

Metro

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



Agenda - Final

Thursday, June 25, 2015

9:00 AM

Regular Board Meeting

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

Board of Directors

Eric Garcetti, Chair

Mark Ridley-Thomas, 1st Vice Chair

John Fasana, 2nd Vice Chair

Michael Antonovich

Mike Bonin

James Butts

Diane DuBois

Jacquelyn Dupont-Walker

Don Knabe

Paul Krekorian

Sheila Kuehl

Ara Najarian

Hilda Solis

Carrie Bowen, non-voting member

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

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

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

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

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

CALL TO ORDER**ROLL CALL**

1. APPROVE Consent Calendar Items: 2, 7, 8, 9, 15, 16, 17, 18, 21, 31, 32, 43, 53, 61, 62, 64, 65 and 66.

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

CONSENT CALENDAR

2. APPROVE **Minutes of the Regular Board Meeting held May 28, 2015, Special Board Meeting held May 28, 2015 and Fiscal Year 2016 Budget Special Board Workshop held May 21, 2015.** [2015-0959](#)

Attachments: [Regular Board Meeting Minutes on May 28, 2015](#)
 [Special Board Meeting Minutes on May 28, 2015](#)
 [FY 2016 Budget Special Board Workshop Minutes on May 21, 2015](#)

7. FINANCE, BUDGET AND AUDIT COMMITTEE RECOMMENDED (4-0) [2015-0574](#)
adopting:

A. findings and recommendations (Attachment A) for **allocating fiscal year (FY) 2015-16 Transportation Development Act (TDA) Article 8 funds estimated at \$23,988,324** as follows:

1. In the City of Avalon there are unmet transit needs that are reasonable to meet, and the City of Avalon will use \$146,632 of their Article 8 funds (Attachment B) for their transit services. Therefore, TDA Article 8 funds will be used to meet the unmet transit needs, as described in Attachment A;
2. In the Antelope Valley, which includes the Cities of Lancaster and Palmdale, and in the Los Angeles County Unincorporated areas of the Antelope Valley, transit needs are met using other funding sources, such as Proposition A and Proposition C Local Return. Therefore, TDA Article 8 funds in the amount of \$6,011,397 and \$5,852,688 (Lancaster and Palmdale, respectively), may be used for street and road purposes and/or transit, as long as long as their transit needs continue to be met;
3. In the Santa Clarita Valley, which includes the City of Santa Clarita and the Los Angeles County unincorporated areas of the Santa Clarita Valley, transit needs are met with other funding sources, such as Proposition A and Proposition C Local Return. Therefore, TDA Article 8 funds in the amount of

\$7,863,268 for the City of Santa Clarita may be used for street and road and/or transit, as long as their transit needs continue to be met;

4. In the Los Angeles County Unincorporated areas of North County, the areas encompass both the Antelope Valley and the Santa Clarita Valley, transit needs are met with other funding sources, such as Proposition A and Proposition C Local Return. Therefore, TDA Article 8 funds in the amount of \$4,117,340 may be used for street and road purposes and/or transit, as long as their transit needs continue to be met; and
- B. a resolution (Attachment C) making a determination of unmet public transportation needs in the areas of Los Angeles County outside the Metro service area.

Attachments:

- [A - Proposed Recommendations](#)
- [B - FY16 TDA 8 Apportionments](#)
- [C - FY16 TDA Article 8 Resolution](#)
- [D - Unmet Needs Description](#)
- [E - TDA Article 8 Public Hearing Process](#)
- [F - FY16 Comment Summary Sheet - TDA Article 8](#)
- [G - Summary of Recommendations and Actions Taken](#)
- [H - Proposed Recommendations of the SSTAC](#)

8. FINANCE, BUDGET AND AUDIT COMMITTEE RECOMMENDED (4-0): [2015-0704](#)

- A. approving \$1.8 billion in **FY2016 Transit Fund Allocations for Los Angeles County jurisdictions, transit operators and Metro operations** as shown in Attachments A through E and are further described in Attachment F. These allocations comply with federal and state regulations and LACMTA Board policies and guidelines:
1. Planning and Administrative allocations of Transportation Development Act (TDA), Proposition A, Proposition C and Measure R in the amount of \$70.4 million as shown in Attachment A, Line 37;
 2. Bus Transit Subsidies of State and Local funds in the amount of \$939.5 million as shown in Attachment B and includes:
 3. \$6.0 million for the continuation of the Tier 2 Operators Funding Program
 4. Allocation of Federal Formula Grants in the amount of \$333.6 million as shown in Attachment C.

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5. Proposition A Incentive Programs in the amount of \$14.7 million as shown in Attachment D.
 6. Proposition A Local Return, Proposition C Local Return, Measure R Local Return, TDA Article 3 (Pedestrian and Bikeways) and TDA Article 8 (Street and Highways) for \$476.1 million as shown in Attachment E.
- B. authorizing the Chief Executive Officer to adjust FY2016 Federal Section 5307 (Urbanized Formula), Section 5339 (Bus and Bus Facilities) and Section 5337 (State of Good Repair) estimated allocations upon receipt of final apportionment from the Federal Transit Authority and amend FY2016 budget as necessary to reflect the aforementioned adjustment.
 - C. approving fund exchange in the amount of \$6 million of Santa Monica's Big Blue Bus' FY2016 Federal Section 5307 formula share allocation with Metro's TDA Article 4 allocation.
 - D. approving fund exchange of Federal Section 5307 discretionary fund awarded to the Southern California Regional Transit Training Consortium (SCR TTC) through Long Beach Transit in the amount of \$250,000 with Metro's TDA Article 4 allocation.
 - E. approving fund exchanges in the amount totaling \$10.7 million of Metro's share of Federal Section 5307 with municipal operators' shares of Federal Sections 5339 and 5337.
 - F. adopting a resolution required by state law designating Transportation Development Act (TDA) and State Transit Assistance (STA) fund allocations in compliance to the terms and conditions of the allocation (Attachment F); and
 - G. upon approval, authorizing the Chief Executive Officer to negotiate and execute all necessary agreements to implement the above funding programs.

Attachments: [FY16 FAP Attachments](#)

9. FINANCE, BUDGET AND AUDIT COMMITTEE RECOMMENDED (4-0) adopting:

[2015-0449](#)

- A. the **proposed change to the Policy on Use of Interagency Transfers** as described in Attachment A;
- B. finding that the proposed policy change results in a Disparate Impact but there is substantial legitimate justification for the proposed change and there are no alternatives that would have a less disparate impact on minority riders; and

- C. the recommendation to distribute up to 1 million TAP cards free to bus riders purchasing transfers in advance of the effective date of the policy to address the underlying cause of the Disparate Impact finding (current TAP card possession).

Attachments: [Attachment A - Proposed IAT Policy](#)
 [Attachment B - TAP Operators](#)
 [Attachment C - Title VI Evaluation of TAP-Based IATs](#)

15. PLANNING AND PROGRAMMING COMMITTEE RECOMMENDED (5-0) [2015-0501](#)
 approving:

- A. preliminary transportation modal category funding marks; and
 B. fund estimate of \$199.4 million; and
 C. ~~release of preliminary recommendations for the 2015 Countywide Call for Projects (Call) for distribution.~~

Attachments: [2015 CFP Funding Marks - final attachment a](#)
 [15Call Prelim Recom Attachment B 5-26-15](#)
 [2015 CFP Funding Marks - attachment c](#)

16. PLANNING AND PROGRAMMING COMMITTEE RECOMMENDED (5-0) [2015-0477](#)
 approving the four recommendations detailed in Attachment A that address the following improvements to the **Call for Projects (Call) process for future Calls beyond 2015:**

- A. Strengthen Subregional Partnership in Countywide Call Process;
 B. Simplify and Improve the Call Process for Local Agencies;
 C. Strengthen Focus on Greenhouse Gas Reductions; and
 D. Maximize Funding Availability.

Attachments: [Attachment A - Summary of Call Restructuring](#)
 [Attachment B - Motion 21](#)
 [Attachment C - revised 5-21-15](#)
 [Attachment C1 - FHWA Response on Subregional Subvention](#)
 [Attachment C2 - Revised](#)
 [Attachment C3 - Revised](#)
 [Attachment C4 - Compendium of Survey Responses](#)
 [2015-0477 - Attachment D - 6-4-2015 bm](#)

17. PLANNING AND PROGRAMMING COMMITTEE RECOMMENDED (5-0): [2015-0476](#)

- A. recertifying \$76.8 million in existing Fiscal Year (FY) 2015-16 commitments from previously approved **Countywide Calls for**

Projects and authorize the expenditure of funds to meet these commitments as shown in Attachment A;

- B. deobligating ~~\$29.1~~ ~~\$28.8~~ million of previously approved Countywide Calls for Projects funding, as shown in Attachment B. Continue to prioritize 2015 and future deobligated dollars to fund as the first priority the three previously approved County of Los Angeles Signal Call projects: 1) San Gabriel Valley Traffic Signal Corridors Project (#F3308); 2) Gateway Cities Traffic Signal Corridors Phase VI Project (#F3309); and 3) South Bay Traffic Signal Corridors Project (#F3310) that were not near-term priorities per the 2011 Long Range Transportation Plan (LRTP) Transportation Improvement Program (TIP) Priority List, and the second priority, the City of Palmdale North County ITS - Palmdale Extension Project (#F7304);
- C. authorizing:
1. The Chief Executive Officer (CEO) to: 1) Negotiate and execute all necessary agreements for approved projects; and 2) Amend the FY 2015-16 budget, as necessary, to include the 2015 Countywide Call for Projects Recertification and Extension funding in the Regional Programs' budget;
 2. Staff to amend the agreements with the County of Los Angeles to add the Mobile Source Air Pollution Reduction Review Committee (MSRC) grant funds for design of previously down scoped elements for three projects: 1) South Bay Forum Traffic Signal Corridors Project (#F1311); 2) Gateway Cities Forum Traffic Signal Corridors Project Phase V (#F1321), and 3) San Gabriel Valley Forum Traffic Signal Corridors Project (#F1321);
- D. approving changes to the scope of work for the City of Baldwin Park - Metrolink Parking Resource Demonstration Project (#F3712);
- E. reprogramming:
1. \$47.1 million of previously approved Countywide Call for Projects funding, as shown in Attachment D, for those projects that applied for, but were not awarded funds through the State Active Transportation Program (ATP) according to Metro's policy for transitioning to the State ATP;
 2. Funding for the 1) City of El Monte - El Monte Clean Fuel Bus Replacement Project (#F7420) from FY 2016-17 and FY 2017-18 to FY 2015-16; 2) City of Culver City - City of

Culver City Network-Wide Signal Synchronization with Video and Arterial Performance Measurement System Project (#F7303) from FY 2014-15, FY 2015-16 and FY 2016-17 to FY 2016-17; 3) City of Downey - City of Downey Woodruff Ave Fiber-Optic Traffic Signal Communication Project (#F3304) from FY 2014-15 to FY 2016-17; 4) City of Los Angeles - Stocker/MLK Crenshaw Access to Expo LRT Station from FY 2013-14 and FY 2014-15 to FY 2015-16 and FY 2016-17; 5) Los Angeles County - ExperienceLA 3.0 - Mobility in the Cloud Project (#F7703) from FY 2015-16, FY 2016-17, FY 2017-18 and FY 2018-19 to FY 2015-16; 6) City of Monrovia - Huntington Drive Phase II Project (#8211) from FY 2011-12 to FY 2016-17; and 7) City of San Dimas - City of San Dimas Intersection Improvements on Bonita Ave at Cataract Ave (#F3307) from FY 2014-15 to FY 2017-18;

- F. reallocating funds originally programmed to the City of Los Angeles for: 1) Figueroa Corridor Bike Station and Cycling Enhancements (#F3510); and 2) Expo Line Bike Hubs South Los Angeles (#F5523) to Metro towards the implementation of the Countywide Bikeshare Phase 1 Pilot in Downtown Los Angeles; and
- G. receiving and filing time extensions for the 112 projects shown in Attachment E.

Attachments: [Attachment A](#)
 [Attachment B Revised](#)
 [Attachment C Revised](#)
 [Attachment D](#)
 [Attachment E](#)
 [Attachment F](#)

18. PLANNING AND PROGRAMMING COMMITTEE RECOMMENDED (5-0) [2015-0365](#)
 approving the **Wayfinding Signage Grant Pilot Program Guidelines** as outlined in Attachment A.

Attachments: [Attachment A Guidelines](#)
 [Attachment B November 2014 Board Motion](#)
 [Attachment C Station Wayfinding Signage Guideline](#)

21. PLANNING AND PROGRAMMING COMMITTEE RECOMMENDED (5-0) [2015-0680](#)
 amending the **Metro Gold Line Extension Phase 2A Funding Agreement** to increase funds for Phase 2B for environmental, engineering and preconstruction activities.

Attachments: [Attachment A -January 2013 Metro Board Item 25 EIR - PE Funding Foothill F](#)

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31. SYSTEM SAFETY, SECURITY AND OPERATIONS COMMITTEE [2015-0454](#)
RECOMMENDED (4-0) authorizing the Chief Executive Officer to execute a Memorandum of Understanding with the Los Angeles Trade Technical College for FY16 - FY18 to provide continuation services in support of the **Rail Technical Training and Rail Apprentice Programs**, for up to \$500,000 each year for a total value of \$1,500,000 to support Rail Technical Training for Metro's workforce.
Attachments: [Att A - ATU Sec G](#)
[Att B - Mar JAC News](#)
[Att C - Rail Fleet Services Program](#)
32. SYSTEM SAFETY, SECURITY AND OPERATIONS COMMITTEE [2015-0688](#)
RECOMMENDED (4-0) approving nominees for **membership on Metro's San Fernando Valley, San Gabriel Valley, South Bay, and Westside Central Service Councils**.
Attachments: [ATTACHMENT A - New Appointees Biographies and Listing of Qualifications](#)
[Attachment B 7-25-15](#)
43. CONSTRUCTION COMMITTEE RECOMMENDED (4-0) authorizing the Chief Executive Officer to execute Change Order 195.00 to Contract No. C0882, with **Kiewit Infrastructure West Company, for settlement of Claim No.115 for the Additional Work for the Preparation of Fact Sheet Exceptions for Mandatory and Advisory Design Standards**, in the Agreed to amount of \$1,550,000, increasing the total contract value from \$911,755,372 to \$913,305,372. Requested funds are within the Life-of-Project (L-O-P) budget.
Attachments: [Attachment A for June 2015 Board Report FACT SHEETS 5 18 15 with updates](#)
[Attachment B - Contract Modification / Change Order Log](#)
53. EXECUTIVE MANAGEMENT COMMITTEE RECOMMENDED (3-0) [2015-0741](#)
authorizing the Chief Executive Officer (CEO) to **negotiate salaries within the pay range** for the following positions:
A. Chief Operations Officer, pay grade CC (\$215,987 - \$265,907 - \$315,868)
B. Chief Communications Officer, pay grade BB (\$161,616 - \$202,030 - \$242,424)
Attachments: [Att A - COO JUN15](#)
[Att B - CCO JUN15](#)
61. AD HOC TRANSIT POLICING OVERSIGHT COMMITTEE [2015-0750](#)
RECOMMENDED (3-0):
A. receiving and filing **response to Motion by Director James Butts**; and
B. directing the CEO to pursue in the 2016 State Legislative Session legislation that would clarify the status of Transit Security Officers

and their authority.

