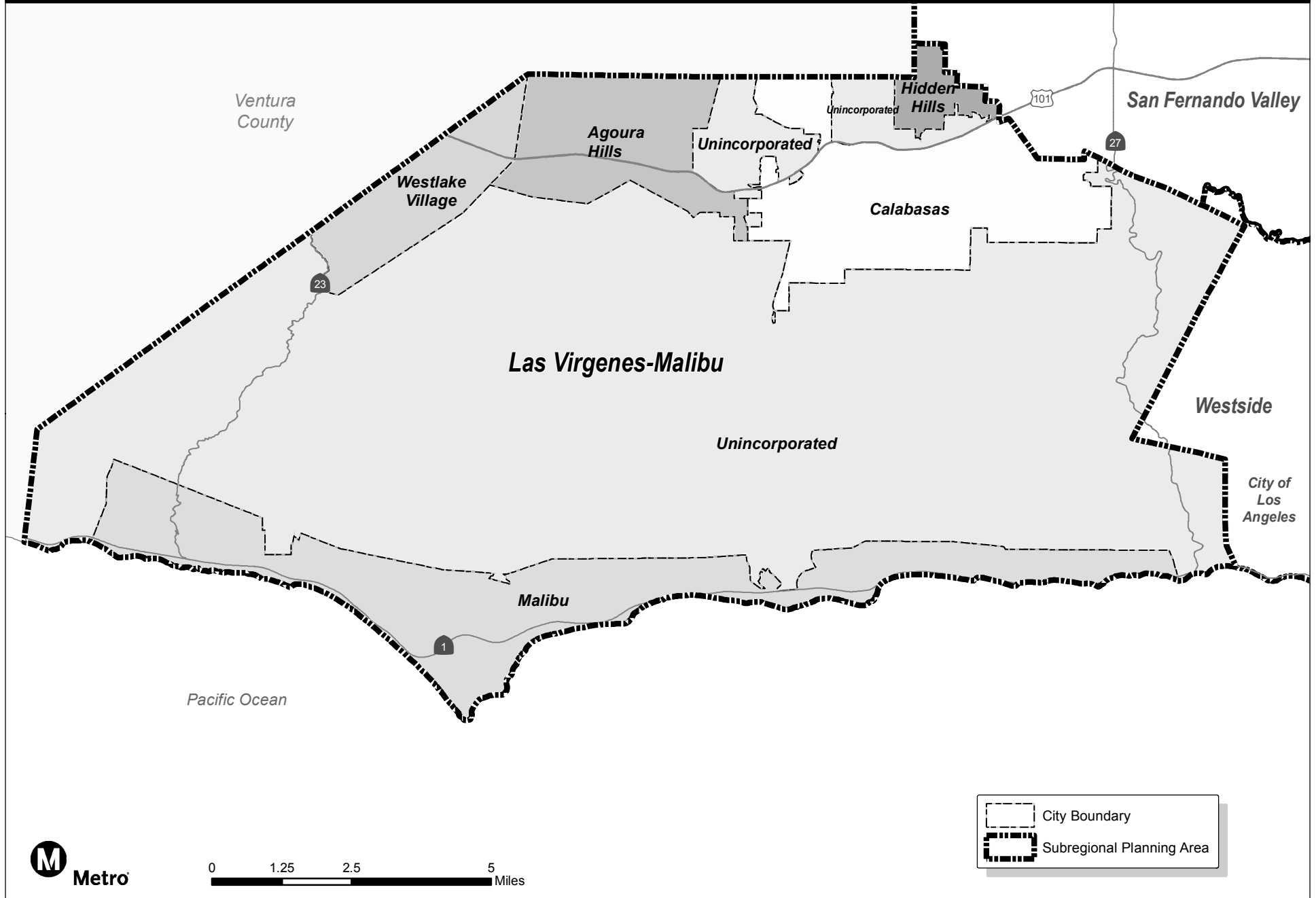
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Westside Subregional Planning Area



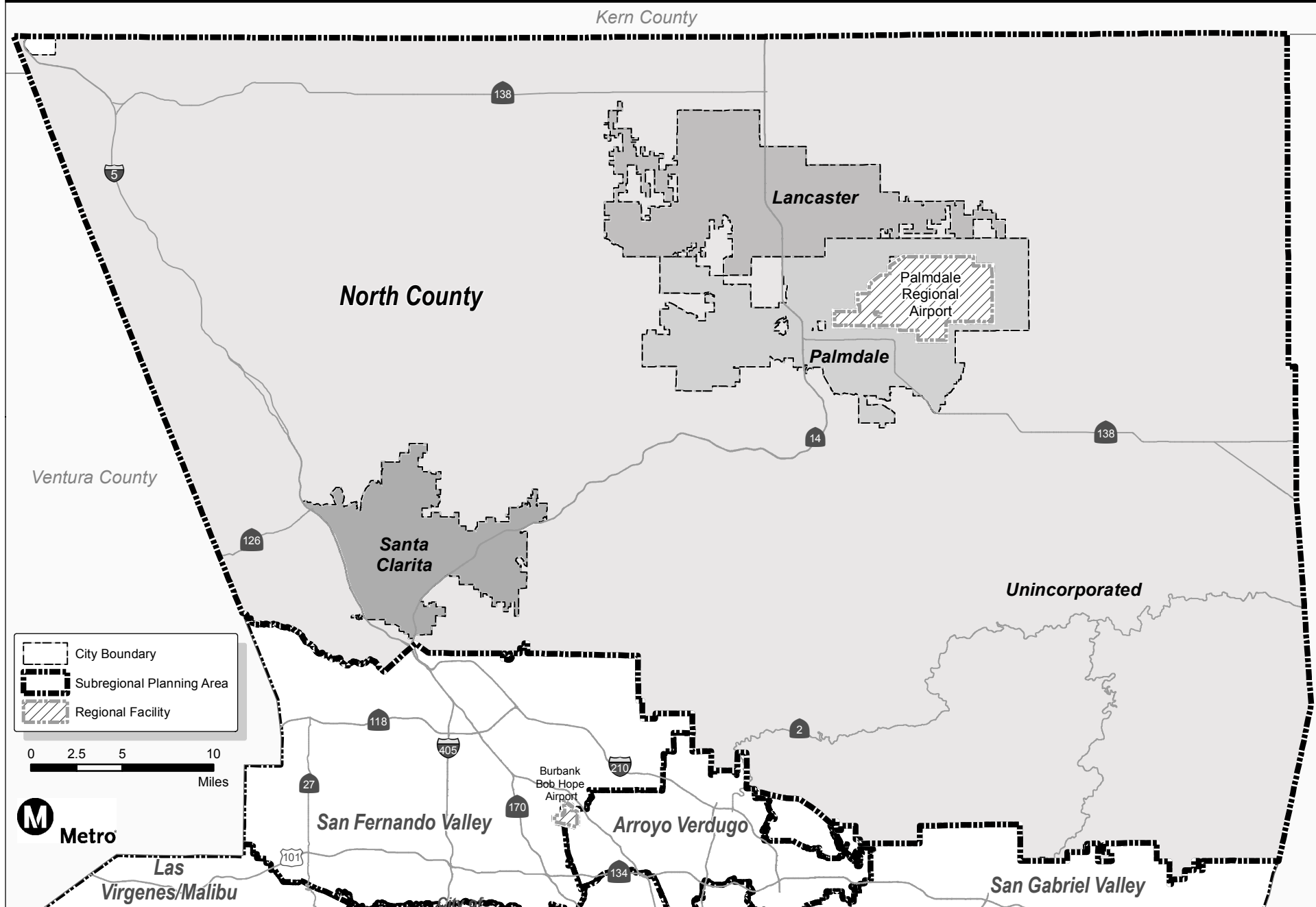
ATTACHMENT B - page 8 of 9

Las Virgenes-Malibu Subregional Planning Area



ATTACHMENT B - page 9 of 9

North County Subregional Planning Area





Board Report

File #: 2016-0967, File Type: Program

Agenda Number: 19

REVISED
PLANNING AND PROGRAMMING COMMITTEE
JANUARY 18, 2017

SUBJECT: DORAN STREET AND BROADWAY/BRAZIL GRADE SEPARATION PROJECT

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

APPROVE:

- A. The recommended **Alternative 2 Northerly Point of Access and Salem Sperry Grade Separation** for the environmental documents and preliminary engineering design phase; and
- B. Third party costs of up to \$2 million for the City of Glendale, City of Los Angeles, Southern California Regional Rail Authority and other third parties and authorize the Chief Executive Officer (CEO), or his designee, to negotiate and execute all agreements necessary for this action.

ISSUE

In June 2015, the Metro Board partially approved the Doran Street and Broadway/Brazil Safety Access Project, Alternative 2 Fairmont Connector and Salem/Sperry Overpass. The Board approved the Salem/Sperry Overpass but Director Najarian amended the motion and directed staff to work with the City of Glendale and the City of Los Angeles to examine the project without the Fairmont Connector and to report back to the Board on furthering the study to develop another feasible alternative to the Fairmont Connector that meets the short term and long term goals of the region and local communities (Refer to Attachment A).

Staff has completed a new traffic study that examined several alternatives, including prohibiting public access, one-way outbound traffic, and two-way traffic solutions. The results of the study indicate that both the Salem/Sperry Overpass and the Fairmont Connector, currently referred to as the "Northerly Point-of-Access", with a two-way connection to Fairmont Avenue work in tandem, and together these provide a comprehensive solution that addresses the existing and forecasted traffic growth. The two-way traffic solution is critical for the economic vitality of the North Atwater Village businesses while not significantly impacting the intersection operations on Fairmont Avenue. The Salem/Sperry Overpass and two-way Northerly Point-of-Access to Fairmont Avenue will allow for the closure of both the Doran Street and Broadway/Brazil at-grade rail crossings, resulting in a

substantial safety and mobility improvement for the community (Refer to Attachment B). Staff is requesting the Board to approve the recommended actions.

DISCUSSION

The goal of the Doran Street and Broadway/Brazil Grade Separation Project, formerly referred to as the Doran Street and Broadway/Brazil Safety and Access Project, is to significantly improve safety and enhance mobility by closing both at-grade rail crossings. The project as brought to the Board in June, 2015, consisted of two components. First is the Salem/Sperry Overpass which connects West San Fernando Road to San Fernando Road in the vicinity of Sperry Street in Los Angeles and Salem Avenue in Glendale (Refer to Attachment C). The second component was the Fairmont Connector, which would be the extension of West San Fernando Road over the Verdugo Wash with a two-way connection to Fairmont Avenue (Attachment D and D-1). This utilizes Fairmont Avenue as an overpass, resulting in a significant cost savings by using existing infrastructure as part of the solution.

Up to 90 Metrolink, Amtrak and freight trains a day run through the rail corridor which accounts for a total of 8 hours of gate-down time at the two at-grade crossings. Both crossings have considerable traffic volumes in the order of 7,000 vehicles a day crossing Doran Street and 5,000 vehicles a day crossing Broadway/Brazil Street. The California Public Utilities Commission (CPUC) identified the Doran Street at-grade crossing as one of the most hazardous intersection in the City of Glendale and the City of Los Angeles with 14 recorded pedestrian and vehicular incidents by the Federal Railroad Administration (FRA). The CPUC also mandated that Doran Street be converted temporarily to a one-way westbound movement until the at-grade crossing can be closed permanently when the grade separation is built. There are 9 recorded pedestrian and vehicular incidents reported by FRA at the Broadway/Brazil grade crossing.

In response to the amended motion by Director Najarian to find an alternative design in lieu of the Fairmont Connector, staff hired a new traffic consultant, Gibson Transportation, to work with HNTB to conduct a new traffic study (Refer to Attachment E). The new traffic study consists of new traffic counts for up to 35 intersections in the study area including origin- destination counts from the Doran Street at-grade crossing to and from State Route 134 on-ramps and off-ramps. Additionally, this data was integrated into the SCAG regional traffic model for year 2035 to better examine the traffic patterns and future growth in the vicinity of the project area. With this data, staff examined several alternatives for the Northerly Point-of-Access in lieu of the proposed Fairmont Connector. Staff concluded that the Northerly Point-of-Access with a “J-hook” or “P-hook” configuration that includes a two-way traffic connection to Fairmont Avenue with a protected bike lane and sidewalk is the best alternative. The results of the study indicate that the Salem/Sperry Overpass and Northerly Point-of-Access work in tandem to comprehensively address the existing and forecasted traffic growth of the area. While the study identified an increase of traffic on Fairmont Avenue by future year 2035, the increase does not significantly impact the intersection operations, where the projected Level of Service for the intersections will operate at Level B or C. The Northerly Point-of-Access provides a critical connection for emergency vehicles as well as for economic vitality of the businesses in North

Atwater Village. By implementing the two project components, the Salem/Sperry Overpass and the Northerly Point-of-Access, both at-grade rail crossings at Doran Street and Broadway/Brazil will be closed, substantially improving safety and enhancing mobility, eliminating the need for train horns, and improving the efficiency of train movement along this busy rail corridor.