Attachments: [Attachment A - A Motion by Director James Butts](#)
[Attachment B - Report on the Review of Metro Law Enforcement and Security C](#)
[Attachment C - Correspondence from Teamsters](#)
[Attachment D - Correspondence from LASD](#)
[Attachment E - Correspondence AFSCME Letter](#)

62. AD HOC TRANSIT POLICING OVERSIGHT COMMITTEE [2015-0701](#)

RECOMMENDED (3-0) authorizing the Chief Executive Officer to execute Modification No. 12 to Contract No. PS2610LASD with the **County of Los Angeles Sheriff's Department (LASD) to provide law enforcement services** for up to twelve (12) months for the period covering July 1, 2015 through June 30, 2016 in the amount of \$102,851,600, thereby increasing the total contract value from \$466,719,113 to \$569,570,713.

Attachments: [AttachA PROCUREMENT SUMMARY](#)
[AttachB_ContractModificationLog](#)
[AttachC MTA Additions FY 2015-16 20150520 \(3\)](#)
[AttachD_Service Units by Position](#)
[Attachment E. TPD Highlights and Accomplishments - May 27 2015 \(3\)](#)

64. SYSTEM SAFETY, SECURITY AND OPERATIONS COMMITTEE [2015-0839](#)

RECOMMENDED (4-0) authorizing the Chief Executive Officer (CEO) to enter into a joint partnership agreement between the Los Angeles County Metropolitan Transportation Authority (Metro) and the **2015 Special Olympics (World Games)**.

Attachments: [Attachment A - Item 75 April 2015 Board Report - w Header](#)

65. EXECUTIVE MANAGEMENT COMMITTEE RECOMMENDED (3-0) [2015-0865](#)

adopting the following positions:

- A. **H.R. 2485 (Torres)** - The Regional Infrastructure Accelerator Act of 2015 -SUPPORT
- B. **H.R. 2495 (Waters)** - TIGER Grants for Job Creation Act - SUPPORT
- C. **H.R. 2410 (DeFazio)** - The Grow America Act - SUPPORT

Attachments: [Attachment A-Federal EMC 6.18.15](#)
[Attachment B-Federal EMC 6.18.15](#)
[Attachment C-Federal EMC 6.18.15](#)

66. EXECUTIVE MANAGEMENT COMMITTEE RECOMMENDED (3-0) [2015-0855](#)

adopting the following positions:

- A. **SB 350 (De Leon)** - The Golden State Standards. **SUPPORT**

- B. **SB 32 (Pavley)** - Green House Gas Emissions. **SUPPORT**
- C. **AB 338 (Hernandez)** - Sales Tax Measure. **OPPOSE**

Attachments: [ATTACHMENT A-State](#)
 [ATTACHMENT B-State](#)
 [ATTACHMENT C- State](#)
 [ATTACHMENT D - Leg Matrix June 2015](#)

NON-CONSENT

3. RECEIVE **Chair's Report**. [2015-0963](#)
4. RECEIVE **report of the Chief Executive Officer**. [2015-0001](#)
- Employee of the Month
 - Risk Allocation Matrix

- 5/19. FINANCE, BUDGET AND AUDIT COMMITTEE RECOMMENDED (4-0) [2015-0450](#)
 AND PLANNING AND PROGRAMMING COMMITTEE RECOMMENDED
 (5-0):
- A. approving the summary of delegated Chief Executive Officer fund type assignments; and
 - B. receiving and filing this information as a **response to Motion 5.1 which directed staff to undertake a Fiscal Stability Overview and Funding Commitments Inventory**, subject to further review and validation.

Attachments: [MASTER_ALL_FILES_4June2015v2](#)

6. FINANCE, BUDGET AND AUDIT COMMITTEE RECOMMENDED (4-0): [2015-0259](#)
- A. approving the **Southern California Regional Rail Authority's (SCRRA) FY 2015-16 Annual Work Program** pursuant to their April 17, 2015, budget transmittal (Attachment A) and subsequent May 28, 2015, revised budget transmittal (Attachment B);
 - B. approving the Los Angeles County Metropolitan Transportation Authority's (LACMTA) share of SCRRA FY 2015-16 Metrolink funding totaling \$87,514,128 to reflect the programming of funds as follows:
 1. \$65,481,000 for Metrolink Operations;

2. \$2,578,128 for Right of Way (ROW) Security;
 3. \$5,806,000 for ROTEM Reimbursement;
 4. \$13,074,000 for New TVM Purchase in Los Angeles County;
 5. \$475,000 for Capital Projects; and
 6. \$100,000 for one-time special events
- C. authorizing the Chief Executive Officer (CEO) to defer LACMTA's share of SCRRA FY 2015-16 Renovation and Rehabilitation budget and extend the lapsing dates of expiring MOUs until the agreed upon cash flow and reconciliation of SCRRA's Renovation and Rehabilitation program is provided to LACMTA or until September 30, 2015;
- D. approving the FY 2015-16 Transfers to Other Operators payment rate of \$1.10 per boarding to LACMTA and an EZ Pass reimbursement cap to LACMTA of \$5,592,000;
- E. authorizing the CEO to amend LACMTA's Commuter Rail Program budget as described in the financial impact section of this report and to negotiate and execute all necessary agreements between LACMTA and the SCRRA for the approved funding; and
- F. authorizing the CEO to amend LACMTA's adopted budget to reflect the above recommendations.

Attachments: [Attachment A - Transmittal of SCRRA's Preliminary FY16 Budget](#)
[Attachment B - FY16 Revised Budget](#)

6.1. CONSIDER Antonovich, Knabe, Solis and Najarian Motion that the Board directs the CEO to develop a policy on the use of Metrolink-dedicated sources of funding (Proposition C 10% and Measure R 3%) that embodies at minimum the following principles.

[2015-0973](#)

- A. The first priority for the use of these funding categories is for Metrolink core functions of operations, maintenance, safety and rehabilitation capital improvements, and State of Good Repair projects;
- B. All subordinate demands for these sources of funding shall not draw down funding from nor encumber debt upon these funding sources that are necessary to support the projected demands of Metrolink core functions unless sufficient capacity for future years can be demonstrated; and

- C. A quarterly written report shall be presented to the Board that reviews and tracks at minimum the project implementation timelines, cashflow, costs, and Life-of-Project budget for Metrolink (Los Angeles County) and Metro Regional Rail programs and projects.

WE FURTHER MOVE that the Board directs the CEO to work with Metrolink to identify projected Operating and Maintenance expenses over the next five Fiscal Years (through FY20), with a report back to the Board within 90 days.

WE ALSO MOVE that the Board (1) supports the staff recommendation for Item #6C to defer Metro's share of the Metrolink FY16 Renovation and Rehabilitation budget and (2) directs the CEO to request from Metrolink within 30 days a full accounting of its Capital and State of Good Repair needs, including but not limited to the following:

- A. A current inventory and status of all New Capital, Capital Rehabilitation, and State of Good Repair projects, including at minimum the following elements:
1. Year of original Metro fund allocation to these projects;
 2. Life-of-Project budgets;
 3. Project implementation timelines and progress to date;
 4. Percent completion of each project versus percent of funds spent;
 5. All unspent funds;
 6. Reasons for any delay in project implementation;
 7. Estimated cashflow requirements for each project over the next five Fiscal Years (through FY20);
- B. New projects expected over the next five Fiscal Years (through FY20); and
- C. An inventory of all currently unfunded State of Good Repair and safety improvement needs for the Metrolink system within Los Angeles County.

WE FURTHER MOVE that the Board directs the CEO to provide within 60 days a full accounting of all Regional Rail capital projects managed by Metro, including but not limited to the following elements:

- A. Life-of-Project budgets;
- B. Project implementation timelines;
- C. Cashflow needs;
- D. An accounting of all project delays and cost increases over the past three years; and
- E. A review of project scope for extraneous or deferrable elements to relieve demand upon Metrolink-eligible funding.

WE ALSO MOVE that the Board directs the CEO to develop within 120 days for the Board an ongoing short-range Metrolink program (Program) that plans out five years of funding commitments for Metrolink operations, maintenance, capital, and state of good repair.

- This Program will reconcile and prioritize the various demands on Metrolink-eligible funding and instill accountability and discipline for how Metro spends its Metrolink-eligible funding, with the possibility that Metro could provide multiyear funding commitments to Metrolink to reduce risk and costs for multiyear Metrolink programs and projects resulting from Metro's year-to-year annual budget process.

WE FURTHER MOVE that the Board defer approving the inclusion and/or debt encumbrance of Proposition C 10% as a funding source for the 2015 Call for Projects, except for projects which have a clear and direct nexus to a current or planned Metrolink station as determined by the CEO, until which time the Program is completed and capacity for Proposition C 10% is determined to be available.

- Should such Proposition C 10% capacity not be available, the Board directs the CEO to provide an alternative funding plan, excluding funding eligible for Metrolink and Metro bus and rail operations, for projects that would no longer have Proposition C 10% available as a funding source.

14. PLANNING AND PROGRAMMING COMMITTEE RECOMMENDED (5-0):

[2015-0478](#)

- A. adopting the **Regional Bikeshare Implementation Plan for Los Angeles County** ("Plan") (Attachment B).
- B. awarding a two-year firm fixed price Contract No. PS272680011357 (RFP No. PS11357), to Bicycle Transit Systems, Inc. (BTS) for the equipment, installation and operations of the Metro Countywide Bikeshare Phase 1 Pilot in the amount of \$11,065,673 contingent upon the execution of an MOU between the City of Los Angeles and Metro. Authorization of future phases

will be presented for Board approval contingent upon successful completion and operation of the Phase 1 Pilot, and completion and operation of each subsequent phase, availability of funding and interest of participating communities (Attachment A).

- C. authorizing the Chief Executive Officer (CEO) to take the following actions to implement the Metro Countywide Bikeshare Phase 1 Pilot in downtown Los Angeles ("Pilot"):
1. negotiating and executing a Memorandum of Understanding (MOU) between City of Los Angeles and Metro to set the terms of fiscal and administrative responsibility as described in the January 2015 Receive and File (Attachment C); and
 2. amending the Fiscal Year 15/16 bikeshare project budget to include an additional \$2.64M for the capital and operating and maintenance costs of the Metro Countywide Bikeshare Phase 1 Pilot (Attachment D).

Attachments: [Attachment A - Procurement Summary Bikeshare](#)
 [Attachment B - Regional Bike Share Implementation Plan](#)
 [Attachment C - Metro Countywide Bikeshare Recieve & File January 2015](#)
 [Attachment D - Bikeshare Funding Expenditure Plan](#)
 [Attachment E - January 2014 Board Report](#)
 [Attachment F - Motion Item 58](#)
 [Attachment G - Coutywide Bikeshare Interoperability Objectives](#)

20. PLANNING AND PROGRAMMING COMMITTEE RECOMMENDED (5-0) [2015-0339](#)
 as amended:

- 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.

Attachments: [Attachment A - Exec Summary](#)
 [Attachment B - Appendix J Constraint Analysis Matrix](#)
 [Attachment C - Cumulative ROW](#)
 [Attachment D - Alternative Comparison](#)

CONSIDER **Najarian Motion** to amend Item 20 so that staff proceeds with the Alternative 2 environmental work with the following stipulations: [2015-0954](#)

- 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.

25. AD HOC CONGESTION REDUCTION COMMITTEE FORWARDED DUE TO ABSENCES AND CONFLICTS awarding and executing a Firm Fixed Labor-Hour Contract No. AE275020011497 to Parsons Brinckerhoff (PB) for a three-year period for **ExpressLanes Program Management Support Services** for a total contract value not-to-exceed \$7,700,000. [2015-0690](#)

Attachments: [ATTACHMENT A Procurement summary](#)

33. RECEIVE AND FILE report responding to **Motion 21: Bus Rapid Transit Service - Silver Line**, brought forward at the February 2015 System Safety, Security and Operations Committee. [2015-0612](#)

Attachments: [Attachment A - Motion 21](#)

[ATTACHMENT B - Development of Silver Line](#)

50. RECEIVE AND FILE status report on **response to Board Motion No. 8: MTA Ridership** (March 19, 2015) to develop an Action Plan to increase Metro ridership. [2015-0655](#)

Attachments: [Attachment A Ridership Motion FINAL \(2015-03-18\)](#)

[Attachment B - Immediate Action Plan](#)

[Attachment C - Other Ridership Increase Strategies](#)

[Attachment D- Prior Board Motions on Increasing Ridership-V3](#)

52. CONSIDER **Garcetti Motion** that the Board instruct the CEO to: [2015-0956](#)

- A. Reduce all potable water use by 20% by 2017 using 2015 as the benchmark.
- B. Restrict irrigation using potable water to no more than two days per week. Facilities will be required to post their watering schedules. Drip Irrigation systems are exempt.
- C. Remove or limit ornamental turf to reduce water consumption.
1. Initiate a turf removal program using all available rebates.
 2. Replace landscaped areas with drought tolerant or California native plants during the renovation of existing facilities.
 3. Where possible, limit potable water use to plant establishment.
- D. Within 90 days, report back on the status of all 15 water

conservation strategies outlined in MTA's 2010 Water Action Plan and an accelerated implementation plan that identifies additional water conservation efforts that can be implemented since the Plan's adoption.

- E. By October 2015, MTA will disclose, via a public database, water use at all MTA facilities. The database is to be updated with each facility's water billing cycle. This data shall be integrated into the agency's Environmental Management System (EMS) training efforts.
- F. MTA shall install water sub meters at all facilities to understand and track water consumption for individual operations.
- G. MTA shall educate the public on water conservation measures via websites and other exiting information outlets.
- H. Identify funding opportunities and collaborate with local and state agencies to implement water-related projects including groundwater re-charge, low impact development, reuse of industrial wastewater, construction of recycling and water reuse facilities, and similar infrastructure.
- I. Report back to the Board within one year on the agency's resiliency to maintain service and reliability in light of diminishing water supplies and limited resources; and MTA's progress on the development and implementation of alternative technologies, procedures, and design innovations to reduce potable water use in all of the agency's activities.

67. CONSTRUCTION COMMITTEE RECOMMENDED AS AMENDED (4-0) [2015-0484](#)
authorizing the Chief Executive Officer to execute a cost-plus-fixed-fee Contract No. PS2415-3412 with STV, Inc. for the **Brighton to Roxford Double Track Project** in the amount of ~~\$12,500,000~~ \$13,594,016, inclusive of all design phases. This contract is for three years.

Attachments: [Brighton to Roxford Procurement Summary - Attachment A](#)
[Brighton to Roxford - Map Attachment B](#)

68. RECEIVE update on **State of California Special Session on Infrastructure**. [2015-0969](#)

69. ELECTION of **Board Officers**. [2015-0972](#)

END OF NON-CONSENT ITEMS

70. CLOSED SESSION:[2015-0970](#)

- A. Conference with Legal Council - Existing Litigation - G.C. 54956.9(d)(1):
1. 515/555 Flower Associates, LLC v. LACMTA, LASC Case No. BS137371
 2. Edward Tabin, et al. v. LACMTA, et al., LASC Case No. TC026910
 3. Kiewit Infrastructure West Co. f/k/a Kiewit Pacific Company v. LACMTA, LASC Case No. BC545331
 4. City of Beverly Hills v. LACMTA, Second District Court of Appeal, Case No. B25660; and Beverly Hills Unified School District v. LACMTA, Second District Court of Appeal, Case No. B256753
- B. Conference with Labor Negotiator - G.C. 54957.6:
Agency Designated Representative: Don Ott or designee
Employee Organizations: SMART, ATU, TCU, AFSCME and Teamsters

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

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

Adjournment in Memory of Goldy Norton.



Board Report

File #: 2015-0959, **File Type:** Informational Report

Agenda Number: 2.

**REGULAR BOARD MEETING
JUNE 25, 2015**

SUBJECT: REGULAR BOARD MEETING MINUTES HELD MAY 28, 2015, SPECIAL BOARD MEETING HELD MAY 28, 2015 AND FY 2016 BUDGET SPECIAL BOARD WORKSHOP HELD MAY 21, 2015

APPROVED Minutes of the Regular Board Meeting held May 28, 2015, Special Board Meeting held May 28, 2015 and Fiscal Year 2016 Budget Special Board Workshop held May 21, 2015.

ATTACHMENTS

Attachment A - Regular Board Meeting Minutes on May 28, 2015

Attachment B - Special Board Meeting Minutes on May 28, 2015

Attachment C - FY 2016 Budget Special Board Workshop Minutes on May 21, 2015

Thursday, May 21, 2015 11:30 AM

MINUTES

Fiscal Year 2016 Budget Special Board Workshop Board of Directors

One Gateway Plaza
3rd Floor Board Room

Called to Order at: 11:41 a.m.

Directors Present

John Fasana, 2nd Vice Chair
Diane DuBois
Jacquelyn Dupont-Walker
Sheila Kuehl
Shirley Choate, non-voting member

Officers

Phillip Washington, Chief Executive Officer
Michele Jackson, Board Secretary
Karen Gorman, Acting Ethics Officer
Karen Gorman, Inspector General
County Counsel, General Counsel



Los Angeles County
Metropolitan Transportation Authority

Metro

1. **FY2016 Proposed Budget.**

A. RECEIVED Staff presentation of FY2016 Proposed Budget.

MA	PK	JB	SK	MB	JF	EG	MRT	DD	JDW	HS	DK	AN
A	A	A	P	A	P	A	A	P	P	A	A	A


B. RECEIVED Public Comment

MA	PK	JB	SK	MB	JF	EG	MRT	DD	JDW	HS	DK	AN
A	A	A	P	A	P	A	A	P	P	A	A	A

C. Closed Workshop

MA	PK	JB	SK	MB	JF	EG	MRT	DD	JDW	HS	DK	AN
A	A	A	P	A	P	A	A	P	P	A	A	A

ADJOURNED at 12:07 p.m.
Prepared by: Deanna Phillips, Board Specialist


Michele Jackson, Board Secretary

Thursday, May 28, 2015 9:30 AM

MINUTES

Regular Board Meeting Board of Directors

One Gateway Plaza
3rd Floor Board Room

Called to Order at 9:45 a.m.

Directors Present

Eric Garcetti, Chair
Mark Ridley-Thomas, 1st Vice Chair
John Fasana, 2nd Vice Chair
Michael Antonovich
Mike Bonin
James Butts
Jacquelyn Dupont-Walker
Don Knabe
Paul Krekorian
Sheila Kuehl
Ara J. Najarian
Hilda Solis
Shirley Choate, non-voting member

Officers

Phillip Washington, Chief Executive Officer
Michele Jackson, Board Secretary
Karen Gorman, Acting Ethics Officer
Karen Gorman, Inspector General
County Counsel, General Counsel



Metro

Los Angeles County
Metropolitan Transportation Authority

1. APPROVED Consent Calendar Items: 2, 15, 46, 19, 20, 21, 23, 24, 25, 33, 34, 35, 36, 45, 46, **48, 50, 52, 62, 63 and 64.

Consent Calendar items were approved by one motion except items 16 and 25 which were held by a Director for discussion and/or separate action.

***Item required 2/3 vote*

MA	PK	JB	SK	MB	JF	EG	MRT	DD	JDW	HS	DK	AN
Y	Y	Y	Y	A	Y	Y	A	A	Y	Y	Y	Y

2. APPROVED ON CONSENT CALENDAR Minutes of the Regular Board Meeting held April 30, 2015.

3. RECEIVED Chair's Report.

MA	PK	JB	SK	MB	JF	EG	MRT	DD	JDW	HS	DK	AN
P	P	P	P	A	P	P	A	A	P	P	P	P

4. RECEIVED Chief Executive Officer's Report.

- Presentation of the Telly Award to the Metro Board of Directors.

MA	PK	JB	SK	MB	JF	EG	MRT	DD	JDW	HS	DK	AN
P	P	P	P	A	P	P	P	A	P	P	P	P

10. APPROVED Motion by Director O'Connor to adopt the updated SCAG/Metro Joint Work Program.

MA	PK	JB	SK	MB	JF	EG	MRT	DD	JDW	HS	DK	AN
Y	Y	Y	Y	Y	Y	Y	A	A	Y	Y	A	A

MA = M. Antonovich	MB = M. Bonin	DD = D. DuBois	AN = A. Najarian
PK = P. Krekorian	JF = J. Fasana	JDW = J. Dupont-Walker	
JB = J. Butts	EG = E. Garcetti	HS = H. Solis	
SK = S. Kuehl	MRT = M. Ridley-Thomas	DK = D. Knabe	

LEGEND: Y = YES, N = NO, C = HARD CONFLICT, S = SOFT CONFLICT ABS = ABSTAIN, A = ABSENT, P = PRESENT

15. **APPROVED ON CONSENT CALENDAR Access Services Proposition C local funding request in an amount not-to-exceed \$84,164,299 for FY 15/16.** This amount includes:

- A. \$82,077,993 – Access Services Operating Funds; and
- B. \$2,086,306 – paid directly to the Southern California Regional Rail Authority (Metrolink) for its participation in the Board-adopted Access Free Fare Program.

15.1 **WITHDRAWN: Knabe, DuBois and Butts Motion** that:

- A. the MTA Board of Directors formally support the Access Services Petition for Rulemaking that asks for an amendment to the DOT’s regulations concerning Americans with Disabilities Act paratransit fares, which would allow the Access Services coordinated fare to continue as it has for the last two decades;
- B. as access works with DOT regarding the petition, Access should continue their efforts to comply with the FTA finding; and
- C. report back to the Board in November of this year on the status of the ASI request.

16. **ADOPTED** a resolution on the **Measure R Program** authorizing:

- A. a short-term borrowing program not to exceed \$300,000,000;
- B. the execution and delivery of documents related to the short-term borrowing program; and
- C. the pledge of revenues and other security for such subordinate obligations and super subordinate obligations.

MA	PK	JB	SK	MB	JF	EG	MRT	DD	JDW	HS	DK	AN
Y	Y	Y	Y	A	Y	Y	A	A	Y	Y	A	A

19. **APPROVED ON CONSENT CALENDAR Design Option 3 for the S track alignment to accommodate the future Airport Metro Connector transit station.**

20. **AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to negotiate a Funding Agreement for \$1,000,000 with Caltrans to conduct noise studies on the freeway system.**

21. **APPROVED ON CONSENT CALENDAR:**
 - A. **the updated Project Lists for Measure R Highway Subregional Program (MRHSP) including:**
 1. Highway Operational Improvements in Arroyo Verdugo sub region;
 2. Highway Operational Improvements in Las Virgenes/Malibu sub region;
 3. Interstate 405, I-110, I-105 and SR-91 Ramp and Interchange Improvements (South Bay);
 4. State Route 138 Capacity Enhancements;
 5. Interstate 605 Corridor "Hot Spots" Interchanges;
 6. Interstate 710 South and/or Early Action Projects; and
 - B. **authorizing the Chief Executive Officer to negotiate and execute all necessary agreements for approved projects.**

23. **APPROVED ON CONSENT CALENDAR:**
 - A. **programming \$116,000 in new Measure R 3% funds to the Vincent Grade/Acton Station Second Platform and Siding Extension Project (Vincent Project);**

(Continued on next page)

(Item 23 – continued from previous page)

- B. reprogramming \$275,000 in cost savings from the Antelope Valley Line Infrastructure Improvement Strategic Plan (AVL Study) to the Vincent Grade/Acton Station Second Platform and Siding Extension Project (Vincent Project); and
 - C. authorizing the Chief Executive Officer, or his designee, to negotiate and execute all agreements necessary for this action.
24. APPROVED ON CONSENT CALENDAR:
- A. updated **countywide light rail yard cost allocation** percentages and amounts; and
 - B. allocating costs to projects accordingly.
25. AUTHORIZED the Chief Executive Officer to commit up to \$10.8 million in local matching funds to facilitate competitive match packages for submittal of two grant applications for the **"Rail to Rail Active Transportation Corridor (ATC) Connector Project"** a segment of the Rail to River Intermediate ATC Project:
- A. \$8.4 million in additional local funds will be applied for a hard match for a grant request in the amount of \$9.6 million through the Caltrans Division of Local Assistance Active Transportation Program (ATP) Grant funding program. Total project cost for Segment A-1 (3.6 miles) is estimated to be \$18 million, including estimated remaining right-of-way (ROW) easement acquisition costs;
 - B. \$10.8 million in local match funds, which includes remaining estimated ROW easement acquisition costs, will be applied as part of a local match package for a grant request in the amount of \$21.3 million through the Department of Transportation (DOT) Transportation Investment Generating Economic Recovery Act (TIGER) VII grant program. Project cost for the full length of Segment A, inclusive of Segment A-1, A-2, and A-3 (6.4 miles) is estimated to be \$32.1 million, and includes estimated construction costs and estimated ROW easement acquisition costs. Preconstruction activities in the amount of \$2.8 million previously funded by the Board are excluded from these estimates; and

(Continued on next page)

(Item 25 – continued from previous page)

C. receive and file update on Rail to River study.

MA	PK	JB	SK	MB	JF	EG	MRT	DD	JDW	HS	DK	AN
Y	Y	Y	Y	Y	Y	Y	Y	A	Y	Y	ABS	Y

28. AUTHORIZED the Chief Executive Officer to execute a two-year agreement for FY16 and FY17 with the California Highway Patrol to provide services in support of the **Metro Freeway Service Patrol, Big Rig Service Patrol and ExpressLanes FSP programs** in an amount not to exceed \$2,811,284.

MA	PK	JB	SK	MB	JF	EG	MRT	DD	JDW	HS	DK	AN
Y	Y	Y	Y	A	Y	Y	A	A	Y	Y	A	A

29. APPROVED:

A. awarding and executing a three-year, cost plus fixed fee Contract No. PS272690011369 to Jacobs Engineering Group, Inc. for an amount not-to-exceed \$3,097,404 for **ExpressLanes operations and maintenance technical oversight support**; and

B. amending the FY15 budget by \$100,000 in Cost Center 2220 to cover expenditures for the remainder of the fiscal year.

MA	PK	JB	SK	MB	JF	EG	MRT	DD	JDW	HS	DK	AN
Y	Y	Y	Y	A	Y	Y	A	A	Y	Y	A	A

30. AUTHORIZED the Chief Executive Officer to execute a three-year Funding Agreement No. FA.CRI15222001 with the CHP to provide **enforcement services on the I-10 and I-110 ExpressLanes** starting in July 2015 and ending June 2018 in the amount of \$9,715,383.

MA	PK	JB	SK	MB	JF	EG	MRT	DD	JDW	HS	DK	AN
Y	Y	Y	Y	A	Y	Y	A	A	Y	Y	A	A

33. APPROVED ON CONSENT CALENDAR:
- A. programming of up to \$32.2 million that is available to the Los Angeles County Metropolitan Transportation Authority from FY2014 and FY 2015 State Proposition 1B Transit Security Program for **eligible transit system safety, security and disaster response capital projects**; and
 - B. adopting resolutions required by the Governor's Office of Emergency Services to obtain financial assistance from the FY2014 and FY2015 State Proposition 1B Transit Security Program.
34. AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to award a firm fixed price contract under IFB OP37903380A to Wondries Fleet Group the lowest responsive and responsible bidder for **40 Mid-Size Sports Utility Vehicles (SUVs)** for a firm fixed price of \$1,519,429 inclusive of sales tax and environmental fees.
35. APPROVED ON CONSENT CALENDAR the following **nominees for membership on Metro's Gateway Cities Service Council**:
- A. Al Austin II
Nominated by: Gateway Cities Council of Governments
Term Ending: June 30, 2016
 - B. Isaac Galvan
Nominated by: Gateway Cities Council of Governments
Term Ending: June 30, 2017
36. AUTHORIZED ON CONSENT CALENDAR:
- A. Modification No. 13 to Contract OP35032075 with SmartDrive Systems Inc. for a fixed unit rate not-to-exceed amount of \$666,892 increasing the total contract price from \$6,343,757 to \$7,010,649 to **extend incident Based Surveillance System services on Metro's bus fleet and on the Blue Line rail car fleet** for a period of six months; and

(Continued on next page)

(Item 36 – continued from previous page)

- B. an increase of Contract Modification Authority (CMA) in the amount of \$350,532, increasing the CMA from \$271,507 to \$622,039 to allow for changes due to schedule variations associated with bus and rail fleet procurements.

38. RECEIVED AND FILED Gateway Building Space Assessment report.

MA	PK	JB	SK	MB	JF	EG	MRT	DD	JDW	HS	DK	AN
P	P	P	P	P	P	P	P	A	P	P	A	P

38.1 APPROVED Motion by Director Fasana to report back within 90 days with the following path forward items:

- A. Engage Architect
- B. Assess current and near term space requirements
- C. Return with alternatives
- D. Request budget amendment to implement selected alternative

42. RECEIVED AND FILED monthly report on Crenshaw/LAX safety.

MA	PK	JB	SK	MB	JF	EG	MRT	DD	JDW	HS	DK	AN
P	P	P	P	P	P	P	P	A	P	P	A	P

44. APPROVED:

- A. an increase in Life-of-Project budget for Division 16: Southwestern Yard Project Life-of-Project budget in the amount of \$22.0 million increasing the LOP from \$285.2 million to \$307.2 million to **complete final design and construction of the Southwestern Yard Project**; and

(Continued on next page)

(Item 44 – continued from previous page)

- B. awarding a firm fixed price contract under Contract No. C0991, to Hensel Phelps/Herzog JV for the final design and construction of Division 16: Southwestern Yard, in the amount of \$172,312,697, which includes \$163,565,200 for base scope, \$5,210,000 for provisional sums and \$3,537,497 for two options, subject to resolution of any timely protests.

MA	PK	JB	SK	MB	JF	EG	MRT	DD	JDW	HS	DK	AN
Y	Y	Y	Y	A	Y	A	A	A	Y	Y	A	Y

- 45. AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to establish Life of Project budgets totaling \$141,545,000 for three capital projects to **construct two freeway sound wall projects and extend one existing sound wall according to the cash flow plan:**

- A. Capital Project 460323 Sound Wall Package 10: The I-210 Freeway from **Santa Anita in the City of Arcadia to Fair Oaks in the City of Pasadena** the amount of \$50,862,000;

- B. Capital Project 460321 Sound Wall Package 07: Route 134 extends recently completed Sound Wall No. 260 from **Placidia Avenue to Sancola Avenue** in the amount of \$1,500,000. Because it is not economical or cost effective to design and construct a segment of a sound wall from Package 7 as a stand-alone project, the construction contract for Sound Wall Package 07 will be issued with Sound Wall Package 10 Project; and

- C. Capital Project 460324 Sound Wall Package 11: Route 170 from **Riverside Drive to Sherman Way and Route 405 at Stagg Street** in the amount of \$89,183,000.