Community Meetings

Metro conducted two community meetings on December 7, 2016 to present the results of the new traffic study and the recommended alternative for the project. Over 75 people total attended the community meetings. The comments received from the community meetings were favorable related to the results of the expanded traffic circulation analysis beyond Doran Street and Broadway/Brazil Street and the solutions as presented.

One topic of considerable discussion at both community meetings was the CPUC mandate to convert the Doran Street at-grade crossing to a one-way westbound configuration on an interim basis until such time that a grade separation can be constructed. The community concerns are related to the poor traffic signal operations and congestion at the Broadway/Brazil at-grade crossing. The interim condition at Doran would exacerbate the existing traffic condition at Broadway/Brazil Street. The issue is the limitation of the existing traffic signal controller at this very complex intersection at Broadway/Brazil Street and San Fernando Road. Metro staff is already engaged in discussions with the City of Glendale and Metrolink to purchase and upgrade the traffic signal software which will improve signal operations and alleviate congestion. The community was in favor of this signal upgrade. The recommended action for third party cost will include the design and implementation of the traffic signal software.

In addition, the community expressed interest in foregoing the interim at-grade improvements on Doran Street and instead expedite the construction the Northerly Point-of-Access. Another concern raised is the truck traffic on Fairmont Avenue and the community requested the evaluation of eliminating left-turn truck movements from the Northerly Point-of-Access onto Fairmont Avenue. If the Board approves the recommended actions, staff intends to analyze and implement the aforementioned comments received from the community meetings, if deemed feasible.

Third Party Costs

In May 2011, the Metro Board programmed \$6.6 million for the Project for environmental and engineering work. However, third party involvement from the City of Glendale, City of Los Angeles, County of Los Angeles Public Works, SCRRA and other agencies is necessary in order to complete the environmental and design documents. Up to \$2.0 million as listed in the table below is needed to fund third party agencies to participate in meetings, technical inputs, and review of technical and design documents during the environmental and design phases.

ITEM	COST
Traffic signal upgrades at Broadway/Brazil Street and Doran Street	\$500,000

City of Glendale	Up to \$500,000
City of Los Angeles	Up to \$400,000
SCRRA	Up to \$400,000
All other third party agencies	Up to \$200,000

With Board approval of this recommendation, Metro's total commitment to the Project will increase from \$6.6 million to \$8.6 million.

Other Engineering and Environmental Cost

Based on the community engagement and feedback the project has received to date, the project will have other cost related to environmental work and engineering design. Staff had to analyze several more engineering alternatives including adding a J-hook configuration for the Northerly Access Point Overpass which delayed the project contract schedule approximately two years resulting in added escalation cost. Staff intends to return to the Board by April 2017 once the new traffic study has been finalized for the additional environmental and engineering work.

DETERMINATION OF SAFETY IMPACT

This Project will significantly improve safety as it is a grade separation of the roadway from active railroad right-of-way. With the construction of this project, two at-grade crossings at Doran Street and Broadway/Brazil Street will be closed, eliminating the possibility of train to vehicle collisions.

FINANCIAL IMPACT

The approval of third party costs will require a \$2.0 million increase in Metro's \$6.6 million already programmed to the Project for a total \$8.6 million in Measure R 3% funds.

Since this is a multi-year contract, the cost center manager, and Chief of Program Management will be accountable and responsible for budgeting the cost of future fiscal year requirements in department 2415, Regional Rail, Project No. 460065, Tasks 6.3.01.02 and 6.3.01.03.

Impact to Budget

The source of funds for this request is Measure R 3% Transit Capital. These funds are not eligible to be used for Metro bus/rail operating or capital budget expenses.

ALTERNATIVES CONSIDERED

An alternative would be not to approve the recommended actions. This is not recommended as the Project provides a significant safety improvement to the City of Glendale and Los Angeles, improves traffic flow and the efficiency of train movement along the Metrolink and LOSSAN rail corridor.

NEXT STEPS

Upon Board approval, staff will move forward with the environmental and design of the project and hold another community meeting by June 2017. Staff will return to the Board by April 2017 for

contract modification for the additional environmental and engineering work.

ATTACHMENTS

Attachment A - June 2015 Board Report

Attachment B - Northerly Point-of-Access and Salem/Sperry Overpass

Attachment C - Recommended Alternative 2 - Salem/Sperry Overpass

Attachment D - Recommended Alternative 2 - Northerly Point-of-Access (J-Hook)

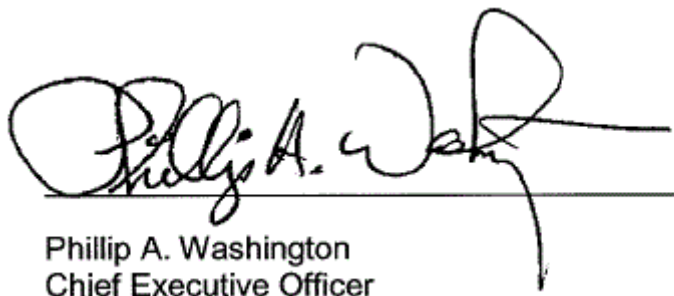
Attachment D1 -Recommended Alternative 2 - Northerly Point-of-Access (P-Hook)

Attachment E - Director Najarian Board Motion

Prepared by: Jeanet Owens, Senior Executive Officer, Program Management (213) 922-6877

Reviewed by: Nalini Ahuja, Chief Financial Officer, Office of Budget Management (213) 922-2296

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



Phillip A. Washington
Chief Executive Officer

**Board Report**

File #:2015-0339, **File Type:**Policy**Agenda Number:**20.

PLANNING AND PROGRAMMING COMMITTEE**JUNE 17, 2015****SUBJECT: DORAN STREET AND BROADWAY/BRAZIL SAFETY AND ACCESS PROJECT****ACTION: ADOPT LOCALLY PREFERRED ALTERNATIVE****RECOMMENDATION**

APPROVED AS AMENDED BY Najarian Motion:

- A. receiving the **Doran Street and Broadway/Brazil Safety and Access Project Study Report Equivalent** (PSRE); and
- B. adopting Locally Preferred Alternative (LPA) 2 from the PSRE to advance into the Final Environmental Document.

ISSUE

The Project Study Report for the Doran Street and Broadway/Brazil Safety and Access Project (Project) was completed in March, 2015. Three alternatives are proposed. It is the recommendation to proceed with Alternative 2 as the Locally Approved Alternative to advance into the Final Environmental Document.

DISCUSSION

The Los Angeles County Metropolitan Transportation Authority (Metro) is working towards improving safety, mobility and quality of life for the Glendale and Los Angeles communities by closing the Doran Street at-grade crossing. As with any at-grade railroad crossing, safety is of significant importance. Furthermore, a unique combination of limited access, high traffic volumes, adjacent industrial uses, and residential interests, make mobility improvements important to this Project. Doran Street has 13 incidents on record resulting in two fatalities and one injury since 1976. These safety statistics have made the Doran Street crossing the subject of safety hearings and arbitrations by the California Public Utilities Commission (CPUC). The at-grade crossing of Doran Street with the Metro owned right-of-way operated by Metrolink has been the subject of concern for several years. Additionally, this crossing has significant truck and vehicle traffic as well as 90 passenger and freight trains per day.

In May 2011, the Metro Board authorized \$6.6 million for improving the safety of the intersection of

Doran Street and the Metro owned right-of-way. A portion of these funds is being used to fund the engineering and environmental work necessary for the grade separation of this intersection. Since the Board motion was passed, additional funding has been obtained that will fund the construction of the grade separation of this roadway. Since the crossing is located along the route of the proposed California High Speed Rail Project, staff has worked with the California High Speed Rail Authority (CHSRA) and the Federal Railroad Administration (FRA) to gain additional funding. This project has been ranked as number seven in the region in the Advance Investment Memorandum of Understanding with the CHSRA.

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

Community Outreach

A comprehensive community outreach program is underway to inform the public about the Doran Street and Broadway/Brazil Safety and Access Project. Metro has hosted two rounds of community outreach meetings and presented at 19 meetings hosted by other stakeholders.

For the two rounds of Metro hosted Community Outreach meetings, residents were notified of the public process through mailings, direct calls to businesses within the project area, Metro Daily Briefs, Metro's The Source, email blasts, a public telephone hotline, fact sheets, and a dedicated webpage on Metro's website. The project received media coverage in the Glendale News Press, Los Angeles Times, and NBC Los Angeles with a total of eight stories written about the project. Communication also went out in local newsletters and distribution lists for the City of Glendale and other local stakeholder organizations.

Community Meetings: Round 1 (February 6, 2014)

Two community workshops were held in Atwater Village on February 6, 2014, 3-5pm and 6-8pm, to accommodate participation from all stakeholders, including businesses and residents. Notification of the meeting was sent to more than 1,500 owners and tenants using the Los Angeles County Assessor's database. Three email notifications were sent out to the project stakeholder database. Individual phone calls were also placed to 69 businesses within the area. An additional eight stakeholder meetings were held prior to Feb. 6th including individual business owners, Pelanconi Estates HOA, the Atwater Village NC and staff from the Cities of Glendale and Los Angeles.

A total of 60 stakeholders attended the February 6th workshops and Metro received 63 comments. Issues raised included access for first responders, traffic and circulation for vehicles and trucks, safety, and impacts to residential and business areas.

Community Meetings: Round 2 (December 9, 2014)

Two community workshops were held in Atwater Village (3-5pm) and Glendale (6-8pm) on December 9, 2014. Notification of the meeting was sent to nearly 2,000 owners and tenants using an updated list pulled from the Los Angeles County Assessor's database. Two email notifications were sent out to individuals in the exiting project stakeholder database. Individual phone calls were also placed to 100 businesses within the area. An additional six stakeholder meetings were held prior to Dec. 9th including Council District 13, business owners, Pelanconi Estates HOA, Atwater Village Neighborhood Council, Walk Bike Glendale and the Los Angeles River Cooperating Committee. After the meeting, Metro held additional briefings with legislative representatives and business owners who were unable to attend the meeting on December 9th.

A total of 89 stakeholders participated at the workshops. Metro received 68 comments. The Stakeholders were shown several alternatives at the workshop. Input from the Stakeholders regarding additional alternatives. These alternatives were evaluated. Aspects of some of these alternatives were incorporated into the ultimate designs. Overall, the comments touched on safety, points of access to North Atwater Village, eminent domain, pedestrian and bicycle access, traffic in the residential areas of Glendale, the timeline for High-Speed Rail, property impacts, air quality, Glendale's Riverwalk Bike project, and the need for a grade separation following the recent improvements to Broadway/Brazil. Business and property owners within the project area expressed concerns about potential impacts and property takings.

There will be additional opportunities for the public to comment during the environmental phase of the project.

ALTERNATIVES FROM PROJECT STUDY REPORT (EQUIVALENT) (PSRE)

During the Alternative Analysis portion of the study, several alternatives were examined that would provide the benefit of closing the Doran Street crossing while minimizing the impacts to the communities. During the study it became apparent that the Broadway/Brazil crossing was closely related to the Doran Street crossing and alternatives considered had to address this relationship. As part of the analysis, the railroad corridor was examined to raise or lower the railroad tracks to cross under or over Doran Street and Broadway/Brazil. These alternatives are not feasible due to the constraints of the I-134 Freeway, Colorado Blvd. and Verdugo Wash.

In addition, grade separations that would lower the roadway under the railroad were eliminated due to the community impacts of several roadway and railroad detours needed to complete the construction.

The following alternatives were carried forward with the PSRE.

No Build: This alternative would keep Doran Street and Broadway/Brazil as at-grade crossings. However, this does not meet the requirements of the CPUC Order to take steps to close the Doran Street crossing.

Alternative 1: Doran Overpass: Alternative 1 proposes to raise Doran Street over San Fernando

Road, the rail tracks, and West San Fernando Road. The existing intersection of Doran Street and San Fernando Road will be replaced with a new signalized intersection at a widened and realigned Commercial Street. This will facilitate traffic movements between San Fernando Road, Doran Street and the State Route 134 ramps. Milford Street will tie to Commercial Street in a tee-intersection. West San Fernando Road will pass under the Doran Street overpass bridge and connect to Doran Street. This alternative will close the Doran Street at-grade crossing while Broadway/Brazil will remain open as an at-grade crossing. Refer to Figure 1 of Attachment A - Executive Summary for a conceptual layout of this alternative.