- 46. AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to enter into a **stipend agreement with each of the pre-qualified proposers for the Westside Purple Line Extension Section 2 Project**, in an amount of \$1,500,000 per stipend agreement for the unsuccessful responsive and responsible proposers.

48. APPROVED ON CONSENT CALENDAR BY TWO-THIRDS VOTE:
- A. finding that awarding a design-build contract pursuant to **Public Utilities Code section 130242 (a)** will achieve certain private sector efficiencies in the integration of design, project work, and components related to real property renovation, improvements, and construction work at Metro transit facilities in Los Angeles County as defined by the type of projects; and
 - B. authorizing the Chief Executive Officer to solicit and award design-build contracts for renovations, improvements, and construction at Metro transit facilities, pursuant to Public Utilities Code Section 130242.
50. AUTHORIZED ON CONSENT CALENDAR:
- A. a Contract Modification No 47 by **Caltrans for Segment 3 construction contract of the I-5 North Capacity Enhancements from SR-134 to SR-118** under Funding Agreement No. MOU. P0008355/8501 A/A5, in the amount of \$1,500,000 without an increase in the project budget or contract value; The contract value of this project remains \$405,575,000; and
 - B. a Contract Modification No. 80 (aka Contract Change Order, CCO 80) by Caltrans for Segment 1 construction contract of the I-5 South HOV Widening from I-605 to Orange County Line under the Funding Agreement No. MOU.P0004292 A/A2, in the amount of \$822,444 without an increase in the project budget or contract value. The contract value of this project remains \$108,771,000.
52. APPROVED ON CONSENT CALENDAR recommended **incentives for meeting or exceeding the goals of Metro's Project Labor Agreement and Construction Careers Policy**; and the recommended changes to Metro's Federal Legislative Program.

59. **ADOPTED AS AMENDED** the following positions on Federal Legislation:

A. H.R. 680 (Blumenauer) - Update, Promote, and Develop America's Transportation Essentials Act of 2015 – SUPPORT

MA	PK	JB	SK	MB	JF	EG	MRT	DD	JDW	HS	DK	AN
Y	Y	Y	Y	Y	Y	Y	A	A	Y	Y	A	A

B. H.R. 935 (Hahn) - National Freight Network Trust Fund Act of 2015 - SUPPORT WORK WITH AUTHOR

MA	PK	JB	SK	MB	JF	EG	MRT	DD	JDW	HS	DK	AN
Y	Y	Y	Y	Y	Y	Y	A	A	Y	Y	A	A

C. H.R. 990 (King) - Commuter Parity Act of 2015 – SUPPORT

MA	PK	JB	SK	MB	JF	EG	MRT	DD	JDW	HS	DK	AN
Y	Y	Y	Y	Y	Y	Y	A	A	Y	Y	A	A

D. H.R. 1308 (Lowenthal) - Economy in Motion: The National Multimodal and Sustainable Freight Infrastructure Act – SUPPORT WORK WITH AUTHOR

MA	PK	JB	SK	MB	JF	EG	MRT	DD	JDW	HS	DK	AN
Y	Y	Y	Y	Y	Y	Y	A	A	Y	Y	A	A

E. H.R. 1461 (Massie) - Developing Roadway Infrastructure for a Vibrant Economy Act of 2015 – OPPOSE

MA	PK	JB	SK	MB	JF	EG	MRT	DD	JDW	HS	DK	AN
N	Y	Y	Y	Y	Y	Y	A	A	Y	Y	A	A

F. H.R. 1551 (Sanford) - Highway Restoration Act of 2015 – OPPOSE

MA	PK	JB	SK	MB	JF	EG	MRT	DD	JDW	HS	DK	AN
N	Y	Y	Y	Y	Y	Y	A	A	Y	Y	A	A

(Continued on next page)

(Item 59 – continued from previous page)

G. S. 650 (Blunt) - Railroad Safety and Positive Train Control Extension Act - ~~WORK WITH AUTHOR~~ OPPOSE

MA	PK	JB	SK	MB	JF	EG	MRT	DD	JDW	HS	DK	AN
Y	Y	Y	Y	Y	Y	Y	A	A	Y	Y	A	A

H. S. 797 (Booker) - Railroad Infrastructure Financing Improvement Act - SUPPORT WORK WITH AUTHOR

MA	PK	JB	SK	MB	JF	EG	MRT	DD	JDW	HS	DK	AN
Y	Y	Y	Y	Y	Y	Y	A	A	Y	Y	A	A

I. S. 1006 (Feinstein) - Positive Train Control Safety Act – SUPPORT

MA	PK	JB	SK	MB	JF	EG	MRT	DD	JDW	HS	DK	AN
Y	Y	Y	Y	Y	Y	Y	A	A	Y	Y	A	A

J. S. 880 (SCHATZ)- Transit Oriented Development Eligibility for TIFIA Program – SUPPORT

MA	PK	JB	SK	MB	JF	EG	MRT	DD	JDW	HS	DK	AN
Y	Y	Y	Y	Y	Y	Y	A	A	Y	Y	A	A

60. **ADOPTED** the following positions on State Legislation:

A. AB 227 (Alejo) – Truck Weight Fees – Restore truck weight fees to the State Highway Account therefore making them available for state highway maintenance needs – SUPPORT

MA	PK	JB	SK	MB	JF	EG	MRT	DD	JDW	HS	DK	AN
Y	Y	Y	Y	Y	Y	Y	A	A	Y	Y	A	A

B. SB 16 (Beall) – Transportation Funding – These funds would be allocated primarily to address state highways and local streets and road maintenance needs – SUPPORT

MA	PK	JB	SK	MB	JF	EG	MRT	DD	JDW	HS	DK	AN
N	Y	Y	Y	Y	Y	Y	A	A	Y	Y	A	A

62. **APPROVED ON CONSENT CALENDAR Metro's Participation in the City of Los Angeles Bonding Assistance Program and Request for Proposal Process.**

63. **AMENDED ON CONSENT CALENDAR Title 6, Chapter 6-05 of the Los Angeles County Metropolitan Transportation Authority Administrative Code**, otherwise known as the Metro Customer Code of Conduct. The amended Code will become effective June 1, 2015.

64. **APPROVED ON CONSENT CALENDAR:**

A. increasing the Life-of-Project budget for Project 809081, **Red Line Segment 2 Close-out** in the amount of \$2,143,403, increasing the previous authorization amount of \$29,367,000 to \$31,510,403; and

B. amending the FY15 budget to add \$2,143,403 to Project 809081, **Red Line Segment 2 Close-out**.

MA	PK	JB	SK	MB	JF	EG	MRT	DD	JDW	HS	DK	AN
			C			C						

70. **ADOPTED AS AMENDED staff recommended position:**

AB 726 (Nazarian) – Higher Capacity Buses on the Metro Orange Line – WORK WITH AUTHOR SUPPORT

MA	PK	JB	SK	MB	JF	EG	MRT	DD	JDW	HS	DK	AN
Y	Y	Y	Y	Y	Y	Y	A	A	Y	Y	A	A

71. **AMENDED the FY15 budget to add up to \$40,100,000 to Project 865522, Westside Purple Line Extension Section 2.**

MA	PK	JB	SK	MB	JF	EG	MRT	DD	JDW	HS	DK	AN
Y	Y	Y	Y	Y	Y	Y	A	A	Y	Y	A	A

72. **WITHDRAWN: RECEIVE** oral update on development of **Potential 2016 Ballot Measure.**

73. **CLOSED SESSION**

A. Conference with Legal Counsel – Existing Litigation – G.C. 54956.9(d)(1)

Frank Cunningham v. LACMTA, LASC Case No. BC505386

APPROVED settlement in the amount of \$1,650,000.

MA	PK	JB	SK	MB	JF	EG	MRT	DD	JDW	HS	DK	AN
Y	Y	Y	Y	Y	Y	Y	A	A	Y	Y	A	A

B. Conference with Labor Negotiator – G.C. 54957.6

Agency Designated Representative: Don Ott or designee

Employee Organization: Teamsters

NO REPORT.

C. Conference with Real Property Negotiator – G.C. 54956.8

1. Property Description: 9430 Wilshire Boulevard, Beverly Hills, CA

Agency Negotiator: Velma Marshall

Negotiating Party: Douglas Christmas d/b/a Ace Gallery Los Angeles

Under Negotiation: Price and Terms

APPROVED granting the seller an option to repurchase the property.

MA	PK	JB	SK	MB	JF	EG	MRT	DD	JDW	HS	DK	AN
Y	Y	A	Y	Y	Y	Y	A	A	Y	Y	A	A

(Continued on next page)

(Item 73 – continued from previous page)

2. Property Description: 400-416 E. 1st Street, 114 S. Central Ave and
105 Alameda Street

Agency Negotiator: Carol Chiodo

Negotiating Party: Robert Volk/Volk Trust

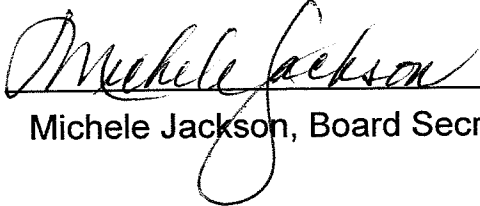
Under Negotiation: Price and Terms

APPROVED acquisition in the amount of \$18,500,000.

MA	PK	JB	SK	MB	JF	EG	MRT	DD	JDW	HS	DK	AN
Y	Y	A	Y	Y	Y	Y	A	A	Y	Y	A	A

ADJOURNED at 12:44 p.m.

Prepared by: Deanna Phillips, Board Specialist


Michele Jackson, Board Secretary

Thursday, May 28, 2015 9:00 AM

MINUTES

Special Board Meeting Board of Directors

One Gateway Plaza
3rd Floor Board Room

Called to Order at 9:23 a.m.

Directors Present

Eric Garcetti, Chair
John Fasana, 2nd Vice Chair
Michael Antonovich
James Butts
Jacquelyn Dupont-Walker
Don Knabe
Paul Krekorian
Sheila Kuehl
Ara J. Najarian
Hilda Solis
Shirley Choate, non-voting member

Officers

Phillip Washington, Chief Executive Officer
Michele Jackson, Board Secretary
Karen Gorman, Acting Ethics Officer
Karen Gorman, Inspector General
County Counsel, General Counsel



Los Angeles County
Metropolitan Transportation Authority

Metro

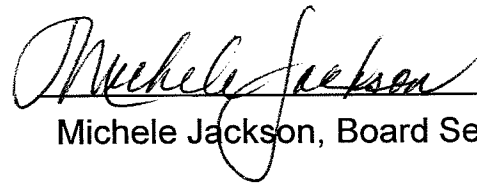
14. ADOPTED AS AMENDED the **FY16 Budget**.

DUPONT-WALKER AMENDMENT: Defer approval to next month of 3 Supervisory FTE's for the Crenshaw/LAX and Regional Connector projects contingent upon consideration of how those positions fit within the scope of future CMSS contracts.

MA	PK	JB	SK	MB	JF	EG	MRT	DD	JDW	HS	DK	AN
Y	Y	Y	Y	A	Y	Y	A	A	Y	Y	Y	Y

ADJOURNED at 9:45 a.m.

Prepared by: Deanna Phillips, Board Specialist



Michele Jackson, Board Secretary



Board Report

File #: 2015-0574, File Type: Resolution

Agenda Number: 7.

FINANCE, BUDGET AND AUDIT COMMITTEE
June 17, 2015

SUBJECT: TRANSPORTATION DEVELOPMENT ACT (TDA) ARTICLE 8 FUND PROGRAM

**ACTION: ADOPT FINDINGS, RECOMMENDATIONS AND RESOLUTION FOR FY 2015-16
TDA ARTICLE 8 UNMET TRANSIT NEEDS**

RECOMMENDATION

ADOPTED ON CONSENT CALENDAR:

- A. findings and recommendations (Attachment A) for **allocating fiscal year (FY) 2015-16 Transportation Development Act (TDA) Article 8 funds estimated at \$23,988,324** as follows:
1. In the City of Avalon there are unmet transit needs that are reasonable to meet, and the City of Avalon will use \$146,632 of their Article 8 funds (Attachment B) for their transit services. Therefore, TDA Article 8 funds will be used to meet the unmet transit needs, as described in Attachment A;
 2. In the Antelope Valley, which includes the Cities of Lancaster and Palmdale, and in the Los Angeles County Unincorporated areas of the Antelope Valley, transit needs are met using other funding sources, such as Proposition A and Proposition C Local Return. Therefore, TDA Article 8 funds in the amount of \$6,011,397 and \$5,852,688 (Lancaster and Palmdale, respectively), may be used for street and road purposes and/or transit, as long as long as their transit needs continue to be met;
 3. In the Santa Clarita Valley, which includes the City of Santa Clarita and the Los Angeles County unincorporated areas of the Santa Clarita Valley, transit needs are met with other funding sources, such as Proposition A and Proposition C Local Return. Therefore, TDA Article 8 funds in the amount of \$7,863,268 for the City of Santa Clarita may be used for street and road and/or transit, as long as their transit needs continue to be met;
 4. In the Los Angeles County Unincorporated areas of North County, the areas encompass both the Antelope Valley and the Santa Clarita Valley, transit needs are met with other funding sources, such as Proposition A and Proposition C Local Return. Therefore, TDA Article 8 funds in the amount of \$4,117,340 may be used for street and road purposes

and/or transit, as long as their transit needs continue to be met; and

- B. a resolution (Attachment C) making a determination of unmet public transportation needs in the areas of Los Angeles County outside the Metro service area.

ISSUE

State law requires that the Los Angeles County Metropolitan Transportation Authority (LACMTA) make findings regarding unmet transit needs in areas outside Metro's service area. If there are unmet transit needs that are reasonable to meet, then these needs must be met before TDA Article 8 funds may be allocated for street and road purposes.

DISCUSSION

Under the State of California TDA Article 8 statute, state transportation funds are allocated to the portions of Los Angeles County outside Metro's service area. These funds are for "unmet transit needs may be reasonable to meet". However, if no such needs exist, the funds can be spent for street and road purposes. See Attachment D for a brief summary of the history of TDA Article 8 and definitions of unmet transit needs.

Before allocating TDA Article 8 funds, the Act requires that we conduct a public hearing process (Attachment E). If there are determinations that there are unmet transit needs, which are reasonable to meet and we adopt such a finding, then these needs must be met before TDA Article 8 funds can be used for street and road purposes. By law, we must adopt a resolution annually that states our findings regarding unmet transit needs. Attachment C is the FY 2015-16 resolution. The proposed findings and recommendations are based on public testimony (Attachment F) and the recommendations of the SSTAC and the Hearing Board.

POLICY IMPLICATION

Staff have followed state law in conducting public hearings and obtaining input from the Social Service Transportation Advisory Council (SSTAC) regarding unmet transit needs. The SSTAC is comprised of social service providers and other interested parties in the North County areas. Attachment G summarizes the recommendations made and actions taken during FY 2014-15 (for the FY 2015-16 allocation estimates) and Attachment H is the proposed recommendations of the FY15-16 SSTAC. On April 20, 2015, the TDA Article 8 Hearing Board was convened on behalf of the Board of Directors to conduct the required public hearing process. The Hearing Board developed findings and made recommendations for using TDA Article 8 funds based on the input from the SSTAC and the public hearing process.

Upon transmittal of Board-adopted findings and documentation of the hearings process to Caltrans Headquarters, and upon Caltrans approval, funds will be released for allocation to the eligible jurisdictions. Delay in adopting the findings, recommendations and the resolution contained in Attachments A and C would delay the allocation of \$23,988,324 in TDA Article 8 funds to the recipient local jurisdictions.

DETERMINATION OF SAFETY IMPACT

Approval of this project will have no impact on Safety.

FINANCIAL IMPACT

The funding for this action is included in the FY16 Budget in cost center 4430, project number 405510, task 5.03. The TDA Article 8 funds for FY 2015-16 are estimated at \$23,988,324 (Attachment B). TDA Article 8 funds are state sales tax revenues that state law designates for use by Los Angeles County local jurisdictions outside Metro's service area. We allocate TDA Article 8 funds based on population and disburse them monthly, once each jurisdiction's claim form is received, reviewed and approved.

ALTERNATIVES CONSIDERED

The Board of Directors could adopt findings or conditions other than those developed in consultation with the Hearing Board, with input from the state-required SSTAC (Attachment H) and through the public hearing process. However, this is not recommended because adopting the proposed findings and recommendations made by the SSTAC and adopted by the Hearing Board have been developed through a public hearing process, as described in Attachment E, and in accordance with the TDA statutory requirements.

NEXT STEPS

Once Caltrans reviews and approves the Board-adopted resolution and documentation of the hearing process, we will receive TDA Article 8 funds to allocate to the recipient local jurisdictions.

ATTACHMENTS

- A. FY16 Proposed Findings and Recommended Actions
- B. TDA Article 8 Apportionments: Estimates for FY 2015-16
- C. FY 2015-16 TDA Article 8 Resolution
- D. History of TDA Article 8 and Definitions of Unmet Transit Needs
- E. TDA Article 8 Public Hearing Process
- F. FY16 Comment Summary Sheet - TDA Article 8 Unmet Transit Needs Public Testimony and Written Comments
- G. Summary of Recommendations and Actions Taken
- H. Proposed Recommendations of the FY2015-16 SSTAC

Prepared by: Kelly Hines, Deputy Executive Officer, Finance (213)-922-4569
Armineh Saint, Program Manager, Local Programming (213) 922- 2369

Reviewed by: Nalini Ahuja, Executive Director, Finance and Budget, (213) 922-3088



Phillip A. Washington
Chief Executive Officer

**FY 2015-16 TDA ARTICLE 8
PROPOSED FINDINGS AND RECOMMENDED ACTIONS**

CATALINA ISLAND AREA

- Proposed Findings - that in the City of Avalon there are unmet transit needs that are reasonable to meet using TDA Article 8 funds.
- Recommended Actions - that the City of Avalon address the following and implement if reasonable to meet: 1) maintain funding sources for transit services.

ANTELOPE VALLEY AREA

- Proposed Findings – there are no unmet transit needs that are reasonable to meet; in the Cities of Lancaster and Palmdale and the unincorporated portions of North Los Angeles County, existing transit needs can be met through using other existing funding sources. Therefore, TDA Article 8 funds may be used for street and road projects, or transit projects.
- Recommended Actions – That Antelope Valley Transit Authority (AVTA) address the following: 1) continue to evaluate funding opportunities for transit services.

SANTA CLARITA VALLEY AREA

- Proposed Findings - that in the City of Santa Clarita, and the unincorporated portions of the Santa Clarita Valley, existing transit needs can be met through the recommended actions using other funding sources. Therefore, TDA Article 8 funds may be used for street and road projects, or transit projects.
- Recommended Actions - that Santa Clarita Transit address the following: 1) continue to evaluate funding opportunities for transit services.

ATTACHMENT B

**Los Angeles County Metropolitan Transportation Authority
 FY 2016 TDA ARTICLE 8 APPORTIONMENTS
 (Transit/Streets & Highways)**

AGENCY	POPULATION [1]	ARTICLE 8 PERCENTAGE	ALLOCATION OF TDA ARTICLE 8 REVENUE
Avalon	3,820	0.60%	\$ 143,632
Lancaster	159,878	25.06%	6,011,397
Palmdale	155,657	24.40%	5,852,688
Santa Clarita	209,130	32.78%	7,863,268
LA County Unincorporated [2]	<u>109,504</u>	<u>17.16%</u>	<u>4,117,340</u>
Total	637,989	100.00%	\$ 23,988,324
		Estimated Revenues:	\$ 23,988,324

[1] Population estimates are based on State of California Department of Finance census 2014 data-report

[2] The Unincorporated Population figure is based on 2007 estimates by Urban Research minus annexation figures from Santa Clarita increased population of 26,518 (2012 annexation)

**RESOLUTION OF THE LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION
AUTHORITY MAKING A DETERMINATION AS TO
UNMET PUBLIC TRANSPORTATION NEEDS IN LOS ANGELES COUNTY
FOR FISCAL YEAR 2015-16**

WHEREAS, the Los Angeles County Metropolitan Transportation Authority (LACMTA) is the designated Transportation Planning agency for the County of Los Angeles and is, therefore, responsible for the administration of the Transportation Development Act, Public Utilities Code Section 99200 et seq.; and

WHEREAS, under Sections 99238, 99238.5, 99401.5 and 99401.6, of the Public Utilities Code, before any allocations are made for local street and road use, a public hearing must be held and from a review of the testimony and written comments received and the adopted Regional Transportation Plan, make a finding that 1) there are no unmet transit needs; 2) there are no unmet transit needs that are reasonable to meet; or 3) there are unmet transit needs, including needs that are reasonable to meet; and

WHEREAS, at its meetings of June 25, 1998 and June 24, 1999, the Board of Directors approved definitions of unmet transit need and reasonable to meet transit need; and

WHEREAS, public hearings were held by LACMTA in Los Angeles County in Avalon on March 17, Santa Clarita on March 18, Palmdale on March 18, Lancaster on March 18, 2015, after sufficient public notice of intent was given, at which time public testimony was received; and

WHEREAS, a Social Service Transportation Advisory Council (SSTAC) was formed by LACMTA and has recommended actions to meet the transit needs in the areas outside the LACMTA service area; and

WHEREAS, a Hearing Board was appointed by LACMTA, and has considered the public hearing comments and the recommendations of the SSTAC; and

WHEREAS, the SSTAC and Hearing Board reaffirmed the definitions of unmet transit need and reasonable to meet transit need; and

WHEREAS, staff in consultation with the Hearing Board recommends the finding that in the City of Avalon there are ongoing transit needs that are being met using TDA Article 8 funds. Should the TDA Article 8 funds become unavailable, there would be unmet transit needs that are reasonable to meet in the City of Avalon; and

WHEREAS, staff in consultation with the Hearing Board recommends the finding that in the City of Santa Clarita, and the unincorporated portions of the Santa Clarita Valley, existing transit needs can be met through the recommended actions. These actions can be accomplished through the allocation of Proposition A and/or Proposition C Local Return funds. Therefore, TDA Article 8 funds may be used for street and road projects or transit projects; and

WHEREAS, staff in consultation with the Hearing Board recommends the finding that in the Cities of Lancaster and Palmdale and the unincorporated portions of North Los Angeles County, there are no unmet transit needs that are reasonable to meet. Existing transit needs can be met through the allocation of Proposition A and/or Proposition C Local Return funds; therefore, TDA Article 8 funds may be used for street and road projects, or transit projects.

NOW THEREFORE,

- 1.0 The Board of Directors approves on an on-going basis the definition of Unmet Transit Needs as any transportation need, identified through the public hearing process, which could be met through the implementation or improvement of transit or paratransit services; and the definition of Reasonable to Meet Transit Need as any unmet transit needs that can be met, in whole or in part, through the allocation of available transit revenue and be operated in a cost efficient and service effective manner, without negatively impacting existing public and private transit options.
- 2.0 The Board hereby finds that, in the City of Avalon, there are unmet transit needs that are being met using TDA Article 8 funds. Should the TDA Article 8 funds become unavailable, there would be unmet transit needs in the City of Avalon.
- 3.0 The Board hereby finds that in the City of Santa Clarita, and the unincorporated portions of the Santa Clarita Valley, there are transit needs that can be met through the recommended actions. These actions can be accomplished through the allocation of Proposition A and/or Proposition C Local Return funds; therefore, there are no unmet transit needs that are reasonable to meet in these jurisdictions.
- 4.0 The Board hereby finds that in the Cities of Lancaster and Palmdale and the unincorporated portions of North Los Angeles County, there are transit needs that can be met through the recommended actions. These actions can be accomplished through the allocation of Proposition A and/or Proposition C Local Return funds; therefore, there are no unmet transit needs that are reasonable to meet in these jurisdictions.

CERTIFICATION

The undersigned, duly qualified and acting as the Board Secretary of the Los Angeles County Metropolitan Transportation Authority, certifies that the foregoing is a true and correct representation of the Resolution adopted at a legally convened meeting of the Board of Directors of the Los Angeles County Metropolitan Transportation Authority held on Thursday, June 26, 2015.

MICHELE JACKSON
LACMTA Board Secretary

DATED: June 26, 2015

History of Transportation Development Act (TDA) 8

The Mills-Alquist-Deddeh act better known as Transportation Development Act (SB325) was enacted in 1971, to provide funding for transit or non transit related purposes that comply with regional transportation plans. Funding for Article 8 was included in the original bill.

In 1992, after the consolidation of SCRTD and LACTC – AB 1136 (Knight) was enacted to continue the flow of TDA 8 funds to outlying cities which were outside of the SCRTD's service area.

Permanent Adoption of Unmet Transit Needs Definitions

Definitions of Unmet Transit Need and Reasonable to Meet Transit Need were originally developed by the SSTAC and Hearing Board and adopted by Board Resolution in May 1997 as follows:

- Unmet Transit Need- any transportation need, identified through the public hearing process, which could be met through the implementation or improvement of transit or paratransit services.
- Reasonable to Meet Transit Need - any unmet transit need that can be met, in whole or in part, through the allocation of additional transit revenue and be operated in a cost-efficient and service-effective manner, without negatively impacting existing public and private transit options.

Based on discussions with and recommendations from Caltrans Headquarters' staff, these definitions have been adopted on an ongoing basis by the resolution. The Board did re-approve the definitions of unmet transit need and reasonable to meet transit need at its June 25, 1998 and June 24, 1999 meetings.

These definitions will continue to be used each year unless amended by the Board.

ATTACHMENT E

TDA ARTICLE 8 PUBLIC HEARING PROCESS

Article 8 of the California Transportation Development Act (TDA) requires annual public hearings in those portions of the County that are not within the Metro transit service area. The purpose of the hearings is to determine whether there are unmet transit needs which are reasonable to meet. We established a Hearing Board to conduct the hearings on its behalf in locations convenient to the residents of the affected local jurisdictions. The Hearing Board, in consultation with staff, also makes recommendations to the Board of Directors for adoption: 1) a finding regarding whether there are unmet transit needs that are reasonable to meet; and 2) recommended actions to meet the unmet transit needs, if any.

In addition to public hearing testimony, the Hearing Board received input from the Social Service Transportation Advisory Council (SSTAC), created by state law and appointed by us, to review public hearing testimony and written comments and, from this information, identify unmet transit needs in the jurisdictions.

Hearing Board

Staff secured the following representation on the FY 2015-16 Hearing Board:

- A representative from Supervisor Michael Antonovich's office for the North Los Angeles County, appointed by Supervisor Antonovich;
- A representative from Supervisor Donald Knabe's office, representing Santa Catalina Island, appointed by Supervisor Knabe; and
- Two representatives from two of the three cities in the North County

For the FY 2015-16 Hearing Board, Steve Hofbauer, Council member, City of Palmdale, Marvin Crist, Vice-mayor, City of Lancaster, represented the North County; Michael Cano represented Supervisor Antonovich; and Julie Moore appointed representative for Supervisor Knabe, with LACMTA staff representing Ms. Moore as needed.

Also, staff formed membership on the FY 2016 Social Service Transportation Advisory Council (SSTAC) per requisite of the *Transportation Development Act Statutes and California Code of Regulations*. Staff had adequate representation of the local service providers and represented jurisdictions, therefore the SSTAC meeting convened with proposed recommendations as included in Attachment A.

Hearing and Meeting Dates

The Hearing Board held public hearings in Avalon on March 17, Santa Clarita on March 18, Palmdale on March 18, and Lancaster on March 18, 2015. A summary sheet of the public testimony received at the hearings and the written comments received within two weeks after the hearings is included in Attachment E. The SSTAC met on April 8, 2015. Attachment G contains the SSTAC's recommendations, which were considered by the Hearing Board at its April 20, 2015, meeting.

ATTACHMENT F

**2015-16 TDA ARTICLE 8 UNMET NEEDS PUBLIC TESTIMONY AND WRITTEN COMMENTS
SUMMARY TABULATION SHEET - ALL HEARINGS**

		Santa Clarita	Antelope Valley	Avalon
1	General increase in service, including longer hours, higher frequency, and/or more days of operation			
1.1	Poor service of commuter bus due to late arrival times	1		
1.2	Overcrowding on the commuter bus	1		
1.3	Maintain summer beach bus service to Santa Monica	1		
1.4	Extend fixed route connections to Golden Valley from Canyon Country	1		
1.5	Operate a fixed route from canyon Country to transit center	1		
1.6	Improve route 5&6 on SCT	1		
1.7	Fixed route service requested in the Antelope Valley areas specifically 280th West and 138th Highway areas		2	
1.8	Improve bus stop location at Metrolink station	1		
1.9	Improve bus stop signage at Metrolink station	1		
2	Demand responsive service, Dial-a-Ride availability			
2.1	Extend Dial-A-Ride Service Hours		2	
2.2	Improve public awareness on availability of Dial-A-Ride service		1	
2.3	Service route suggestions for Dial-A-Ride service		2	
3	Improve LED screens/Transit App/Introduce better apps for riders			
3.1	Improve audio announcements on SCT buses	1		
3.2	Improve existing SC transit app	1		
3.3	Integrate better transit apps	1		
3.4	Improve/install Led screens that scroll upcoming intersections	1		
4.0	Other Issues/Support Public Hearing on Unmet Needs			
4.1	Support for public hearing on unmet transit needs	1		
4.2	Extend Metro Red Line to Santa Clarita	1		
5.0	Metrolink Issues			
5.1	Improve SCT connections with Metrolink	1		
5.2	Improve signage at Metrolink Santa Clarita station	1		
6	Avalon - Funding			
	The formula for allocation of funds should be modified to take into account the transit needs of millions of tourists visiting the island			1
	Sub-total:	16	7	1

Totals -

24

Total of 24 comments extracted from verbal and written comments by 7 individuals

ATTACHMENT F

**TDA ARTICLE 8 UNMET NEEDS PUBLIC TESTIMONY AND WRITTEN COMMENTS (Summary)
FY 16 - CODED COMMENTS - AVALON & SANTA CLARITA**