Alternative 2: Fairmont Connector and Salem/Sperry Overpass: Alternative 2 has two components, the first consists of a connector road that extends West San Fernando Road to the Fairmont Avenue bridge and the second is an overpass crossing over San Fernando Road, the rail tracks, and West San Fernando Road in the vicinity of Salem Street and Sperry Street. This alternative will also consider two options for providing multi-modal movements over the Verdugo Wash as planned in the City of Glendale River Walk project. Alternative 2 will close both the Doran Street and Broadway/Brazil at-grade crossings. Refer to Figure 2 of Attachment A - Executive Summary for a conceptual layout of this alternative.

Alternative 3: Fairmont Connector and Zoo Drive Connector: Alternative 3 utilizes the same connector road from West San Fernando Road to the Fairmont Avenue Bridge as Alternative 2. However, this alternative proposes to construct this road in conjunction with a road that connects Doran Street across the Los Angeles River to Zoo Drive. Similar to Alternative 2, this alternative includes an option to construct a bridge to extend the Glendale River Walk across the Verdugo Wash. Alternative 3 will close the Doran Street at-grade crossing while Broadway/Brazil will remain an at-grade crossing. Refer to Figure 3 of Attachment A - Executive Summary for a conceptual layout of this alternative.

EVALUATION OF OPTION DISCUSSED AT MAY 20 PLANNING AND PROGRAMMING COMMITTEE MEETING

Alternatives 2 and 3 contained within the Project Study Report (Equivalent) (PSRE), dated May 18, 2015, include the Fairmont Connector which will extend West San Fernando Road to connect to the Fairmont Avenue bridge over the Verdugo Wash. The Fairmont Connector is planned to be striped for one lane of traffic in each direction and have a signalized intersection at Fairmont Avenue. During public comments at the Glendale Council Meeting on May 19, 2015, a community member suggested an option of making the Fairmont Connector available for first responders only and closed to the general public. The option is intended to address the CPUC and first responder's requirement to provide access for emergency vehicles to the northern Atwater Village area in the City of Los Angeles. The option would close the Doran Street at-grade crossing, facilitating a future quiet zone. The Metro Planning and Programming Committee confirmed the desire to evaluate this community option at their meeting on May 20, 2015 prior to selecting a preferred alternative for the Project. This

section summarizes the findings from the evaluation.

CONSIDERATIONS

The following considerations were factored into the evaluation of the option:

First Responders: Discussions with the first responders, both police and fire from the cities of Glendale and Los Angeles, were conducted via email and telephone in order to receive their input, feedback, and requirements on the proposed option.

LOSSAN Expansion: The LOSSAN Corridor Agency Strategic Implementation Plan will increase daily rail traffic from 84 trains to 124 trains by 2030, a 50% increase. This will result in additional vehicular delays at remaining at-grade crossings, such as Broadway/Brazil.

Los Angeles River: The cities of Glendale and Los Angeles voted to adopt Alternative 20 of the L.A. River Revitalization as the Locally Preferred Alternative (LPA). In May of 2014, the US Army Corps of Engineers adopted Alternative 20 and it is currently being advanced through the environmental clearance process. A goal of this project is to avoid or mitigate any encroachment into the Alternative 20 footprint.

Traffic Growth: The projected traffic forecast on Fairmont Avenue and in the vicinity of the eastbound and westbound SR-134 ramps is due primarily to the expansion of the Disney Grand Central Creative Campus (CG3).

Traffic Circulation: Overall circulation within the Atwater Village area must be considered with adequate Level of Service (LOS). The ability to reroute traffic and mitigate impacts of doing so will be challenging as existing right-of-way is narrow, 50-feet in width on most streets, and points of access to this area are limited.

CONCLUSION

The community option addresses a singular issue, providing access for first responders to the northern Atwater Village area that would address the CPUC and first responders concerns. The intent of this community option is to close the current Doran Street at-grade crossing, leading to a quiet zone.

The larger issue with the closure of the Doran Street at-grade crossing is the traffic circulation within Atwater Village and the ability to move traffic and goods through the West San Fernando Road/Brazil Street and San Fernando Road/Broadway intersections. Both of these intersections will be significantly impacted.

In summary, the closure of the Doran Street at-grade crossing, while it provides emergency responder access only, results in:

1. Closure of the Doran Street at-grade crossing that will result in 80% of the parcels in Atwater Village area, north of Colorado Street, being solely reliant upon the West San Fernando Road/Brazil Street intersection as the lifeline for their business.
 - Degradation of the West San Fernando Road/Brazil Street intersection from a Level of Services (LOS) D to LOS F.
 - Queuing in both the southbound and eastbound directions at the West San Fernando Road/Brazil Street intersection effectively gridlocks traffic to the west and north of this intersection.
 - Southbound left-turn queuing would require over 650 feet of turn pocket length where only 100 feet is available. Any queuing beyond 100 feet blocks through movements as well.
2. San Fernando Road/Broadway intersection remains a LOS F however operations are further impacted. Level of service is determined through Synchro analysis and is reflective of the signal operations. It does not, however, account for train delays. Inclusion of train delays will reduce available capacity resulting in even further degradation of the intersection operations.
 - Significant increase in southbound right-turn movement from San Fernando Road to Brazil Street (from 56 vehicles per hour (vph) to 452 vph in the AM peak hour), far exceeding capacity. This will significantly reduce capacity of the through traffic as the #2 southbound lane will be blocked by the right-turn queue.
 - To avoid the long queue and delay from the excessive southbound right-turn movement from San Fernando Road to Brazil Street, it could be expected that drivers will seek other routes with the most direct being Concord Avenue as a bypass to and from the SR-134 and Broadway.
3. If built in conjunction with Alternative 2 Salem/Sperry Overpass, excessive queuing would still exist and an additional lane of traffic at each intersection of the overpass would be required to address the turning movements. This will increase the right-of-way and construction costs.
4. If built in conjunction with Alternative 3 Zoo Drive Connector, the existing at-grade intersection would remain at Broadway/Brazil. While the Zoo Drive Connector redirects some traffic towards the I-5 Interchange, the remaining traffic still significantly impacts the West San Fernando Road/Brazil Street and San Fernando/Broadway intersections.

Based on the evaluation, the \$15 million expenditure for an emergency access only bridge does not outweigh the resultant impacts that closing the Doran Street at-grade crossing would have on overall traffic operations, local businesses, and the potential bypass traffic in Glendale. Staff does not recommend adopting this option.

RECOMMENDATION FROM METRO STAFF

A quantitative analysis was conducted to compare the three alternatives. A constraints analysis matrix was developed as part of this analysis. The constraints matrix included design considerations like cost/fundability, right-of-way impacts, environmental considerations, traffic circulation and diversion, constructability, railroad impacts, geometrics, utility impacts, consistency with the L.A. River revitalization plan and overall programmatic outlook keeping in mind future community impact. Please see Attachment B - Constraints Matrix Analysis for additional information about the development of the matrix.

Issue	Alt 1	Alt 2	Alt 3
Permanently closes Doran crossing	✓	✓	✓
Permanently closes Broadway/Brazil crossing		✓	
No future grade separation required		✓	
Keeps traffic on arterials	✓	✓	
Both crossings open during construction		✓	✓
Consistent with L.A. River Revitalization		✓	
Consistent with funding sources	✓	✓	

Figure 1: Alternatives Comparison

Metro Staff recommend Alternative 2 because it achieves the optimal safety goal to permanently close both Doran Street and Broadway/Brazil at-grade crossings. It eliminates the cumulative effects of constructing two separate grade separations at two different times. If a grade separation is constructed at only Doran Street right now, we anticipate another grade separation soon to improve safety at the Broadway/Brazil crossing. This will be required because of increased service levels from Metrolink and Amtrak and the proposed use of this corridor for high speed trains.

The effects of constructing two grade separations at two different times in Alternatives 1 and 3 will include cumulative impact on right-of-way because of the need for additional land acquisition and business relocation. This additional right-of-way need for Alternatives 1 and 3 in the future will be the same as the current need for the Salem/Sperry Overpass. Attachment C - Cumulative Right-of-Way Impact illustrates the cumulative right-of-way impacts for the three alternatives.

The overall programmatic costs accrued from adopting each alternative is shown in figure 2 below. In addition to the overall programmatic cost savings accrued from adopting alternative 2, significant cost savings are anticipated from economies of scale if a single grade separation is constructed to replace the two at-grade crossings. Alternative 2 ensures traffic stays on the arterials in the permanent condition, and keeps both crossing open during construction. Finally, this alternative is consistent with L.A. River Revitalization Plan and the requirements of the funding sources. A summary chart highlighting how each alternative meets the project objectives is shown in attachment D - Alternatives Comparison

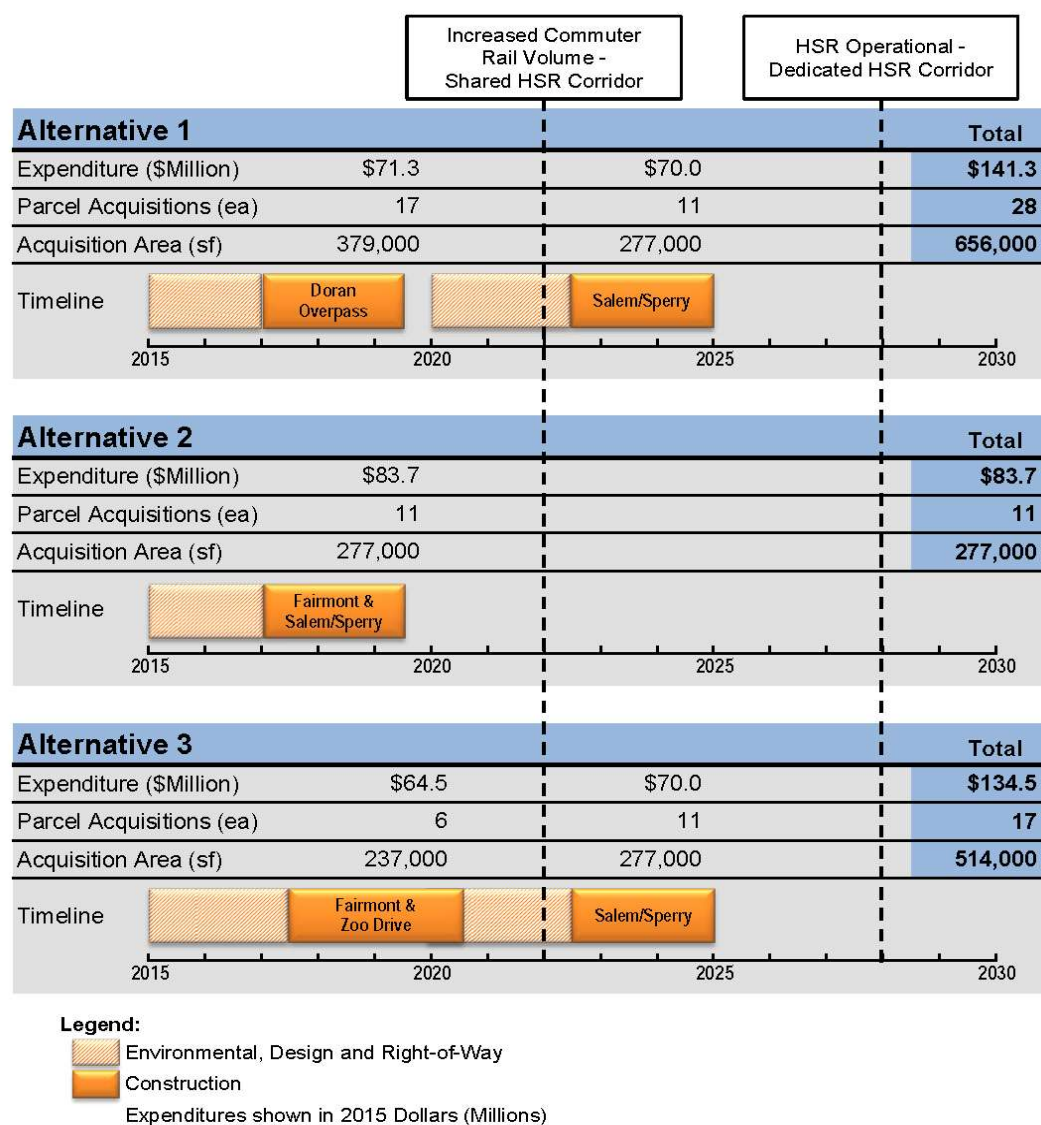


Figure 2: Project Programmatic Overview

DETERMINATION OF SAFETY IMPACT

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

The Broadway/Brazil at-grade crossing, located less than a half mile from the Doran Street crossing, has a similar safety record. Broadway/Brazil has 9 incidents resulting in five fatalities and three injuries. Broadway/Brazil was upgraded in December, 2014 as part of the mitigation agreement

between the city of Glendale and other agencies and the CPUC. In addition, Metro staff been involved with hearings and arbitrations initiated by the CPUC.