AVALON COMMENTS					
No.	Code	Comment	City/County	Name or Agency	Written / Verbal Comments
<u>1</u>		Funding Allocation		Cinde MacGugan-	Written
	1	Funding Allocation for Unmet Needs should also include a consideration to the transit needs of the over one million tourist			
SANTA CLARITA COMMENTS					
<u>1</u>		Extend the Metro Red Line to Santa Clarita	Santa Clarita	Alan Mesropian	Written
	1.1	Strongly suggest the extension of Metro red line to Santa Clarita. Public transportation use tends to be difficult since there are still no direct connections. Delays are experienced on the current available systems. The Red Line will be more convenient.			
	1.2	Possibility in the future for Metro to provide service in Santa Clarita Valley			
<u>2</u>		Late Arrival of Commuter Bus 797	Santa Clarita	Deborah Flessa	Written
	2.1	Previously, the first morning Commuter Bus 797 arrived in Westwood between 6:30-6:40 am. The bus currently arrives at 7:00am and is usually either full to capacity with little room for riders to stand. "On Monday, 3/9/15 about 10 commuters stood in the bus through the Sepulveda Pass for an hour (6am-7am)". Since the bus does not leave early it bumps into the traffic on the 405 which starts backing up at 6:00am.			
	2.2	Many workers are reporting late to work due to the late arrival of the bus in the Westwood and surrounding communities and on the verge of losing their jobs. This is also forcing many commuters to drive again so they can get to work on time.			
	2.3	The city of Santa Clarita "failed to honor my request for the schedule of the Commuter bus".			
	2.4	Seniors who reside in the area have difficulty making it to the UCLA medical center for geriatric care due to the late arrivals. Many of them depend on the Commuter bus for their medical appointment in Westwood.			
<u>3</u>		Overcrowding in Commuter Bus 797	Santa Clarita	Deborah Flessa	Written
	3.1	Due to the late arrival of the early morning commuter bus there is overcrowding in the morning buses. For instance, the delay of the arrival times of the first bus causes riders who would usually take the second bus to be on the first bus so they can make it to work on time.			
<u>4</u>		Improve onboard bus audio announcements/ Need for LED Screens/Transit App	Santa Clarita	Matt Winner	Verbal
	4.1	Audio announcements on bus are not loud and clear for riders. Since this is an important resource for visually impaired riders. The current system should be improved. This is not in compliance with ADA and should be addressed. For example, "I ask drivers to announce my stop and they forget even though they acknowledge my request was heard".			
	4.2	Santa Clarita buses need LED screens like what exist on Metro buses. The LED screens show the upcoming intersections/stops, and very visible to riders. These are complimented with loud and clear audio announcements which are very helpful to riders and would make riding experiences "more efficient and less stressful".			
	4.3	SCT should consider integrating the Google transit or apps like the "Move It." These apps give walking directions to the bus stops and route times. They also help with trip planning. SCT's current transit app is not user friendly and just "doesn't work". "I use "Move It" for my Metro trip. It conveniently connects to the buses on-board computer and gives real time Estimated Time Arrival (ETA). It also shows a map of the person's movement, and the number of stops to their destination, "which I think is really cool". "Move It" is used on a number of Transit systems including San Diego Transit, Metro, Long Beach, Santa Monica, I believe Culver City. Every update comes from the transit agency.			
<u>5</u>		Improve Bus Connections / Bus Routes 5 & 6 Suggestions	Santa Clarita	Matt Winner/Bruce Bingham	Verbal/Written
	5.1	There is currently no bus connections to the Target by Golden Valley. Easy access to "The Habit" and Chipotle out that way will be a great idea. "I would like to see a route that goes somewhere up there between that Target and possibly the Transit Center via cross-valley connector". Extend routes 5 and 6 to do the loop up to the quadrant center. Route at the "Target and the transit center, perhaps, or something along those lines that may also serve the Newhall Ranch Road and Bouquet Canyon where the Best Buy is located".			
		Possibility in the future for Metro to provide service in Santa Clarita Valley			
<u>6</u>		Maintain Summer Beach Bus to Santa Monica	Santa Clarita	Bruce Bingham	Verbal
	6.1	Maintain Summer Beach Bus to Santa Monica			

ATTACHMENT F

<u>7</u>		Metrolink Connections	Santa Clarita	Matt Winner	Verbal
	7.1	Improve Santa Clarita connections to Metrolink. Going from the bus stops and back to Canyon Country (where I live) tends to be challenging. The schedule of the buses does not compliments that of Metrolink and "I always have to run".			
<u>8</u>		Improve Bus stop Location at the Metrolink station	Santa Clarita	Matt Winner	Verbal
	8.1	Depending on the time of the day the bus stops either by the platform or on the street. I always have to ask the guard.			
<u>9</u>		Improve Signage at Santa Clarita Metrolink Station	Santa Clarita	Matt Winner	Verbal
	9.1	Signs at the Metrolink Santa Clarita station should include hours of times and where and when a train is arriving from and leaving to respectively.			

Total of **1** comment made by **1** individual in Avalon.

Total of **16** comments made by **4** individuals in Santa Clarita.

ATTACHMENT F

**TDA ARTICLE 8 UNMET NEEDS PUBLIC TESTIMONY
FY 16 - CODED COMMENTS - ANTELOPE VALLEY**

<u>No.</u>	<u>Code</u>	<u>Comment</u>	<u>City/County</u>	<u>Name or Agency</u>	<u>Written/ Verbal Comments</u>
1		Extend Fixed Route/Dial-A-Ride Service Hours	Antelope Valley	Dorothy Matson/Paul Henreid	Verbal
	1.1	Dial-A-Ride service operations is limited and ends too early. Residents are unable to go for evening programs and dinners because the service ends too early. Since Dial-A-Ride is the only service available especially for residents on 280th West and 138th Highways area.			
2		Service Route Suggestions for Dial-A-Ride	Antelope Valley	Dorothy Matson	Verbal
	2.1	Extend and revisit re-routing options for Dial-A-Ride service areas			
3		Publicity of Dial-A-Ride Service	Antelope Valley	Dorothy Matson	Verbal
	3.1	Residents should be made aware of the Dial-A-Ride service available to them. Posters and flyers of schedules should be placed at convenient public places for residents. Notices get lost in mail with penny saver and others people tend to treat as trash			
4		Extend Fixed Route Service	Antelope Valley	Dorothy Matson/Paul Henreid	Verbal
	4.1	If possible fixed route service should be extended to the 280th West and 138th Highway areas to capture public transit dependents in the area. A bus service twice a week in the evening and evenings will be ideal.			
5		Support public hearing on unmet transit needs	Antelope Valley	Paul Henreid	Verbal
	5.1	Support public hearing on unmet transit needs. "Good use of public funds"			

Total of 5 coded comments made by 2 individuals for the Antelope Valley



AVTA response as provided by Mr. Len Engel

ATTACHMENT G

Board of Directors

Chairman

Norm Hickling
County of Los Angeles

March 18, 2015

Vice-Chairman

Marvin Crist
City of Lancaster

TDA Article 8 Unmet Needs Hearing Board

c/o Armineh Saint, Program Manager

Los Angeles County Metropolitan Transportation Authority

Director

Steven D. Hofbauer
City of Palmdale

One Gateway Plaza

Los Angeles, California 90012

Director

Dianne Knippel
County of Los Angeles

Re: Fiscal Year 2015 TDA Article 8 Unmet Needs Hearings

Director

Sandra Johnson
City of Lancaster

Dear Ms. Saint:

Director

Fred Thompson
City of Palmdale

The 2014 TDA Article 8 Unmet Needs Hearing Board found that the Antelope Valley Transit Authority (AVTA) had no unmet needs that could not be met through existing funding sources. However, AVTA did receive feedback from four Individuals during the hearings. The comments focused on improving service frequency, expanding service hours of operations and improving connections.

AVTA always places a high priority on the rider needs. System-wide key performance indicators continue to be monitored on a monthly basis. These measure performance on the following goals;

- Operating a Safe Transit System,
- Provide Outstanding Customer Service,
- Operate an Effective Transit System and

- Operate an Efficient Transit system

Data is collected from a variety of sources including the farebox, contractor reports, and from our business intelligence system which includes financial performance data.

In addition to system performance measures, staff is committed to responding to changes that occur within the transit network by adjusting and modifying bus services on a biannual basis. An internal service development plan has been established that allows staff to analyze and develop service recommendations based on customer inquiries and/or feedback along with additional feedback from our operations department. This provides staff with the opportunity to reach out to the public by holding informational meetings on proposed service enhancements in both English and Spanish throughout the AVTA service area.

The following is a brief update on the service enhancements and programs implemented in Fiscal Year 2015:

Route to Success Ten-Year Plan: AVTA continues to experience significant ridership growth. Without a long-range plan, AVTA would continue to be reactive and not proactive with future growth and development. AVTA worked with Nelson Nygaard for the development of a Comprehensive Operational Analysis (COA and ten-year plan. The study focused on six key goals addressing the near term (1-3 years), mid-term (3-7 years), and the long term (7-10years). The study included a line-by-line analysis, providing service recommendations on AVTA's 18 routes.

Beginning in April 2015 the first phase of service recommendations from the Route to Success short range plan will be presented to the public. The changes will focus on improving route directness, reducing travel time and improving service transferability, while maintaining frequencies and connectivity along most corridors. Service is proposed to be removed from unproductive corridors.

Commuter Service 785|786|787: Commuter express service travel times and service frequencies have also been evaluated and adjusted on a trip-by-trip basis to better match peak ridership demands in the morning and afternoon. In September 2014, JARC Grant funding was approved for commuter service expansion, additional trips were introduced on the Routes 785 and 787 extending the morning and afternoon services. In June, two 786 trips will be included on that service will be incorporated as part of the final phase of the commuter expansion program.

North County TRANSporter (NCT) 790: On August 6, 2012, the County of Los Angeles, in partnership with the AVTA, Santa Clarita and Metrolink implemented a new regional connector service known as the North County TRANSporter (NCT). The service bridges the gap between the Antelope and Santa Clarita Valleys for

Metrolink trains that stop in Santa Clarita and do not continue further north into the Antelope Valley. Due to the tremendous success of the NCT service, a new northbound trip was introduced at 3:15 p.m. in order to accommodate the overflow of riders during that time. Service was also extended on to the McBean Regional Transit Center on a several trips to provide greater connectivity to Santa Clarita Valley employment centers.

Intelligent transportation System (ITS): In March 2014 AVTA awarded a contract to Avail Technologies for the implementation of a fully functional, expandable, reliable, and technologically advanced intelligent transportation system. The turnkey solution will assist our operations team in monitoring and communicating with our operators via GPS tracking, along with it greatly enhance our customers' overall transit experience by allowing them to take advantage of next bus departure predictions through their mobile devices and computers via our Track-it system, Google Transit or at the Authority's transportation centers on scrolling LED signs. The system will also allow AVTA to improve service delivery by gathering stop by stop data in real time. Including ridership by stop and possible dwell times and running time based on actual real-world scenarios.

Bus Stop Improvement Program (BSIP): AVTA's emphasis on customer service includes the improvements of its "front door" - the bus stops. The BSIP continues to increase the attractiveness of bus stops with modernized amenities for our passengers along with carousels which display bus fare and scheduled information on a specific route. Since the inception of the program over 34 bus stops have been upgraded and enhanced to meet the Americans with Disabilities Act (ADA) requirements. Through the program, AVTA will be working with the local college to help erect a new transit center on the campus. This will allow for improved service to the Antelope Valley College. AVTA continues to evaluate bus stops within the cities of Palmdale, Lancaster and the unincorporated areas of the Los Angeles County.

Mobility Management Program: AVTA recognizes the need to educate residents who may be fearful of using public transit because they lack knowledge of how the service operates. During FY15, AVTA shared its travel training program with more than 300 Antelope Valley residents who attended travel training classes through the Mobility Management Program. The training has been especially helpful to Dial-a-Ride dependent residents who now have more transportation options available to them. Our Mobility Manager has also hosted several "Train the Trainer" classes to help instructors from the Department of Public Social Services learn how to teach clients to use public transportation in order to reach employment. The travel training program has been greeted with tremendous accolades as it showcases video instruction and provides field experience with actual trip planning. Travel training videos can also be viewed on the AVTA website and on the AVTAtv channel on You Tube.

Employment Travel Program: The Employee Travel Program (ETP) provides curb-to-curb transportation services over a three-year period to residents seeking employment in the Antelope Valley. 211 LA County and AVTA have partnered to work with human service organizations to develop mobility management programs which serve various areas of Los Angeles County with a special focus on Lancaster and Palmdale. The target population is primarily low income and welfare recipients seeking access to jobs and employment-related activities. On February 1, 2015 we began to take in passenger reservation through the ETP.

Comprehensive Fare Study and Restructure: Fare box revenues comprise over 20% of AVTA's operating budget. Nelson Nygaard consultants was contracted to assist the authority in developing a more simplified fare structure and analyze our existing one. An existing conditions report was also developed that reported an increase in ridership by 30% over the past three years and a 15% increase in revenues. The Fare Restructuring Scenarios report will include two options for the Commuter Service and two recommendations for the Local Transit Service. Staff will begin moving forward with public outreach on the proposed fare restructure with a final recommendations at the May 2015 board meeting.

Coordinated Service: AVTA continues to work closely with local municipal operators such Santa Clarita Transit, Los Angeles Metro and Metrolink on transit issues that affect our community. In an effort to provide improved connectivity, AVTA continues to focus on providing improved transfer connections at major transfer hubs with minimal wait times, specifically at Lancaster City Park, Palmdale Transportation Center and 47th Street and Avenue S. These connections are evaluated in concert with the biannual service adjustments.

AVTA values the input of our customers and other stakeholders and looks forward to continuously working to improve the public transportation service in the Antelope Valley.

If you should have any questions, please feel free to contact me at (661) 729-2229

Best regards,

Len Engel

Director of Operations and Maintenance



City of
SANTA CLARITA
TRANSIT

Santa Clarita Valley Area

TDA Article 8 Hearings

March 18, 2015

Presented by Adrian Aguilar, Transit Manager

Over the past 12 months, the City of Santa Clarita undertook a number of projects in the areas of capital improvements, technology and service reliability. As a result, the City continues to provide reliable transportation, and has not decreased, but in fact increased, the level of service provided to the community. Because of this commitment, last years' TDA Article 8 hearings only produced one recommended action for the City of Santa Clarita.

1. To continue evaluating funding opportunities for transit services.

Two thousand fourteen was another exciting year for Santa Clarita in terms of projects and service improvements. While many of the efforts undertaken in the past year directly address comments received during last year's unmet need hearings, I can tell you many were years in the making.

Some examples of the capital projects completed in the past 12 months include, refurbishment of the Newhall park and ride lot which included new lighting, resurfacing of the asphalt, striping, and the installation of designated disabled parking. The City also undertook maintenance projects at both the Santa Clarita and Newhall Metrolink stations. These projects included resurfacing of the parking lots and improved landscaping. The largest transit capital improvement project undertaken by the City of Santa Clarita this past year was the bus stop improvement project.

This \$1 million project allowed the City to make improvements such as extending sidewalks, improved ADA accessibility, installation of new bus stop furniture, and the placement of in street bus pads at 24 stop locations within the City. Additionally, the City will be installing passenger signaling devices at 50 bus stop locations throughout the service area. These devices are designed to notify the driver that passengers are waiting to board the bus and minimize the incidents in which drivers fail to stop for a waiting customer.

In terms of service improvements the City continues to make adjustments to the local schedules to improve the systems on-time performance. Within the past 12 months the City has increased the systems on-time performance rate from a monthly average of 86.5 percent to 88.3 percent. The City also introduced three new routes last August which resulted in more frequent service to Castaic and Val Verde, and greater frequency and improved connections to and from the Canyon Country community. During the summer months, the City introduced extended weekend hours on the North Hollywood service. The extended hours allowed customers to make later connections with both the Red Line and Orange Line service and return to Santa Clarita as late as 12:30 AM.

As part of the August 2014 schedule change, the City also increased the number of mid-day trips it operates on the North Hollywood line and made further adjustments to the Century City and downtown Los Angeles commuter schedules to better reflect changing traffic patterns.

In order to be successful, the City strongly believes that it must continue to work closely with our local, regional, and federal transportation partners. The City maintains active lines of communication and collaborates frequently with partners including Access Services, Antelope Valley Transit Authority, Caltrans, County of Los Angeles, Metro, and Metrolink, just to name a few.

Finally, the City continues to work closely with the local business community to promote public transportation. These efforts include active participation in the Chamber of Commerce Transportation Advisory Committee, the establishment and promotion of corporate fare programs, the introduction of a summer visitor's shuttle, and the operation of special trolley routes such as the Old Town Newhall block party and Senses on Main Street.

The City of Santa Clarita continues to address the transit needs of our residents in a proactive manner and is committed to providing an effective and efficient service that improves the quality of life within the Santa Clarita Valley.

Thank you,

Adrian Aguilar

Transit Manager

Santa Clarita Transit

**FY 2015-16 TDA ARTICLE 8
SSTAC
PROPOSED FINDINGS AND RECOMMENDED ACTIONS**

CATALINA ISLAND AREA

- Proposed Findings - that in the City of Avalon there are no unmet transit needs that are reasonable to meet; therefore TDA Article 8 funds may be used for street and road projects, or transit projects.
- Recommended Actions - that the City of Avalon address the following and implement if reasonable to meet: 1) maintain funding sources for transit services.

ANTELOPE VALLEY AREA

- Proposed Findings – there are no unmet transit needs that are reasonable to meet; in the Cities of Lancaster and Palmdale and the unincorporated portions of North Los Angeles County, existing transit needs can be met through using other existing funding sources. Therefore, TDA Article 8 funds may be used for street and road projects, or transit projects.
- Recommended Actions – That Antelope Valley Transit Authority (AVTA) address the following: 1) continue to evaluate funding opportunities for transit services.

SANTA CLARITA VALLEY AREA

- Proposed Findings - that in the City of Santa Clarita, and the unincorporated portions of the Santa Clarita Valley, existing transit needs can be met through the recommended actions using other funding sources. Therefore, TDA Article 8 funds may be used for street and road projects, or transit projects.
- Recommended Actions - that Santa Clarita Transit address the following: 1) continue to evaluate funding opportunities for transit services.



File #: 2015-0704, File Type: Formula Allocation / Local Return

Agenda Number: 8.

**FINANCE BUDGET AND AUDIT COMMITTEE
JUNE 17, 2015**

SUBJECT: FISCAL YEAR 2016 TRANSIT FUND ALLOCATIONS

ACTION: APPROVE FY2016 TRANSIT FUND ALLOCATIONS AND RELATED ACTIONS

RECOMMENDATIONS

APPROVED ON CONSENT CALENDAR:

- A. approving \$1.8 billion in **FY2016 Transit Fund Allocations for Los Angeles County jurisdictions, transit operators and Metro operations** as shown in Attachments A through E and are further described in Attachment F. These allocations comply with federal and state regulations and LACMTA Board policies and guidelines:
1. Planning and Administrative allocations of Transportation Development Act (TDA), Proposition A, Proposition C and Measure R in the amount of \$70.4 million as shown in Attachment A, Line 37;
 2. Bus Transit Subsidies of State and Local funds in the amount of \$939.5 million as shown in Attachment B and includes:
 3. \$6.0 million for the continuation of the Tier 2 Operators Funding Program
 4. Allocation of Federal Formula Grants in the amount of \$333.6 million as shown in Attachment C.
 5. Proposition A Incentive Programs in the amount of \$14.7 million as shown in Attachment D.
 6. Proposition A Local Return, Proposition C Local Return, Measure R Local Return, TDA Article 3 (Pedestrian and Bikeways) and TDA Article 8 (Street and Highways) for \$476.1 million as shown in Attachment E.
- B. authorizing the Chief Executive Officer to adjust FY2016 Federal Section 5307 (Urbanized Formula), Section 5339 (Bus and Bus Facilities) and Section 5337 (State of Good Repair) estimated allocations upon receipt of final apportionment from the Federal Transit Authority and amend FY2016 budget as necessary to reflect the aforementioned adjustment.

- C. approving fund exchange in the amount of \$6 million of Santa Monica's Big Blue Bus' FY2016 Federal Section 5307 formula share allocation with Metro's TDA Article 4 allocation.
- D. approving fund exchange of Federal Section 5307 discretionary fund awarded to the Southern California Regional Transit Training Consortium (SCRTTC) through Long Beach Transit in the amount of \$250,000 with Metro's TDA Article 4 allocation.
- E. approving fund exchanges in the amount totaling \$10.7 million of Metro's share of Federal Section 5307 with municipal operators' shares of Federal Sections 5339 and 5337.
- F. adopting a resolution required by state law designating Transportation Development Act (TDA) and State Transit Assistance (STA) fund allocations in compliance to the terms and conditions of the allocation (Attachment F); and
- G. upon approval, authorizing the Chief Executive Officer to negotiate and execute all necessary agreements to implement the above funding programs.

ISSUE

Each year, transit operating and capital funds consisting of federal, state and local revenues are allocated to Metro operations, transit operators and Los Angeles County local jurisdictions for programs, projects and services according to federal guidelines, state laws and established funding policies and procedures. The Board of Directors must approve allocations for FY2016 before funds can be disbursed.

The Tier 2 Operators Funding Program is continued with \$6 million funding from Proposition A 95% of 40% discretionary growth over inflation.

Santa Monica's Big Blue Bus (BBB) is requesting a \$6 million fund exchange of its Federal Section 5307 FY2016 formula allocation with Metro's non-federal funds in order to pay capital projects that require local funds such as mid-life bus rebuilds, yard improvements, farebox upgrades, facility improvements and advanced technology projects.

The municipal operators are requesting fund exchanges of their Federal Sections 5339 and 5337 allocations with Metro's share of Federal Section 5307 allocation in order to minimize the impact on administrative processes associated with these new funding programs.

At its April 15, 2014 meeting, the Bus Operators Sub-Committee awarded \$250,000 a year for the next three years Federal Section 5307 15% Discretionary fund to the Southern California Regional Transit Training Consortium (SCRTTC) through Long Beach Transit. This fund will be exchanged with Metro's share of the Transportation Development Act (TDA) fund to reduce administrative requirements for Long Beach.

BACKGROUND

Staff developed the recommended FY2016 Transit Fund Allocations according to federal, state and local requirements, as well as policies and guidelines previously approved by LACMTA Board. Details of significant information, methodologies and assumptions are described in Attachment F.

Staff have reviewed the recommended allocations and its methodologies and assumptions with Metro operations, transit operators and Los Angeles County local jurisdictions Technical Advisory Committee (TAC), the Bus Operators Subcommittee (BOS) and the Local Transit Systems Subcommittee (LTSS). At their previous meetings, the TAC, the BOS and the LTSS all formally adopted the recommended FY2016 Transit Fund Allocations.

POLICY IMPLICATIONS

The Los Angeles County Metropolitan Transportation Authority, as the Regional Transportation Planning Entity for Los Angeles County, is responsible for planning, programming and allocating transportation funding to Los Angeles County jurisdictions, transit operators, and Metro Operations. The Board approval will allow the continued funding of transportation projects, programs and services in Los Angeles County.

FINANCIAL IMPACT

The FY2016 Transit Fund Allocations are included in the FY2016 Budget in multiple cost centers and multiple projects. Approval of these recommendations authorizes LACMTA to disburse these funds to the Los Angeles County jurisdictions and transit operators.

ALTERNATIVES CONSIDERED

The FY2016 Transit Fund Allocations were developed according current federal, state and local regulations, as well as LACMTA Board policies and guidelines. The Board may choose to apply different allocation methodologies, however, changes in allocation procedures require two-thirds majority vote.

NEXT STEPS

After the Board of Directors approves the recommended allocations and adopts the resolution, we will work with Los Angeles County jurisdictions, transit operators, Southern California Association of Governments (SCAG) and Metro Operations to ensure the proper disbursement of funds.

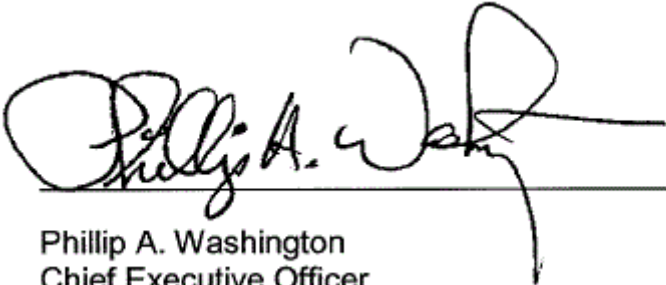
ATTACHMENTS

- Attachment A - Revenue Estimates
- Attachment B - Summary of Bus Transit Subsidies - State and Local Funds
- Attachment C - Federal formula Grants Allocations
- Attachment D - Proposition A Incentive Programs
- Attachment E - Proposition A, Proposition C and Measure R Local Returns, TDA Article 3 and TDA Article 8 Allocations
- Attachment F - Summary of Significant Information, Methodologies and Assumptions

Attachment G -TDA and STA Resolution

Prepared by: Carlos Vendiola, Transportation Planning Manager, (213)922-4527

Reviewed by: Nalini Ahuja, Executive Director, Finance and Budget, (213)922-3088



Phillip A. Washington
Chief Executive Officer

**Los Angeles County Metropolitan Transportation Authority
2016 Transit Fund Allocations**

REVENUE ESTIMATES								
STATE AND LOCAL			FY2016 Estimated Revenue	Carry-Over FY2014 Budget vs Actual	Interest FY2014 Actual	FY 2016 Total Funds Available	N O T E	FY 2015 Total Funds Available
Transportation Development Act:								
	Planning & Administration:							
1	Planning - Metro		\$ 2,000,000	\$ -	\$ -	\$ 2,000,000		\$ 2,000,000
2	Planning - SCAG		2,863,125	32,404		2,895,529		2,971,904
3	Administration - Metro		3,636,875	(32,404)		3,604,471		3,528,096
4	Sub-total		8,500,000	-	-	8,500,000		8,500,000
5	Article 3 Pedestrian & Bikeway:	2.0000%	7,465,000	86,412		7,551,412		7,755,078
6	Article 4 Bus Transit	91.6467%	342,071,177	3,959,678	1,763,306	347,794,161		357,370,473
7	Article 8 Streets & Highways	6.3533%	23,713,823	274,502		23,988,324		24,586,480
8	Total		381,750,000	4,320,591	1,763,306	387,833,897	a	398,212,031
Proposition A:								
9	Administration	5.0000%	38,175,000	433,497		38,608,497		39,603,392
10	Local Return	25.0000%	181,331,250	n/a		181,331,250	c	174,372,500
11	Rail Development	35.0000%	253,863,750	2,882,755		256,746,505		263,362,556
	Bus Transit:	40.0000%						
12	95% of 40% Capped at CPI (1.97%)		230,562,663	n/a		230,562,663	b	226,108,329
13	95% of 40% Over CPI		45,060,837			45,060,837	d	38,937,871
14	Sub-total		275,623,500	-		275,623,500		265,046,200
15	5% of 40% Incentive		14,506,500	164,729		14,671,229		15,049,289
16	Total		763,500,000	3,480,981		766,980,981	a	757,433,937
Proposition C:								
17	Administration	1.5000%	11,452,500	131,423		11,583,923		11,883,415
18	Rail/Bus Security	5.0000%	37,602,375	431,505		38,033,880		39,017,211
19	Commuter Rail	10.0000%	75,204,750	863,010		76,067,760		78,034,423
20	Local Return	20.0000%	150,409,500	n/a		150,409,500	c	144,637,400
21	Freeways and Highways	25.0000%	188,011,875	2,157,526		190,169,401		195,086,057
22	Discretionary	40.0000%	300,819,000	3,452,041		304,271,041		312,137,692
23	Total		763,500,000	7,035,505		770,535,505	a	780,796,198
State Transit Assistance:								
24	Bus (PUC 99314 Rev Base Share)		54,897,548	(474,290)	92,867	54,516,125	e	44,852,452
25	Rail (PUC 99313 Population Share)		50,784,842	2,104,583	75,619	52,965,044		48,406,411
26	Total		105,682,390	1,630,293	168,486	107,481,169		93,258,863

**Los Angeles County Metropolitan Transportation Authority
2016 Transit Fund Allocations**

REVENUE ESTIMATES (Continued)								
STATE AND LOCAL			FY2016 Estimated Revenue	Carry-Over FY2014 Budget vs Actual	Interest FY2014 Actual	FY 2016 Total Funds Available	N O T E	FY 2015 Total Funds Available
Measure R:								
27	Administration	1.5000%	11,452,500	87,271	142,859	11,682,630		11,856,326
28	Transit Capital - "New Rail"	35.0000%	263,216,625	2,005,780	4,026,597	269,249,002		272,556,769
29	Transit Capital - Metrolink	3.0000%	22,561,425	171,924	934,161	23,667,510		24,008,176
30	Transit Capital - Metro Rail	2.0000%	15,040,950	114,616	264,497	15,420,063		15,596,268
31	Highway Capital	20.0000%	150,409,500	1,146,160	2,065,208	153,620,868		155,720,916
32	Operations "New Rail"	5.0000%	37,602,375	286,540	592,372	38,481,287		38,971,106
33	Operations Bus	20.0000%	150,409,500	1,146,160	66,477	151,622,137		155,612,900
34	Local Return	15.0000%	112,807,125	n/a		112,807,125	c	108,478,050
35	Total		763,500,000	4,958,451	8,092,171	776,550,622	a	782,800,512
36	Total Funds Available		\$ 2,777,932,390	\$ 21,425,820	\$ 10,023,963	\$ 2,809,382,173		\$ 2,812,501,541
37	Total Planning & Admin Allocations: (Lines 4, 9, 17 and 27)		\$ 69,580,000	\$ 652,191	\$ 142,859	\$ 70,375,050		\$ 71,843,133
Notes:								
a)	The revenue estimate is 3.2% over the revised FY2015 revenue estimate based on several economic forecasts evaluated by MTA.							
b)	CPI of 1.97% represents the average estimated growth rate provided by UCLA and Beacon applied to Prop A discretionary allocated to included operators.							
c)	Local Return Subfunds do not show carryover balances. These funds are distributed in the same period received.							
d)	Proposition A 95% of 40% Bus Transit current year estimate will be used to fund eligible and Tier 2 operators. The carry-over is not shown since it has been converted into Proposition C 40% discretionary to fund various Board-approved discretionary programs.							
e)	STA Bus (PUC 99314 Revenue Base Share) estimate from the State Controller's Office is further reduced by \$5M to allow fluctuation with actual revenue.							