Irrespective of safety improvements adopted, at-grade crossings will always have the potential conflict between rail and vehicles, trucks and/or pedestrians. With a grade separation or closure, this conflict is eliminated. Over the coming years, Metrolink and Amtrak passenger service is expected to increase along this corridor. This further highlights the urgency to close these at-grade crossings. In addition to the increased service levels from Metrolink and Amtrak, the California High Speed Rail Authority (CHSRA) is also proposing this railroad corridor for their Palmdale/Los Angeles segment that is expected to be in service by 2022. In order for high speed rail to utilize this corridor, all at-grade crossings will have to be grade separated or closed.

This project has support from the Federal Railroad Administration (FRA), Caltrans, CPUC, Metrolink, Amtrak, and the CHSRA. The project comprises four phases: Alternative Analysis, Environmental Studies & Preliminary Engineering, Final Design, and Construction.

The project area includes a second at-grade crossing less than half mile south of Doran Street at Broadway/Brazil. With the two at-grade crossings being near each other, there is a higher chance for an accident occurring in the project area. Moreover, the number of incidents in Los Angeles County has continued to increase in the last five years, as shown in the Table 1 below. The ultimate safety enhancement would be to close both crossings and separate the vehicles and pedestrians from the trains.

Table 1: Los Angeles County Incident Table
(Source Federal Railroad Administration)

Year	Accidents	Fatalities	Injuries
2009	24	5	4
2010	20	6	9
2011	21	5	11
2012	20	9	19
2013	32	12	35
Totals	117	37	78

FINANCIAL IMPACT

\$2.5 million of Measure R 3% funding for design and construction of this project is included in cost center 2415, Regional Rail FY16 Budget in Project 460091 Doran Street Grade Separation. Since this is a multi-year contract, the Executive Officer, Regional Rail will be accountable to budget the

costs in future years.

Impact to Budget

Table 2: Summary of Funding Sources	
FUNDING SOURCE	AMOUNT
Local Measure R 3%	\$6.6 Million
State Proposition 1A	\$45.0 Million
Federal American Recovery and Reinvestment Act (ARRA)	\$15.8 Million
CHSRA and other sources	\$19.6 Million
TOTAL	\$87.0 Million

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

The three alternatives studied have the following estimated project costs see table 3 below and the attached Project Study Report for additional information.

Table 3: Summary of Project Costs for Alternatives	
ALTERNATIVE	TOTAL PROJECT COSTS
1 Doran Overpass	\$71.31 Million
2 Fairmont Connector and Salem / Sperry Overpass	\$83.73 Million
3 Fairmont Connector and Zoo Drive Connector	\$64.49 Million

ALTERNATIVES CONSIDERED

The Board could choose not to select a locally preferred alternative. This alternative is not recommended due to the safety concerns at this crossing. The two at-grade crossings will still have the possibility of vehicle-train collisions. After several hearings and arbitrations with the CPUC, and the attempts by that agency to close the crossing, it was determined that there is a significant need to move to a grade separation.

NEXT STEPS

Upon selection of a locally preferred alternative by the Board, we will commence the environmental studies and preliminary engineering.

Upon approval of the request to program additional funds, Metro CEO will negotiate a design fee with Contractor HNTB Inc. and approve Modification 2 for signal engineering.

ATTACHMENTS

Attachment A - Project Study Report - Executive Summary

Attachment B - Constraints Analysis Matrix

Attachment C - Cumulative Right-of-Way Impact

Attachment D - Alternatives Comparison

Prepared by:

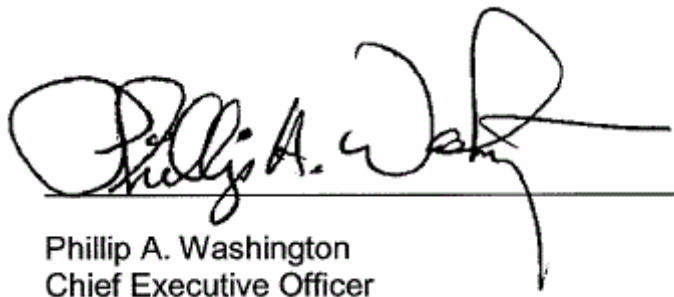
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Chief Executive Officer

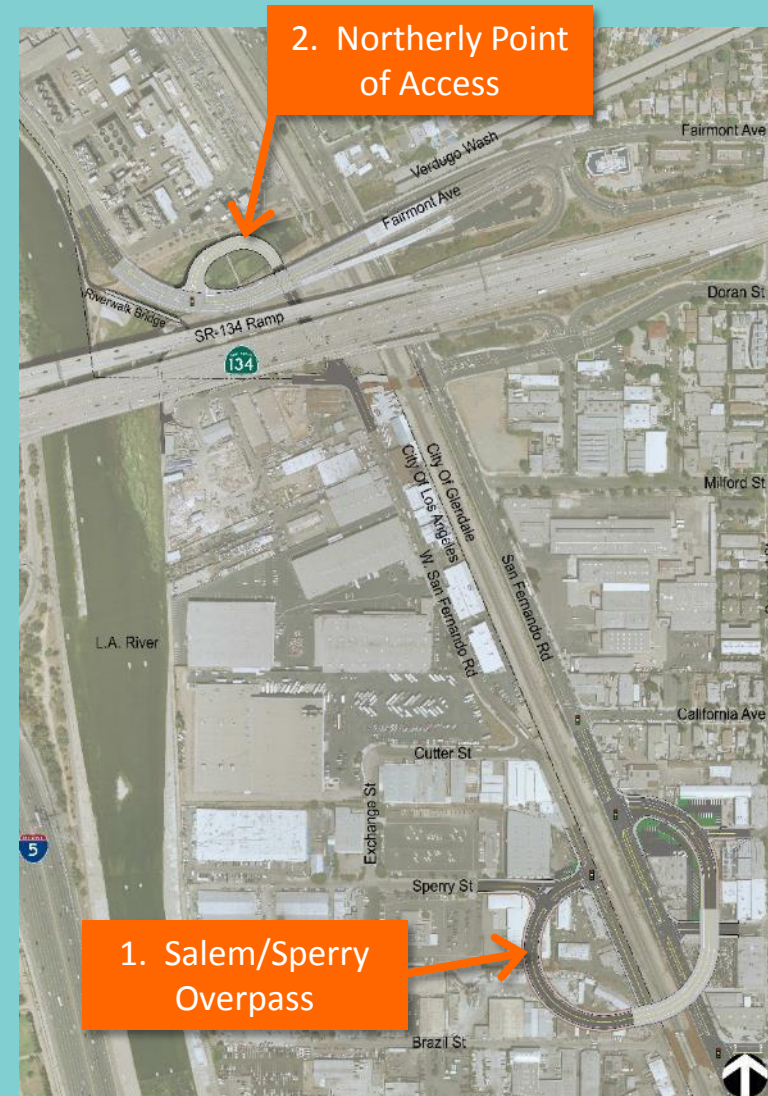
ATTACHMENT B

Northerly Point-of-Access and Salem/Sperry Overpass

- These two components work in tandem to provide a comprehensive safety and access solution
- Benefits:
 - Closes two at-grade crossings,
 - Eliminates longer term impacts with no need for a future grade separation at Broadway/Brazil
 - Uninterrupted access over the railroad corridor with minimal diversion of traffic
 - The two components support Quiet Zones for Doran St and Broadway/Brazil



Metro



ATTACHMENT C

Recommended Alternative - Salem/Sperry Overpass

Conceptual rendering; subject to change.



ATTACHMENT D-1

Recommended Alternative 2 - Northerly Point-of-Access(P-Hook)

Conceptual rendering; subject to change.



ATTACHMENT D

Recommended Alternative 2 - Northerly Point-of-Access(J-Hook)

Conceptual rendering; subject to change.





Board Report

File #:2015-0954, **File Type:**Motion / Motion Response

Agenda Number:20.1.

**REGULAR BOARD MEETING
JUNE 25, 2015**

Motion by:

Ara Najarian

June 17, 2015

**Item #20, File ID 2015-0339
Doran Street & Broadway/Brazil Safety & Access Project**

In response to the actions of the California Public Utilities Commission, Metro has been developing a grade separation that will allow the closure of the Doran Street and Broadway/Brazil at grade crossings. Several alternatives have been examined that would provide this closure and allow two points of access into the area west of the railroad right-of-way.

Local residents have expressed concerns that Alternatives 2 will place additional traffic into neighborhoods where there is currently minimal traffic. Consequently, the community has raised options for Alternative 2 that should be further studied. These options included the elimination or reconfiguration of the Fairmont Connector portion of Alternative 2.

Alternative 2 as presented to the Board provides the most opportunity for safety and mobility in the area. However, there is a possibility that this alternative will direct additional traffic into neighborhoods where there is currently minimal traffic. Furthermore, it appears that there are ways of providing the necessary access to the area with minimal impacts to the community.

APPROVED Najarian Motion to amend Item 20 so that staff proceeds with the Alternative 2 environmental work with the following stipulations:

- A. Staff to work with the City of Glendale and the City of Los Angeles on furthering this alternative;
- B. Staff to examine the access to the area without the Fairmont Connector; and
- C. Staff to report to the Metro Board periodically on progress in developing an alternative that meets the short term and long term goals of the region and local communities.



Metro

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

Board Report

File #: 2016-0980, File Type: Agreement

Agenda Number: 48

REVISED
PLANNING AND PROGRAMMING COMMITTEE
JANUARY 18, 2017
CONSTRUCTION COMMITTEE
JANUARY 19, 2017

**SUBJECT: CRENSHAW/LAX TRANSIT PROJECT AND AIRPORT METRO CONNECTOR
ACCOMMODATIONS**

**ACTION: APPROVE CONTRACT MODIFICATION FOR 96TH STREET ACCOMMODATIONS
AND COST/SCHEDULE IMPACTS AGREEMENT**

RECOMMENDATION

CONSIDER:

- A. AUTHORIZING the Chief Executive Officer (CEO) to negotiate and execute contract modification(s) to Contract No. C0988 with **Walsh/Shea Corridor Constructors (WSCC)**, for **final costs associated with construction on accommodations so as not to preclude a future Light Rail Transit (LRT) Station at 96th Street** and implement an agreement on critical cost and schedule impacts in an amount of \$59,150,000 increasing the total contract value from \$1,311,627,532 to \$1,370,777,532, no impact to Crenshaw/LAX Project Life-of-Project Budget;
- B. AMENDING the FY17 budget by \$28,600,000 for Project 460303 Airport Metro Connector Accommodations from \$10,760,760 to \$39,360,760 for the allocable portion of its costs related to the \$59,150,000 under Recommendation A; and
- C. AUTHORIZING the CEO for a pilot period of 1 year to negotiate and execute project-related agreements, including contract modification(s) up to the authorized Life-of-Project budget, to streamline project management of the Crenshaw/LAX Transit Project subject to monthly reporting requirements, that would include any pending project-related agreements, change orders/contract modifications and any significant changes to contract contingency to the Board of Directors. This action would allow the board to see in advance all project-related agreements and change orders.

ISSUE

WSCC commenced construction of the accommodations so as not to preclude a future LRT Station at 96th Street in July 2016. Metro and WSCC have completed negotiations for the direct, indirect and delay impact costs associated with the Crenshaw/LAX Transit Project constructing the accommodations. Board authorization is requested to provide funding to modify the WSCC contract to allow construction to be completed and implement the agreement on cost and schedule impacts for the accommodation scope of work and to gain commitment from WSCC to complete Contract work for a fall 2019 Revenue Operations Date.

DISCUSSION

Accommodations so as not to preclude a future LRT Station at 96th Street

On May 28, 2015, the Board approved Design Option 3 for the Crenshaw/LAX track alignment so as not to preclude a future LRT Station at 96th Street. Subsequently, staff issued change orders to Walsh-Shea Corridor Constructors (WSCC), Metro's Crenshaw/LAX Transit Project design-builder, for engineering design services to incorporate the design changes for Option 3. The design modifications increased construction costs specifically associated with the required accommodations. On June 23, 2016, the Board approved funding to commence construction on the accommodations so as not to preclude a future LRT Station at 96th Street. Metro has now concluded negotiations with WSCC for the direct, indirect and delay impact costs associated with the Crenshaw/LAX Transit Project constructing the accommodations.

Underground Stations Deluge Impacts

Metro and WSCC have concluded negotiations to resolve cost impacts for the addition of an underground station deluge system within the Expo/Crenshaw Station crossover area. This system is required for Fire Life Safety requirements. The value represents a negotiated agreement.

Critical Cost and Schedule Impacts

Metro and WSCC have concluded negotiations to resolve schedule and cost related disputes that occurred during the first three years of the Contract with WSCC.

The schedule component of the agreement includes all time related matters for the first three years of the Contract through October 24, 2016. As part of the agreement, WSCC has submitted a Completion Schedule, that Metro has accepted, which provides a detailed description of how WSCC and Metro will collaboratively work together to complete the remaining project scope of work. WSCC has committed to Metro to complete Contract scope of work to support Metro in maintaining a fall 2019 Revenue Operations Date. This commitment by WSCC allows Metro to maintain the commitment made in the TIFIA loan document of completing the Crenshaw/LAX Transit Project by fall 2019. Another advantage of this commitment by WSCC to a fall 2019 Revenue Operations Date is that Metro and supporting staff cost can be maintained at its planned level that otherwise would have to be increased if a later Revenue Operations Date was established. Therefore, this decreases

the Project risk for additional cost increases.

Attachment “D” identifies the WSCC issues and amounts related to cost and schedule impacts that are included in the agreement. Attachment “E” identifies the Metro issues and amounts such as requests for cost and time credits that are included in the agreement. Both WSCC and Metro continue to have the right to pursue previously submitted non-time related cost impacts that are not identified as resolved by the agreement in either Attachment D or E.

Project Authority Levels

The Crenshaw/LAX project like many Metro mega projects, is a fast-moving, challenging and complex design-build project. Quick decision-making is required to take advantage of cost and scheduling opportunities and to keep the project moving. A lengthy change order approval process is not consistent with the needs of a large, design-build project and is being addressed at the staff level. Part of the process is the requirement to receive Board of Directors approval for changes above a specified threshold. On the Crenshaw/LAX Project, this threshold is for any change above \$1 million.

As Metro projects have grown in size and complexity over the years, the authorization levels have not kept pace with the demands of the projects. On a large mega-project, the thresholds requiring approval are easily exceeded. The need to bring a contract modification to the Board for approval can add two months to the schedule when contractors could have started the work immediately. This time can be critical to project schedules and risks exposure to extended overhead payments due the contractor, should the project be delayed.

As mentioned in the most recent Los Angeles Construction Market Analysis Update received by the Board in September 2015, contractors have indicated that delays in processing changes to be a significant risk when working on Metro projects. As a result they have had to include contingencies in their proposals to address this risk. This delay also puts DBEs subs at risk of not receiving timely payment for work performed.

The cost to the Crenshaw and Regional Connector projects for schedule delays ranges from \$3.3 to \$5 million per month for a total of \$6.6 million to \$10 million for a 2-month delay. Much of this delay can be avoided if Board approval was not required prior to implementing a change.

Therefore, staff is proposing CEO authority, as a one-year pilot, to execute contract project related agreements including contract modifications up to the Life of Project budget subject to monthly reporting requirements, that would include any pending project-related agreements, change orders/contract modifications and any significant changes to contract contingency. This action will allow the Board to see in advance all project-related agreements and change orders but would allow the staff the flexibility, responsibility and authority to manage this large, fast moving project consistent with the need for rapid decision-making and Project Schedule. Any change that results in a LOP budget increase would still require Board approval, which is the most critical aspect of managing

projects. This approach is consistent with other transit agencies including San Jose, Seattle, and Denver.

In addition, staff would continue to report on the project budget, project labor agreement and small business/disadvantaged business compliance as part of the monthly updates to the Construction Committee and the detailed monthly reports that are issued to all stakeholders including the Board.

The benefits of this action:

- Provides staff with the flexibility, responsibility and authority to manage this large, fast moving project consistent with the need for rapid decision-making and project schedule.
- Still requires approval for any action requiring a LOP budget increase.
- Keeps the big picture focus on overall project budget management as opposed to detailed change orders.
- Consistent with industry best practices for time sensitive, effective project management.

DETERMINATION OF SAFETY IMPACT

This Board action will not have an impact on established safety standards.

FINANCIAL IMPACT

Under recommendations 1 and 3, distinct financial impacts arise from the cost and schedule impacts Agreement affecting the Airport Metro Connector Project Accommodations (460303) and the Crenshaw/LAX Transit Project (865512).

Airport Metro Connector (AMC) Accommodations

If recommendations A and B are approved, \$28,600,000 will be added to the FY17 budget under Project 460303, AMC Project Accommodations, in Cost Center 8510, Program Management-Construction Procurement. Added to the previously approved \$7,400,000 from the June 2016 Board action, brings the total FY17 funds required for this effort to \$36,000,000. Although WSCC is the design-build contractor for the Crenshaw/LAX Transit Project, this recommendation is funded by the AMC Project (460303). The Crenshaw/LAX Transit Project Life-of-Project budget is a separate allocation.

Crenshaw/LAX Transit Project

If recommendation A is approved, the Crenshaw/LAX Transit Project (865512) will fund two items of the cost and schedule impacts Agreement as follows: 1) Underground Stations Deluge for \$650,000 and 2) Critical Cost and Schedule for \$29,900,000. The combined total of \$30,550,000 is included in the adopted FY17 budget for Project 865512, Crenshaw/LAX Transit Project, in Cost Center 8510, Program Management-Construction Procurement. The Crenshaw/LAX Transit Project FY17 and Life-of-Project budget is not impacted by this action.

Under existing Project Contingency Management policy, staff is required to inform the Board when project contingency is drawn down below the 3% project reserve line. The funding for this action of \$30,550,000 draws down from the Project 865512, Crenshaw/ LAX Transit Project contingency cost element and total project contingency remains above the reserve line upon approval of this Board action. Since this is a multi-year project the Chief Program Management Officer and the Project Manager will be responsible for budgeting in future fiscal years.

Impact to Budget

Measure R 35% is the planned funding source for the \$28,600,000 AMC Accommodations allocation. Existing Project contingency within the Crenshaw/LAX Transit Project Life of Project Budget will be used to fund the \$30,550,000 allocation of the Claims Agreement. Funding sources for the Crenshaw/LAX Transit Project include; Federal STP, CMAQ, State Proposition IB, Proposition A 35% and Measure R 35% as identified in the Crenshaw/LAX project funding plan. The FY17 budget does not include any Prop A 35% funds which are eligible for rail operations and capital projects. The other Crenshaw fund sources are not eligible for bus and rail operating expenditures as they have been programmed to support the Life of Project Budget plan. No other funds were considered.

ALTERNATIVES CONSIDERED

For the 96th Street accommodations, the Board may elect not to approve the negotiated final costs, including resolution of delay impact costs. Staff does not recommend this alternative since the Board in June 2016 approved beginning construction of the accommodations and construction is underway. Any delay would further impact the schedule to complete construction of the Crenshaw/LAX Transit Project and jeopardize the Project from maintaining the fall 2019 Revenue Operations Date.

The Board may elect to defer approval of the resolution of cost and schedule impacts at this time. Staff does not recommend this alternative for the Crenshaw/LAX Transit Project. Historically, cost and schedule impacts not addressed timely have increased in value over time when deferred. WSCC has, based on the agreement resolving the cost and schedule impacts, committed to complete Contract work to support Metro in maintaining a planned fall 2019 Revenue Operations Date. If the outstanding cost and schedule impacts are not resolved at this time, the associated delay cost may be higher as the costs tend to escalate with time. Also, if the contract modification for the agreement is not executed at this time, the current planned date of fall 2019 Revenue Operation Date would be in jeopardy.

NEXT STEPS

Upon Board Authorization, staff will proceed with issuing the required modifications to WSCC's contract.

ATTACHMENTS

Attachment A - Procurement Summary
Attachment B - Contract Modification/Change Order Log
Attachment C - DEOD Summary

Attachment D - WSCC Claims/Request for Changes included in Agreement

Attachment E - Metro Request for Credit included in Agreement

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Phillip A. Washington
Chief Executive Officer

PROCUREMENT SUMMARY

CRENSHAW/LAX TRANSIT PROJECT/ C0988

1.	Contract Number: C0988 – Crenshaw/LAX Transit Corridor Design-Build			
2.	Contractor: Walsh/Shea Corridor Constructors			
3.	Mod. Work Description: Design and Engineering, 96th Street Station accommodation, Excavation of EXPO and MLK Stations, South bore tunnel, replace sewer at Expo, protect-in-place both the LADWP electrical ductbank at Manchester and the Central Outfall Sewer at the I-405.			
4.	Contract Work Description: Design and construction the Crenshaw/LAX Light Rail Transit System.			
5.	The following data is current as of: October 31, 2016			
6.	Contract Completion Status:			
	Bids/Proposals Opened:	6/12/12	% Completion \$s:	53.4%
	Contract Awarded:	6/27/13	% Completion time:	61.4%
	NTP:	9/10/13	Original Contract Days:	1824
	Original Complete Date:	9/08/18	Change Order Days:	41
	Current Est. Complete Date:	5/1/19	Suspended Days:	0
	Total Revised Days:			1865
7.	Financial Status:			
	Contract Award:		\$1,272,632,356.00	
	Total Contract Modifications Approved:		\$38,995,175.59	
	Current Contract Value:		\$1,311,627,531.59	
	Contract Administrator: Frederick Origel Director, Contract Administration		Telephone Number: (213) 922-7331	
8.	Project Manager: Charles Beauvoir, S.E. Deputy Executive Officer, Project Management		Telephone Number: (213) 922-3095	

A. Contract Action Summary

This Board Action is to approve Contract Modifications for the design and construction of the necessary accommodations for the future 96th Street Station, and approve claims resolution agreements in support of the Crenshaw/LAX Transit Design-Build Project.

Contract No. C0988 is a firm-fixed price type contract awarded in June 2013, in the amount of \$1,272,632,356 to Walsh/Shea Corridor Constructors (WSCC). WSCC was the highest rated proposer of four qualified design-build teams that submitted proposal and its proposal was determine to provide the best value to Metro. The Federal Transit Administration (FTA) defines best value as “the overall combination

of quality, price and other elements of a proposal that, when considered together, provides the greatest overall benefit in response to requirements described in the solicitation documents.” The Contract was awarded on June 27, 2013, with an original substantial completion date of September 8, 2019. The substantial completion date will be revised to May 1, 2019 upon Board approval of the recommended actions.

A total of 240 Modifications have been approved totaling \$38,995,175 and 28 contract modifications estimated at \$68,910,969 are pending, including the recommended contract modifications in this board item. The approved and pending contract modifications are listed in Attachment B.

B. Cost/Price Analysis

96th Street Station Accommodations Direct Cost

The recommended price for the design and construction of the 96th Street Station accommodation has been determined to be fair and reasonable in accordance with Metro Procurement Policies and Procedures. The negotiated process included, but was not limited to, fact finding, technical evaluation, development of an independent cost estimate (ICE), and cost analysis.

Change Description	Proposal amount	Metro ICE	Negotiated
Design and Construct accommodations for the Light Rail Station at 96 th Street. (Direct Cost – No Delay Cost)	\$17,833,687	\$9,524,580	\$10,400,000

Claims Agreement

WSSC and Metro agreed to fully and finally resolve certain claims, including the delay impact costs associated with change work to accommodate a future 96th Street Station for a lump sum amount of \$56,150,000. The claims are identified in attachments D and E. Attachment D identifies the WSSC issues and costs related to Request for Changes and Claims. Attachment E identifies Metro issues and costs against WSSC for scope and time credits. Included in the agreement price is \$650,000 to design and construct a water-based car deluge system for the underground station guideways at Vernon (Leimert), Martin Luther King, and Exposition Stations. The car deluge system will suppress a fire from a stalled Metro light rail vehicle (LRV).

ATTACHMENT B

CONTRACT MODIFICATION / CHANGE ORDER LOG – CRENSHAW/LAX TRANSIT PROJECT / C0988

Mod. No.	Description	Status	Cost
1	Administrative Change - Update Special Provision SP -05- Notice and Service and SP-06-Insurance Requirements	Approved	No Cost
2	Administrative Change - Technical Reports Part 6.3 PSR/PR	Approved	No Cost
3	CPUC Application	Approved	No Cost
4	Administrative Change - Revised Contractor's Mailing address	Approved	No Cost
5.3	Clarification of Schedule F Applicability	Approved	No Cost
6	Administrative Change – Update Metro Rail Directive Drawings	Canceled	Canceled
7	Design -Aviation/Century Station – Pedestrian Vertical Circulation	Approved	\$366,400.00
8	Design - Century Boulevard Future Right Turn Lane (LAWA)	Approved	\$47,820.00
9	Design -Protect for Future Transport. Corridor at 98th Street	Approved	\$120,458.00
10	Update Volume 1: Form of Contract, Volume 4: Metro Specifications and Volume 5: Metro Rail Design Criteria	Canceled	Canceled
11	Special Events Traffic Control Site Improvements	Approved	\$26,754.00
12	Design Fare Gates At-Grade Latching	Approved	\$239,000.00
13	Construction of Fare Gates At-Grade Latching	Approved	\$2,310,000.00
14	Hazardous Material Abatement Parcel	Approved	\$260,338.90
15	Hazardous Material Abatement Parcel Florence	Approved	\$481,555.20
16	Updated Volume 1, 4, and 7	Approved	No Cost
17	Construction - Century Boulevard Future Right Turn Lane (LAWA)	Approved	\$122,503.49
18	Construction -Protect for Future Transport. Corridor at 98 th St	Approved	\$240,434.34
19	Update MRDC Station Benches	Approved	No Cost
20	Waste Removal Bellanca & Arbor ROW	Approved	\$80,880.00
21	Design Underground Structure HDPE	Approved	No Cost
22	ADA Directional Tile	Approved	No Cost
23	Modify Property Turnover Dates	Approved	No Cost
24	Phone System For Field Office	Approved	\$44,019.07
25	Additional Property Demo, Parcel HS-2706	Approved	\$60,731.85
26	Rail Design Criteria Update – Full Height Platform End Gate	Approved	\$194,412.00
27	Rail Design Criteria Update – LED Lighting	Approved	\$407,242.00
28	Rail Design Criteria Update – Park and Ride Lot ETEL	Approved	\$407,552.00
29.1	Traffic Control Support for DWP Utility Work	Approved	\$113,232.00
29.2	Adjustment Traffic Control for DWP at MLK	Approved	\$112,216.00
30.3	Access for Construction of Temporary Roadway	Approved	No Cost
31	Security Guard – Crenshaw/LAX IPMO	Approved	\$102,757.54
32	ACM Removal Century-Aviation Bridge	Approved	\$55,012.20
33	Revised Steel Canopy Sections	Approved	(\$66,254.00)
34	Temporary Fencing at Avis Property	Approved	\$1,212.43
35	Hazardous Material Abatement Gourmet Food Bldg	Approved	\$341,074.00
36	Hazard Material Abatement-Bldgs /Properties	Approved	\$211,166.00
37	Dispute Review Board Procedures	Canceled	Canceled
38.2	Update Volume 1 Conformed Articles	Approved	No Cost
39.1	Update Vol 1 SP 6 Insurance Requirements	Approved	No Cost

40.1	ADA Tactile Guidance Pathways	Approved	\$565,376.00
40.2	ADA Tactile – Color Change	Approved	No Cost
41	Parking for Florence/West Park & Ride	Approved	\$99,500.00
42	SC Edison Design Engineering	Approved	\$55,606.11
43	HVAC Repair/Replacement LAX IPMO	Approved	\$119,630.00
44	Fencing at ROW Cedar/Eucalyptus	Approved	\$8,695.00
45	Construct HDPE Geo membrane Cushion	Approved	\$697,495.00
46	Striping and Traffic Loops	Approved	\$19,041.13
47	CHP Support for Century Crush	Approved	\$46,566.84
48.2	35 Day Delay – Milestone	Approved	No Cost
49	Hazardous Material Parcels	Approved	\$52,420.00
50	UST Removal – Parcels SW-0103	Approved	\$51,827.00
51	UST Removal-Parcels HS2201/2206 CR3701	Approved	\$176,376.00
52	Update Roll-Up Grilles & Pay Phone	Approved	\$136,597.00
53	Contaminated Soil/Slurry	Approved	\$240,218.00
54	COI Design Serv. Century Crush	Approved	\$14,543.00
55	Security Guard – 24 hour Shifts	Approved	\$82,947.12
56	Station Architectural Standards	Approved	\$69,162.00
57	Millstone Revision Exercise Option 2A & 2B	Approved	No Cost
58.2	Design Extended Track	Approved	\$274,876.55
59	SP 24 Incorporating BAFO Changes	Approved	No Cost
60	Design Accommodations for 96 th St Sept 1,2, Part A	Approved	\$641,378.28
61.1	TIFA Certification Requirements	Approved	No Cost
62	Design Centinela Crossing/Eucalyptus	Approved	\$251,158.00
63	Design Harbor Sub At Grade Lighting	Approved	\$216,080.00
64	Removal of Contaminated Seg A Imperial	Approved	\$1,824.07
65	Capri AC Unit Replacement	Approved	\$22,191.89
66	Unknown UG Obstruction at MLK Phase	Approved	\$30,234.68
67	3rd Party (Conad) Repair on Victoria	Approved	\$1,592.63
68	LADWP Gate and Laydown	Approved	\$1,767.14
69.1	Revised Radio System Frequencies	Approved	\$6,222.00
70	Clarification of Radiating Cable and Assembly Parts	Canceled	Canceled
71	Aviation/Century Temp Sidewalk	Approved	\$18,207.00
72	Hazardous Material Removal at Parcel SW-010CR 3304	Approved	\$33,212.00
73	Dollar Rent A Car Facility Hazardous Material Removal	Approved	\$204,924.00
74	Access to Covered Manholes	Approved	\$200,000.00
75	Design Updated Station Customer Signage Directive Drawings	Approved	\$55,665.00
76	Capri Electrical-Surveillance Camera	Approved	\$19,649.58
77	Relocate LAWA Water Service – Design	Approved	\$50,702.00
78	African Drum Project Tree Removal	Approved	\$2,512.76
79	Update Vol. 1 Indefinite Qty Equipment	Approved	No Cost
80	Contaminated Drilling Slurry Century	Canceled	Canceled
81	Reroute Northrop Bent 1A	Approved	\$20,988.00

82	96th Station West Option Analysis	Approved	\$17,333.52
83	Additional Recurring of Properties	Approved	\$8,331.44
84	MIC Control System	Approved	\$1,076,736.00
85	Delete HS-2001 & 0.1 FM SP 16/17	Approved	No Cost
86	Fence Adjustment at MLK	Approved	\$10,011.21
87	Claim Resolution-Electric Mtrg Switchgear	Approved	\$610,300.00
88	Design 10" & 8" Abandon Lines Crenshaw	Approved	\$18,180.00
89	At Grade Station Ticketing Zone	Approved	\$70,074.00
90	Utility Investigation for 96th Street	Approved	\$35,808.21
91	Additional Security "Taste of Soul"	Approved	\$15,912.55
92	Abandoned 8" and 10" Pipe at Vernon Station	Approved	\$222,752.00
93	Daily Stand By Construction Zone 2/2A	Approved	\$90,000.00
94	Storage Trailer at the Arlington Yard	Approved	\$8,695.00
95	Unknown Concrete Slab Encounter at FCBC Facility	Approved	\$11,032.00
96	Electrical Ductbank Revisions at Exposition Station	Approved	\$541,193.00
97	Continuous Deflection Monitoring Greenline Counterweight Removal	Approved	\$155,461.00
98	Intrusion Detection Access Control Interface	Approved	\$65,926.00
99	16" Gas Pipe ACM Abatement Expo	Approved	\$17,972.98
100	Additional Rebar at Deck Panel	Approved	\$282,386.56
101	Security Guard for Crenshaw/LAX – Year 2	Approved	\$171,919.90
102	Cable Transmission System Update	Approved	\$65,517.00
102.1	Cable Transmission System Update – Add Diagrams	Approved	No Cost
103	Obstructions at Green Line Bent 3 and 4	Approved	\$30,821.00
104	Contaminated Soil – Multiple Locations	Approved	\$387,257.46
105	Century/Aviation Bridge Camera	Approved	\$9,719.00
106	Asbestos Testing Monitoring at Avis	Approved	\$1,894.00
107	Haz Mat Investigation Removal – Car Wash UST	Approved	\$14,541.73
108	Reconfiguration of Traffic Control Plan – La Brea	Approved	\$55,053.00
109	Cedar Encroachment Removal	Approved	\$17,566.00
110.2	Transmit LACMTA Lease Agreement and SWY Turnover Dates	Approved	\$26,533.00
111.1	Crenshaw Blvd. Tree and Landscaping	Pending	\$65,213.00
112	HNTB Design Costs for 96 th Street W. Alignment	Approved	\$920,532.00
113	Centinela Crossing Tree Preservation	Approved	\$45,450.00
114	Claim Resolution – DWP Vault Relocation MLK	Approved	\$125,614.66
115	Deletion of Public Phone	Approved	(\$59,315.19)
116	Harbor Sub Encasement Verification – Non Highlighted Utilities	Approved	\$94,240.13
117	Harbor Sub Encasement Verification – Unknown Utilities	Approved	\$159,743.78
118	Harbor Sub Encasement Verification – Highlighted Utilities	Approved	\$208,350.12
119	Encasement Verification – City of LA	Approved	\$45,448.78
120	Contaminated Oil Removal – UG1 FOG Lines	Approved	\$41,193.00
121	Florence/West Station – Redondo Blvd. Temporary Parking	Approved	\$35,000.00
122	ATC System at Slauson Signals	Approved	\$244,934.50
124.2	City of Inglewood Water Line Relocation	Pending	(\$9,639.95)

125	LKC Design W. Alignment Shift for 96 th Street	Approved	\$217,638.00
126.1	Provisional Sum – Unknown Utility	Approved	\$3,000,000.00
127.1	Modifications for 24" FAA Fiber Optic Duckbank at UG1	Approved	\$134,735.00
128	Greenline Safety Walkway – Design	Approved	\$44,068.00
129	Support of Excavation 2.0 Safety Factor	Approved	\$504,769.00
130	Unique 65 Foot Mast Arm at Aviation Blvd. and Century Blvd.	Canceled	Canceled
131	Unknown Obstructions at 405 Bridge Bent 2	Approved	\$63,480.00
132	Claim Resolution – Traffic Control at LADOT's	Approved	\$155,988.75
133	Design – Eliminate DWP Switchgear at MLK	Approved	\$51,410.00
134	Addition of LATS Time Synchronization	Approved	\$39,880.00
135	Updated Standard Wayside Rail Operation Signage	Approved	\$39,735.00
136	UG 1 Wayfinding – Design	Approved	\$68,548.00
137	LKC Design Accommodations 96 th Street, Step 2 part A	Approved	\$65,132.00
138	Claim Resolution – Install Video Detection Camera	Approved	\$27,216.00
139	Claim Resolution – ATSAC Fiber Optic Relocation at Expo	Approved	\$221,652.00
141	Mitigation Reimbursement (Golf Carts)	Approved	\$14,853.90
142	Design- North Yard Lead Revisions	Approved	\$21,030.00
143	Line Removal at Florence and Isis in Conflict with Storm Drain Installation	Approved	\$4,483.00
144	Removal of Underground Storage Tanks at Florence Properties	Approved	\$69,486.57
145	Remove/Dispose/Burn Contaminated Soils from Expo	Approved	\$487,827.24
146	TPSS No. 2 Upgrade from 1.5 MW to 2.0 MW	Approved	\$46,802.00
147	Unknown Slab at 111 th and Aviation	Approved	\$6,746.00
148	Subsurface Investigation 317 E. Florence	Approved	\$30,087.60
149	Removal of Underground Storage Tank at Expo Yard Excavation	Approved	\$43,876.87
150	Gas Line in Pole Foundation at Arlington and MLK	Approved	\$2,489.41
151	Market Street Catch Basin Tie-in	Approved	\$14,010.00
152	Abandoned 8" and 10" Pipe Environmental Testing UG-4	Approved	\$417,000.00
153.1	Removal of the Track/Rail and Hump at Imperial and Aviation Blvd.	Approved	\$70,128.00
154	18in Sanitary Sewer Relocation at MSE Wall	Approved	\$614,133.00
155	Claim Resolution – TPSS #1 Relocation S. Imperial	Approved	\$91,252.00
156	Qwest Line Relocation	Approved	\$436,312.00
157	Delay Cost at CP-4	Approved	\$115,000.00
158	Vernon ATSAC Relocation	Approved	\$270,555.00
159	Claim Resolution – FAA LAWA Navid Light	Approved	\$125,000.00
160	Pothole & Remove 216in Gas Line	Approved	\$52,000.00
162	Tunneling Requirements	Approved	(\$5,534.40)
163	Claim Resolution – 104 St. Deck Lid – Design	Approved	\$62,000.00
165	Claim Resolution – SWY Removal of Electric Service	Approved	\$25,000.00
168	Bronson Street Vacation	Approved	\$25,039.00
169	Quality Control Inspection	Approved	No Cost
170	Detector Loop Cable Repair 60th & Crenshaw	Approved	\$1,210.00
171.1	Encasement Verification of LA Sewer	Approved	\$10,000.00

172	Unknown Buried Culvert at Centinela	Approved	\$12,970.00
173	Florence/ La Brea Bus Transfer Station	Approved	\$2,200,000.00
174.1	Signal House Monitors	Pending	\$60,476.71
175	LAX Section Time of Day Limit UG-1	Approved	\$54,000.00
176	Claim Resolution -Support of FAA Ductbank UG-1	Approved	\$190,000.00
177	Harbor Subdivision Potholing unknown Utilities at Eucalyptus	Approved	\$17,631.34
178	TBM Lowering Event	Approved	\$28,730.60
180	Board Approved Station Name Change	Approved	\$138,450.81
181	TPSS No.1 New Power Transmission	Approved	\$324,093.00
182	LAWA Storm Drain Monitoring Unit Relocation	Approved	\$26,046.00
184	Claim Resolution - Ballast Retainer Wall	Approved	\$41,426.00
185	Claim Resolution - At-Grade Stations Check	Approved	\$22,197.00
186	Security Guard for Crenshaw/LAX - Year 3	Approved	\$180,990.51
188.1	Claim Resolution - Design Radio Redundancy	Approved	\$250,000.00
189	Revise Street Plans at Hindry Avenue - Design	Pending	\$56,925.00
190.1	Design Signage/Striping at Cedar	Pending	\$17,000.00
191.0	96th Street Station Accommodation - Agreed Direct Cost	Approved	\$1,452,819.57
192	Bones Discovered - Vernon Station	Pending	\$4,875.89
193	Shut Down at MLK Station	Approved	\$123,912.00
194.1	Revise CPUC Striping	Pending	\$2,807.00
195	COLA Roadway and Curb Revision	Approved	\$484,854.54
196	Compensate Time Extension Expo Delay	Approved	\$100,200.00
197	Relocate DWP Water Mains at Crenshaw	Pending	\$54,184.63
199	TWC Routing Through Crenshaw	Approved	\$79,978.00
200	Security Guard for Crenshaw/LAX - Year 2 and 3 Adjustment	Approved	\$127,377.04
201	Design Deluge System at Expo Crossover	Pending	\$650,000.00
202.1	Turnback and Speed Restrictions	Pending	\$356,675.19
203.1	LADOT Parking Lots Improvements	Pending	(\$856.11)
204.1	Design - Tree Well Brick Pavers	Pending	\$16,793.00
205	Walgreens Encroachment Fence	Pending	\$6,754.00
206	Unknown Concrete at Cedar and Oak	Approved	\$4,242.00
207	Metro Right-of-Way Property	Pending	\$425,000.00
208	Unknown Concrete Obstruction at RW75	Pending	\$3,931.17
209	Redondo Stockpile - Unknown Condition	Pending	No Cost
210	Manchester/Florence Aviation Traffic Signal	Pending	\$10,496.83
211	Imperial & Aviation Traffic Signal	Pending	\$22,947.00
212	SCGC Removal at Redondo	Pending	\$55,573.00
213	UST Removal at Pedestrian Underpass	Pending	(\$82.77)
214	Black Tar-like Substance at Arbor Vitae	Pending	No Cost
215	Time Warner Conflict at RW 75	Pending	\$71.99
216	Wally Fence Encroachment	Pending	No Cost
217	Tree Species and Bike Racks	Pending	\$20,110.00
TBD	96 th Street Station Accommodations and Settlement Agreement	Pending	\$66,550,000.00

Change Orders			
CO 18.1	Track Drainage CI Pipe in Lieu of PVC	NTE	\$130,217.00
CO 31	City of Inglewood Water Line Relocation	NTE	\$973,598.00
CO 37.2	Design Hold Out Signals Aviation/Century	NTE	\$50,000.00
CO 38	Abandoned 8" and 10" Pipe Environmental Test and Removal (UG3)	NTE	\$362,500.00
CO 40.2	Relocate LAWA Water Service to 111 th	NTE	532,695.00
CO 41	Design Deluge System at Expo Crossover	NTE	\$0
CO 44.1	UG-1 H2S Ventilation Fans - Design	NTE	\$390,429.00
CO 46.3	Underground Fire Rated Conduit Cable	NTE	\$300,000.00
CO 47	Crenshaw Blvd. Tree and Landscaping	NTE	\$399,308.00
CO 50.1	Turnback and Speed Restrictions	NTE	\$100,000.00
CO 60.1	Revise Street Plans at Hindry Avenue	NTE	\$21,600.00
CO 61	Park Mesa Heights Re-sequencing	NTE	\$300,000.00
CO 62	Encase City of LA Sanitary Sewers	NTE	\$100,000.00
CO 63.1	Civil Revisions for CPUC Striping at West Street	NTE	\$30,000.00
CO 64.1	Crenshaw Landscaped Median Rendering	NTE	\$126,000.00
CO 67.1	Ballast Wall Extension at Eucalyptus	NTE	\$51,395.00
CO 69.2	Unknown 18inch Storm Drain UG-1	NTE	\$22,931.00
CO 71	Credit Crenshaw Tree Permit	NTE	No Cost
CO 72	Removal of 24in Storm Drain at MLK Station	NTE	\$100,000.00
CO 73	Tree Species and Bike Racks	NTE	\$8,000.00
CO 74	Pedestrian Lights Slauson Station	NTE	\$16,000.00
CO 76.2	LADOT Parking Lots Improvements	NTE	\$86,423.00
CO 77	Imperial & Aviation Traffic Signal	NTE	\$12,000.00
CO 78	LADOT Requested Comment Matrix	NTE	\$20,000.00
CO 79	Shortening of Median Island Brynhurs	NTE	\$4,000.00
CO 80	Extended Track - Construction	NTE	\$350,000.00
CO 81.2	96th Street Station Accommodation - Construction	NTE	\$1,000,000.00
CO 82	Harbor Subdivision At-Grade Lighting - Construction	NTE	\$100,000.00
CO 84	Encase ATT Ductbank Near Redondo Blvd.	NTE	\$5,000.00
CO 85	LABSL Requests	NTE	\$140,000.00
CO 86	Relocate DWP Water Mains at Crenshaw	NTE	\$100,000.00
CO 87	UG-1 Raised Walkway - Design	NTE	\$131,287.00
CO 88.1	Remove and Install Driveways at Crenshaw	NTE	\$39,448.73
CO 90.1	Black Tar-like Substance at Arbor Vitae	NTE	\$4,014.75
CO 91	96th Street Station Accommodation - Electrical Requirements	NTE	\$500,000.00
CO 92.1	Support SCGC - Abandon 2" Gas at Brynhurs	NTE	\$7,500.00
CO 93	COI Sewers (UID 1216 & 1263) Design	NTE	\$16,000.00
CO 96	Time Warner Conflict at RW 75	NTE	\$3,570.91
CO 98	Redondo Stockpile - Unknown Condition	NTE	\$4,409.62
CO 101	UST Removal at Pedestrian Underpass	NTE	\$61,063.22
CO 102.1	TPSS #3 Redesign for SCE Power	NTE	\$80,000.00

CO 103	Imperial Non-percentage Pavement Profile	NTE	\$80,000.00
CO 104	Support DWP Water 6" Water Relocation	NTE	\$24,000.00
CO 105.1	Clarify Integration with Green Line	NTE	\$64,225.00
CO 107	UG-1 Raised Walkway - Construction	NTE	\$347,888.00
CO 109	Relocate Concrete with Steel Poles	NTE	\$80,000.00
CO 110	Design At-Grade Station Fencing	NTE	\$120,000.00
CO 111	Wally Fence Encroachment	NTE	\$983.73
CO 112	Removal/Disposal of Asbestos Pipes 255+00	NTE	\$23,314.40
CO 113	Accommodations for Bus Shelter	NTE	\$4,000.00
CO 114	Emergency Ventilation & Egress UG-1	NTE	\$30,000.00
CO 115	Special Permitting Process Impact	Pending	\$508,713.45
CO 116	96th Street Station Accommodations - Additional Ballast Wall	NTE	\$370,040.00
CO 117	Station Signage Revision (ADA)	NTE	\$50,000.00
CO 118	Cameral Install and Removal I405 Time Laps	NTE	\$3,200.00
CO 119	Cable Transmission System Update	NTE	\$168,000.00
CO 120	New Power Transmission TPSS #6	NTE	\$117,220.60
CO 121	Station Architectural Standards - Construction	NTE	\$435,334.00
CO 122	UG-1 Center Walkway Lighted Handrail	NTE	\$75,000.00
CO 123	Segment B-2 North and Central Tree	NTE	\$31,800.00
CO 124	City of Inglewood Sewer (UID 1263) C	NTE	\$76,000.00
CO 125	Florence/West Station – Redondo Blvd. Temporary Parking	Pending	\$15,000.00
CO 126	Grade Crossings Bell Noise Reduction	Pending	\$18,000.00
Subtotal – Approved Modifications & Change Orders			\$38,995,175.59
Subtotal – Pending Changes/Modifications			\$68,910,969.03
Total Mods and Pending Changes (Including this Change)			\$107,906,144.62
Prior CMA Authorized by the Board (including base award and other modifications)			\$144,299,993.00

DEOD SUMMARY

CRENSHAW/LAX TRANSIT PROJECT/C0988

A. (1) Small Business Participation - Design

Walsh/Shea Corridor Constructors (WSCC) made a 20.59% Disadvantaged Anticipated Level of Participation (DALP) commitment for Design. DBE commitments were made to 10 DBE subcontractors at the time of award, and 11 additional DBE subcontractors have been added to-date. WSCC is currently exceeding its commitment for Design with 24.86% DBE participation.

DISADVANTAGED BUSINESS ENTERPRISE ANTICIPATED LEVEL OF PARTICIPATION COMMITMENT	20.59% DALP	DISADVANTAGED BUSINESS ENTERPRISE ANTICIPATED LEVEL OF PARTICIPATION	24.86% DALP
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	Design DBE Subcontractors	Ethnicity	% Committed	Current Participation
1	BA, Inc.	African American	0.61%	0.95%
2	D'Leon Consulting Engineers Corporation	Hispanic American	0.85%	1.42%
3	FPL & Associates, Inc.*	Asian Pacific American	0.41%	0.44%
4	IDC Consulting Engineers, Inc.	Asian Pacific American	0.94%	0.97%
5	Innovative Engineering Group, Inc.*	Asian Pacific American	0.23%	0.29%
6	Libby Engineers, Inc.	Caucasian Female	0.85%	0.99%
7	Lynn Capouya, Inc.	Caucasian Female	0.96%	1.26%
8	MGE Engineering, Inc.	Asian Pacific American	1.48%	1.96%
9	MLA Green Inc	Hispanic American	0.51%	0.40%
10	NBA Engineering Inc	Caucasian Female	0.72%	0.80%

11	Parikh Consultants, Inc.	Asian Pacific American	1.85%	2.58%
12	Sapphos Environmental, Inc.*	Hispanic American	0.02%	0.01%
13	Selbert Perkins Design Inc.	Caucasian Female	0.27%	0.30%
14	T E C Management Consultants, Inc.*	African American	0.41%	0.76%
15	Ted Tokio Tanaka Architects*	Asian Pacific American	0.51%	0.49%
16	Togo Systems, Inc.*	Asian Pacific American	0.46%	0.71%
17	Universal Reproductions Inc. dba Universal Reprographics, Inc.*	Caucasian Female	0.03%	0.14%
18	V & A Inc.	Hispanic American	9.25%	10.18%
19	Y B I Management Services*	African American	0.03%	0.01%
20	YEI Engineers, Inc.*	Asian Pacific American	0.20%	0.12%
21	C & L Drilling Company*	Caucasian Female	Added	0.08%
Total			20.59%	24.86%

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

*DBEs added after contract award

B. (2) Small Business Participation – Construction

Walsh/Shea Corridor Constructors (WSCC) made a 20% Disadvantaged Anticipated Level of Participation (DALP) commitment for Construction at the time of contract award, and made five DBE subcontract commitments. After the start of Construction, 106 DBE subcontractors were added. WSCC is currently achieving 14.26% of their proposed 20% DBE subcontract commitment for Construction. It is expected that DBE commitments will continue to increase as Construction progresses.

Based on the total amount paid-to-date to WSCC, the total actual amount paid-to-date to DBE subcontractors, current participation is 25.36%. WSCC is expected to continue ongoing outreach and good faith efforts to meet their DBE contract commitment.

DISADVANTAGED BUSINESS ENTERPRISE ANTICIPATED LEVEL OF PARTICIPATION COMMITMENT	20.00% DALP	DISADVANTAGED BUSINESS ENTERPRISE ANTICIPATED LEVEL OF PARTICIPATION	25.36% DALP
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	Construction DBE Subcontractors	Ethnicity	% Committed	Current Participation
1	A & M Gentry Trucking*	Caucasian Female	0.46%	0.37%
2	Advantage Demolition & Grading, Inc.*	African American	0.07%	0.13%
3	Alameda Construction Services, Inc.*	African American	0.00%	0.00%
4	Analysis & Solutions Consultants*	African American	0.04%	0.08%
5	Anytime Dumping, Inc.*	African American	0.68%	1.39%
6	APW Construction, Inc. dba Ace Fence Co.*	Asian Pacific American	0.03%	0.08%
7	Anthony & Sons Trucking	Hispanic American	Added	0.01%

8	Artnancy Transportation	Hispanic American	Added	0.04%
9	C & S Early Trucking	African American	Added	0.00%
10	C J Express	African American	Added	0.04%
11	Caliche Trucking	Hispanic American	Added	0.03%
12	City2City Trucking	African American	Added	0.03%
13	Convenient Trucking	Hispanic American	Added	0.00%
14	D B Trucking	African American	Added	0.03%
15	Diamond Transport	Hispanic American	Added	0.02%
16	Edward J Howell Jr	African American	Added	0.02%
17	Freeway Trucking Company	African American	Added	0.00%
18	Gant Trucking	African American	Added	0.03%
19	H & L Dump Service	Hispanic American	Added	0.05%
20	H P Trucking	African American	Added	0.05%
21	J. C. Martinez Trucking	Hispanic American	Added	0.01%
22	J. Reynaga Trucking	Hispanic American	Added	0.02%
23	JoJo's Trucking, Inc.	Hispanic American	Added	0.02%
24	Jus Dumpin LLC	African American	Added	0.02%
25	KIR Trucking	African American	Added	0.03%
26	L & T Enterprize	African American	Added	0.05%
27	My Three Brothers and Me	African American	Added	0.02%
28	Ocha Transportation	Hispanic American	Added	0.02%
29	Orlando's Trucking	Hispanic American	Added	0.01%
30	RDL Trucking	African American	Added	0.04%
31	Ready Two Roll Trucking, LLC	African American	Added	0.04%

32	Reynaga Trucking	Hispanic American	Added	0.02%
33	S C Transportation, Inc.	African American	Added	0.05%
34	Smashmouf Trucking	African American	Added	0.03%
35	West Side Boyz	Hispanic American	Added	0.05%
36	B & B Diversified Materials*	Asian Pacific American	0.26%	0.33%
37	Bravo Pacific, Inc. dba Marmolejo Contractors, Inc.*	Hispanic American	1.68%	2.91%
38	C & L Drilling Company*	Caucasian Female	0.00%	0.00%
39	C.P.R. Trucking, Inc.	Hispanic American	0.20%	0.06%
40	3531 Trucking	Caucasian Female	Added	0.00%
41	Abrego Trucking	Hispanic American	Added	0.00%
42	California Trucking	Hispanic American	Added	0.01%
43	Clean Street Sweeping, Inc.	Hispanic American	Added	0.04%
44	Coco's Trucking	Hispanic American	Added	0.00%
45	El Camino Trucking, Inc.	Hispanic American	Added	0.01%
46	Fortino Trucking	Hispanic American	Added	0.01%
47	HBA Trucking	Hispanic American	Added	0.01%
48	HD Trucking	Hispanic American	Added	0.01%
49	Hugos Trucking	Hispanic American	Added	0.01%
50	J P Sepulveda Trucking	Hispanic American	Added	0.01%
51	Joe G. Trucking	Hispanic American	Added	0.01%
52	L S Trucking	Hispanic American	Added	0.01%
53	Marquez Delivery	Hispanic American	Added	0.01%
54	MCB Trucking	Hispanic American	Added	0.01%

55	Omar Trucking	Hispanic American	Added	0.01%
56	P.G. TRUCKING	Hispanic American	Added	0.01%
57	P.M.R. Trucking	Hispanic American	Added	0.01%
58	Red Dragon Transport, Inc.	Hispanic American	Added	0.01%
59	SMR Transport	Hispanic American	Added	0.05%
60	Speedy Gonzalez Trucking	Hispanic American	Added	0.01%
61	Willie Trucking	Hispanic American	Added	0.01%
62	Cabrinha, Hearn & Associates*	Hispanic American	0.12%	0.44%
63	CBass Dirtyworks Trucking*	African American	0.03%	0.17%
64	Cindy Trump Inc*	Caucasian Female	0.00%	0.00%
65	Clean Up America, Inc.*	African American	0.04%	0.09%
66	Coast Surveying, Inc	Hispanic American	0.25%	0.43%
67	Coleman Construction, Inc.*	African American	0.07%	0.19%
68	D C D Electric Inc.*	African American	0.38%	0.67%
69	Davis Blue Print Co., Inc.*	Hispanic American	0.00%	0.03%
70	DC Engineering Group*	Hispanic American	0.01%	0.19%
71	Deborah Dyson Electrical Contractor*	African American	0.00%	0.01%
72	Deco Pave, Inc.*	Asian Pacific American	0.01%	0.10%
73	E-Nor Innovations Inc.*	African American	0.06%	0.13%
74	EW Corporation Industrial Fabricators*	Hispanic American	0.01%	3.37%
75	Excelsior Elevator Corp.*	Asian Pacific American	0.64%	0.34%

76	Fine Grade Equipment, Inc.*	Native American	0.02%	0.01%
77	Flores Construction*	Hispanic American	0.00%	0.01%
78	fs3, Inc.*	Hispanic American	0.01%	0.01%
79	G & C Equipment Corporation*	African American	2.21%	2.92%
80	G. O. Rodriguez Trucking, Inc.*	Hispanic American	0.00%	0.01%
81	Global Transloading, LLC*	Hispanic American	0.55%	0.97%
82	GW Civil Constructors, Inc.*	African American	1.05%	2.11%
83	Inspection Services, Inc. (ISI)*	Asian Pacific American	0.05%	0.09%
84	Integrity Rebar Placers, Inc.*	Hispanic American	2.85%	3.09%
85	Lowers Welding and Fabrication, Inc*	Caucasian Female	0.02%	0.62%
86	J P AND CONCEPTS CO.*	Caucasian Female	0.55%	0.51%
87	KLP Commercial, LLC*	Native American	0.07%	0.04%
88	Morgner Technology Management*	Hispanic American	0.07%	0.10%
89	Nextline Protection Services*	African American	0.03%	0.41%
90	Nexus Consulting and Management Services, Inc.*	Hispanic American	0.02%	0.08%
91	PacRim Engineering Inc*	Asian Pacific American	0.00%	0.01%
92	Padilla & Associates, Inc.	Hispanic American	0.15%	0.33%
93	Quality Engineering Inc.	African American	0.31%	0.35%
94	R J LaLonde, Inc.*	Caucasian Female	0.00%	0.01%
95	R.J. Safety Supply Company	Caucasian Female	0.00%	0.01%

	Inc.*			
96	Robnett Electric, Inc.*	African American	0.00%	0.01%
97	Safeprobe, Inc.*	Asian Pacific American	0.02%	0.03%
98	Sapphos Environmental, Inc.	Hispanic American	0.05%	0.07%
99	Seaport Lighting, Inc.*	Caucasian Female	0.74%	0.02%
100	Soteria Company, LLC	Hispanic American	0.10%	0.12%
101	South Coast Sweeping, Inc.*	Caucasian Female	0.12%	0.22%
102	TEC Management*	African American	0.02%	0.03%
103	The Jungle Nursery, Inc.*	Hispanic American	0.01%	0.02%
104	Thomas Land Clearing*	African American	0.03%	0.11%
105	Titan Disposal, LLC*	African American	0.03%	0.01%
106	Treesmith Enterprises, Inc.*	Hispanic American	0.02%	0.04%
107	Tri-County Drilling, Inc.*	Caucasian Female	0.01%	0.19%
108	Universal Reproductions Inc. dba Universal Reprographics, Inc.*	Caucasian Female	0.00%	0.02%
109	V & A Inc.*	Hispanic American	0.07%	0.12%
110	Valverde Construction, Inc.	Hispanic American	0.00%	0.01%
111	VMA COMMUNICATIONS, INC	Hispanic American	0.04%	0.09%
112	Y B I Management Services*	African American	0.00%	0.01%
Total			14.26%	25.36%

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

*DBEs added after contract award

C. Project Labor Agreement / Construction Careers Policy (PLA/CCP)

The Contractor has committed to complying with PLA/CCP requirements for this project. This project is 80.11% complete (based on total construction labor hours expended, divided by the total estimated construction labor hours in the approved Employment Hiring Plan) and the contractor is achieving the 40% Targeted Worker Goal at 58.80%, achieving the 20% Apprentice Worker Goal at 20.35%, and achieving the 10% Disadvantaged Worker Goal at 12.65%. Staff will continue to monitor and report the contractor's progress toward meeting the goals of the PLA/CCP.

D. 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.

E. Living Wage Service Contract Worker Retention Policy

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

ATTACHMENT D

WSCC/METRO AGREEMENT REQUEST FOR CHANGES AND CLAIMS

Item No.	RFC / Claim No.	Title
WSCC - Direct Cost		
1	Claim No. 62	HOBAS Inefficiencies (Direct Cost)
2	Claim No. 48	Central Outfall Sewer at I-405
3	Claim No. 70	1) Differing Site Condition - Exposition Station Excavation - CSM 2) Differing Site Condition - Exposition Station Excavation - Water Leakage/ Jet Grouting
4	Claim No. 71	Differing Site Condition - Martin Luther King Station - CSM
5	Claim No. 80 & 92	Protect in Place (PIP) of LADWP Duct Bank at Manchester (Design & Construction)
6	Claim No. 69	Special Permitting Process (SPP) - Los Angeles Department of Transportation
7	RFC No. 132	Special Permitting Process (SPP) - Los Angeles Bureau of Engineering (LABOE) - Support of Excavation (SOE) Calculations - Before 1/31/15
8	Claim No. 74	SPP - LABOE SOE Calculations - After 1/31/15
WSCC - Extension of Time		
9	RFC No. 53	TIA # 2 BOE Stop Notice
10	RFC No. 53	TIA # 4 Hobas Pipe Installation
11	Claim No.85	TIA # 5 96 th Street (Rev # 3)
12	Claim No. 70	TIA # 6 DSC - CSM at Exposition
13	Claim No. 70	TIA # 7 DSC Leaks
14	Claim No. 62	TIA # 8 Hobas Pipe Settlement Criteria

ATTACHMENT D

**WSSC/METRO AGREEMENT
REQUEST FOR CHANGES AND CLAIMS**

Item No.	RFC / Claim No.	Title
Subcontractor's - Extension of Time Delay		
15	Claim No. 85	LKC - Extended Overhead Neal Electric - Extended Overhead Select Electric - Extended Overhead DCD Electric - Extended Overhead Herzog - Extended Overhead
Design Extended Performance - HNTB		
16	Claim No. 39	Alignment Changes (HNTB)
17	Claim No. 55	Design - Extended Performance Due to City of LA (HNTB)
18		Design - Extended Performance Due to Metro (HNTB) - (submittal was pending)

ATTACHMENT E
WSCC/METRO AGREEMENT
METRO REQUEST FOR CREDITS

Item No.	Description	Segment
1	Weekend vs Full Closure for Decking at Underground Stations	C
2	Park Mesa Heights Roadway Work	B
3	Re-use existing light poles	B
4	Pedestrian separate light pole vs attachment	B
5	Unarmored vs Armored fiber optic cable	
6	Florence Roadway Work	B
7	La Brea Station Area - Existing Structures to Remain	B
8	Ballast Retainers	A and B
9	CMU Walls in Underground Trainway Areas	C
10	Mist vs Deluge @ Underground Platforms	C
11	Deflection of SOE	C
12	Removal of Basin Effect from Seismic Criteria	System wide
13	Timber Lagging for Temporary Shoring of Underground Structures	System wide
14	Plastic Hinge Zone Reinforcement (Compression Face) At Underground Stations	C
15	Load Tests for Drilled Shafts and Use of Miniature Shaft Inspection Device (MiniSID)	A and B
16	Joints in Cut and Cover Structures	System wide
17	Allow Application of Single Rail, Power Frequency Tack Circuits for Train Detection on Crossovers	System wide
18	End-bearing Resistance of SOE Vibrated Soldier Piles Supporting Underground Structures	System wide
19	UG1 & UG 3 Mud Slab Tolerance	A and B

**WSCC/METRO AGREEMENT
METRO REQUEST FOR CREDITS**

Item No.	Description	Segment
20	Plinth Direct Fixation Stirrup Reinforcement	System wide
21	Fans at Portal @ UG4	C
21A	Fans @ Crossover	C
22	Fans size at UG3	B
23	West Station Park and Ride Lot Aisle Width	B
24	Maximum Allowed Actual Superelevation (Ea)	System wide
25	Elimination of Local Utility Power Supply to the MLK TP	C
26	24" DWP Water Line Relocation at Vernon	C