Los Angeles County Metropolitan Transportation Authority
2016 Transit Fund Allocations

STATE AND LOCAL FUNDS									
	Formula Allocation Procedure			Prop C 5% Security	Measure R		•Prop C 40% Discretionary Programs	Total State and Local Funds	
	TDA Article 4 + Interest	STA + Interest	Proposition A 95% of 40 %		20% Bus Operations	Clean Fuel & Facilities			
Included Operators:									
1	Metro Bus Ops.	\$252,221,812	\$ 40,515,003	\$171,348,332	\$ 27,483,721	\$105,224,433	\$ 6,803,737	\$ 18,929,676	\$622,526,713
Municipal Operators:									
2	Arcadia	311,113	48,766	206,245	7,493	126,655	15,430	92,340	808,041
3	Claremont	163,382	25,610	108,311	3,184	66,513	6,035	43,103	416,138
4	Commerce	354,290	55,534	234,869	37,361	144,232	27,570	966,704	1,820,561
5	Culver City	4,893,591	767,062	3,244,101	348,264	1,992,192	137,015	1,988,247	13,370,472
6	Foothill Transit	21,547,968	3,377,606	14,284,762	836,183	8,772,224	750,812	9,495,263	59,064,819
7	Gardena	4,871,271	763,563	3,229,304	212,420	1,983,105	122,382	2,371,608	13,553,653
8	La Mirada	113,733	17,827	75,397	2,994	46,301	6,711	26,064	289,026
9	Long Beach	21,646,826	3,353,915	14,184,566	1,642,898	8,710,694	589,162	9,521,612	59,649,673
10	Montebello	7,754,874	1,215,563	5,140,927	459,429	3,157,026	193,567	3,520,841	21,442,226
11	Norwalk	2,801,359	439,108	1,857,100	100,170	1,140,439	57,434	789,764	7,185,374
12	Redondo Beach	688,291	107,888	456,288	23,085	280,205	26,472	205,441	1,787,670
13	Santa Monica	24,486,411	2,897,713	12,255,169	1,083,536	7,525,858	455,213	6,832,541	55,536,441
14	Torrance	5,939,241	930,966	3,937,292	237,056	2,417,878	139,144	3,417,842	17,019,418
15	Sub-Total	95,572,349	14,001,122	59,214,331	4,994,074	36,363,321	2,526,947	39,271,370	251,943,513
Eligible Operators:									
16	Antelope Valley	-	-	4,419,548	207,653	2,195,021	172,878	1,885,944	8,881,045
17	LADOT	-	-	19,722,694	1,345,595	4,412,405	314,256	7,433,095	33,228,046
18	Santa Clarita	-	-	4,879,561	199,449	2,423,492	182,182	2,549,286	10,233,970
19	Foothill BSCP	-	-	4,485,319	-	1,003,466	-	988,567	6,477,352
20	Sub-Total	-	-	33,507,123	1,752,698	10,034,384	669,317	12,856,892	58,820,412
Tier 2 Operators:									
	LADOT Community Dash	-	-	4,814,482	-	-	-	-	4,814,482
	Glendale	-	-	672,869	-	-	-	-	672,869
	Pasadena	-	-	422,855	-	-	-	-	422,855
	Burbank	-	-	89,794	-	-	-	-	89,794
	Sub-Total	-	-	6,000,000	-	-	-	-	6,000,000
21	Lynwood Trolley	-	-	-	-	-	-	208,237	208,237
22	Total Excluding Metro	95,572,349	14,001,122	98,721,454	6,746,772	46,397,704	3,196,263	52,336,499	316,972,162
	Grand Total	\$347,794,161	\$ 54,516,125	\$270,069,786	\$ 34,230,492	\$151,622,137	\$ 10,000,000	\$ 71,266,174	\$939,498,875

• See next page for Prop C 40% Discretionary program details

Los Angeles County Metropolitan Transportation Authority
2016 Transit Fund Allocations

PROPOSITION C 40% DISCRETIONARY PROGRAM DETAILS										
		Foothill Transit Mitigation	Municipal Ops Service Impvt Program	Zero-fare Compensation	Transit Service Expansion	Discretionary Base Restructuring	BSIP Overcrowding Relief	Prop 1B Bridge Funding PTMISEA	Prop 1B Bridge Funding Security	Total Prop C 40% Discretionary
Included Operators:										
1	Metro Bus Ops.	\$ 7,778,718	\$ -	\$ -	\$ -	\$ -	\$ 11,150,958	\$ -	\$ -	\$ 18,929,676
Municipal Operators:										
2	Arcadia	9,363	61,935	-	-	-	21,042	-	-	92,340
3	Claremont	4,917	32,526	-	-	-	-	3,186	2,474	43,103
4	Commerce	10,662	70,531	644,693	-	240,818	-	-	-	966,704
5	Culver City	147,273	974,197	-	232,123	-	162,208	402,419	70,026	1,988,247
6	Foothill Transit	-	4,289,687	-	321,278	1,927,953	897,602	1,784,518	274,226	9,495,263
7	Gardena	146,601	969,754	-	667,204	-	169,332	356,817	61,900	2,371,608
8	La Mirada	3,423	22,641	-	-	-	-	-	-	26,064
9	Long Beach	643,938	4,259,599	-	2,202,767	-	795,102	1,383,233	236,973	9,521,612
10	Montebello	233,383	1,543,811	-	-	1,099,771	209,882	366,203	67,791	3,520,841
11	Norwalk	84,307	557,684	-	-	-	54,304	78,475	14,995	789,764
12	Redondo Beach	20,714	137,022	-	-	-	3,855	33,787	10,062	205,441
13	Santa Monica	556,349	3,680,204	-	-	-	769,264	1,558,334	268,389	6,832,541
14	Torrance	178,742	1,182,361	-	781,224	699,785	232,265	288,859	54,606	3,417,842
15	Sub-Total	2,039,672	17,781,953	644,693	4,204,596	3,968,327	3,314,855	6,255,832	1,061,443	39,271,370
Eligible Operators:										
16	Antelope Valley	20,552	1,073,383	-	363,788	-	46,172	326,683	55,366	1,885,944
17	LADOT	304,876	2,157,701	-	2,613,550	-	144,767	1,904,961	307,240	7,433,095
18	Santa Clarita	22,691	1,185,107	-	190,272	-	49,389	935,288	166,540	2,549,286
19	Foothill BSCP	-	490,703	-	-	-	-	429,605	68,259	988,567
20	Sub-Total	348,119	4,906,893	-	3,167,610	-	240,328	3,596,537	597,405	12,856,892
Tier 2 Operators:										
21	LADOT Community Dash	-	-	-	-	-	-	-	-	-
22	Glendale	-	-	-	-	-	-	-	-	-
23	Pasadena	-	-	-	-	-	-	-	-	-
24	Burbank	-	-	-	-	-	-	-	-	-
25	Sub-Total	-	-	-	-	-	-	-	-	-
26	Lynwood Trolley	-	-	-	208,237	\$ -	\$ -	\$ -	\$ -	208,237
27	Total Excluding Metro	2,387,791	22,688,846	644,693	7,580,442	3,968,327	3,555,184	9,852,368	1,658,848	52,336,499
	Grand Total	\$ 10,166,508	\$ 22,688,846	\$ 644,693	\$ 7,580,442	\$ 3,968,327	\$ 14,706,142	\$ 9,852,368	\$ 1,658,848	\$ 71,266,174

**Los Angeles County Metropolitan Transportation Authority
2016 Transit Fund Allocations**

FEDERAL FORMULA GRANTS								
Urbanized Formula Program (Section 5307)								
	85% Formula Allocation	15% Discretionary	1% Transit Enhancement	COP Lease Payment	Total Allocations	Fund Exchanges	Net	
Included Operators:								
1	Metro Bus Ops.	\$ 137,292,867	\$ 17,161,330	\$ 949,832		\$ 155,404,029	\$ (4,469,424)	\$ 150,934,605
Municipal Operators:								
2	Arcadia	311,356	-	-		311,356	37,647	349,003
3	Claremont	121,781	-	-		121,781	14,725	136,506
4	Commerce	556,330	-	-		556,330	67,268	623,598
5	Culver City	2,764,840	320,000	-	810,000	3,894,840	334,306	4,229,145
6	Foothill Transit	15,150,674	680,000	-		15,830,674	3,970,868	19,801,543
7	Gardena	2,469,550	4,937,358	-		7,406,908	424,494	7,831,402
8	La Mirada	135,414	-	-		135,414	16,373	151,787
9	Long Beach	11,888,716	5,573,622	360,000		17,822,338	1,327,596	19,149,934
10	Montebello	3,905,990	-	-		3,905,990	472,286	4,378,276
11	Norwalk	1,158,970	-	-		1,158,970	140,135	1,299,105
12	Redondo Beach	534,188	-	-		534,188	64,590	598,779
13	Santa Monica	9,185,759	5,900,348	1,026,475		16,112,582	(4,746,245)	11,366,337
14	Torrance	2,807,792	-	-		2,807,792	518,087	3,325,879
15	Sub-Total	50,991,360	17,411,328	1,386,475	810,000	70,599,163	2,642,132	73,241,294
Eligible Operators:								
16	Antelope Valley	122,867	-	-		122,867	440,497	563,364
17	LADOT	6,341,386	-	-		6,341,386	1,246,142	7,587,528
18	Santa Clarita	1,163,250	-	-		1,163,250	140,652	1,303,902
19	Foothill BSCP	-	-	-		-	-	-
20	Sub-Total	7,627,503	-	-	-	7,627,503	1,827,292	9,454,795
Tier 2 Operators:								
	LADOT Community Dash	-	-	-		-	-	-
	Glendale	-	-	-		-	-	-
	Pasadena	-	-	-		-	-	-
	Burbank	-	-	-		-	-	-
	Sub-Total	-	-	-		-	-	-
21	Lynwood Trolley	-	-	-			\$ -	-
22	Total Excluding Metro	58,618,863	17,411,328	1,386,475	810,000	78,226,666	4,469,424	82,696,089
	Grand Total	\$ 195,911,730	\$ 34,572,658	\$ 2,336,307	\$ 810,000	\$ 233,630,695	\$ -	\$ 233,630,695

Los Angeles County Metropolitan Transportation Authority
2016 Transit Fund Allocations

FEDERAL FORMULA GRANTS (CONTINUED)								
	Bus & Bus Facilities (Section 5339)			State of Good Repair (Section 5337)			Total Federal Formula Grants Allocation	
	\$Allocation	Fund Exchange	Net	\$Allocation	Fund Exchange	Net		
Included Operators:								
1	Metro Bus Ops.	\$ 16,600,537	\$ 7,087,802	\$ 23,688,339	\$ 72,682,363	\$ 3,631,622	\$ 76,313,985	\$ 250,936,929
Municipal Operators:								
2	Arcadia	37,647	(37,647)	-	-	-	-	349,003
3	Claremont	14,725	(14,725)	-	-	-	-	136,506
4	Commerce	67,268	(67,268)	-	-	-	-	623,598
5	Culver City	334,306	(334,306)	-	-	-	-	4,229,145
6	Foothill Transit	1,831,918	(1,831,918)	-	2,138,950	(2,138,950)	-	19,801,543
7	Gardena	298,602	(298,602)	-	125,892	(125,892)	-	7,831,402
8	La Mirada	16,373	(16,373)	-	-	-	-	151,787
9	Long Beach	1,437,504	(1,437,504)	-	140,092	(140,092)	-	19,149,934
10	Montebello	472,286	(472,286)	-	-	-	-	4,378,276
11	Norwalk	140,135	(140,135)	-	-	-	-	1,299,105
12	Redondo Beach	64,590	(64,590)	-	-	-	-	598,779
13	Santa Monica	1,110,681	(1,110,681)	-	143,075	(143,075)	-	11,366,337
14	Torrance	339,499	(339,499)	-	178,588	(178,588)	-	3,325,879
15	Sub-Total	6,165,535	(6,165,535)	-	2,726,597	(2,726,597)	-	73,241,294
Eligible Operators:								
16	Antelope Valley	14,856	(14,856)	-	425,641	(425,641)	-	563,364
17	LADOT	766,758	(766,758)	-	479,384	(479,384)	-	7,587,528
18	Santa Clarita	140,652	(140,652)	-	-	-	-	1,303,902
19	Foothill BSCP	-	-	-	-	-	-	-
20	Sub-Total	922,267	(922,267)	-	905,025	(905,025)	-	9,454,795
Tier 2 Operators:								
21	LADOT Community Dash	-	-	-	-	-	-	-
22	Glendale	-	-	-	-	-	-	-
23	Pasadena	-	-	-	-	-	-	-
24	Burbank	-	-	-	-	-	-	-
25	Sub-Total	-	-	-	-	-	-	-
26	Lynwood Trolley	-	-	-	-	-	-	-
27	Total Excluding Metro	7,087,802	(7,087,802)	-	3,631,622	(3,631,622)	-	82,696,089
	Grand Total	\$ 23,688,339	\$ -	\$ 23,688,339	\$ 76,313,985	\$ -	\$ 76,313,985	\$ 333,633,019

**Los Angeles County Metropolitan Transportation Authority
2016 Transit Fund Allocations**

FY2016 FTA Section 5307 15% Capital Discretionary and 1% Associated Transit Improvement Fund Allocation							
BOS Approval							
Section 5307 15%							
Project Proposal	Sponsor	Amount Requested	% of amount requested	Avg Score	% Award	Award Value	
Regional Training	SCR TTC	\$ 250,000				\$ 250,000	
Bus Replacement - (350) 40' CNG	METRO	\$ 40,000,000	64.35%	81.7	50%	\$ 17,161,329	
Bus Replacement - (14) 40' CNG	SM Big Blue Bus	\$ 6,210,893	9.99%	89.3	95%	\$ 5,900,348	
Electric Charging Stations	Foothill	\$ 800,000	1.29%	88.3	85%	\$ 680,000	
Bus Replacement - (15) 40' CNG	Long Beach Transit	\$ 6,654,528	10.71%	87.4	80%	\$ 5,323,622	
Bus Wash Replacement Project	Culver City Bus	\$ 320,000	0.51%	85.8	100%	\$ 320,000	
Bus Replacement - (12) Electric	G-Trans	\$ 8,172,317	13.15%	84.5	60%	\$ 4,937,358	
Total Requested		\$ 62,407,738				\$ 34,572,658	
Section 5307 15%							
Project Proposal	Sponsor	Amount Requested	% of amount requested	Avg Score	% Value (of request)	REVISED Award Value	
Bus Stop Improvement Project	Long Beach Transit	\$ 360,000	9.16%	90.1	100.00%	\$ 360,000	
Expo Light Rail bus stop Improvement	Santa Monica's BBB	\$ 1,600,000	40.73%	88.2	70.40%	\$ 1,026,475	(1)
Bus Stop Improvements	Culver CityBus	\$ 500,000	12.73%	87.8	67.30%	\$ -	
Orange Line Ped Access Improvements	METRO	\$ 1,468,000	37.37%	81.3	35.00%	\$ 949,832	(2)
Total Requested		\$ 3,928,000				\$ 2,336,307	
(1) \$100,000 of Sant Monica's allocation is deferred in favor of Metro. This allocation will be taken off the top from FY2017 1% Enhancement Fund.							
(2) Culver City's allocation in the amount of \$336,492 is deferred in favor of Metro. This allocation will be taken off the top from FY2017 1% Enhancement fund.							

**Los Angeles County Metropolitan Transportation Authority
2016 Transit Fund Allocations**

PROPOSITION A 5% OF 40% DISCRETIONARY INCENTIVE PROGRAMS		
		FY16 Allocation
	<u>PRIORITY I: EXISTING SUB-REGIONAL PARATRANSIT PROJECTS:</u>	
1	Agoura Hills	\$ 86,630
2	Antelope Valley, Elderly & Disabled	320,426
3	Beverly Hills Taxi & Lift Van	27,893
4	Culver City Community Transit and LA County	62,873
5	Gardena, Hawthorne and LA County	164,422
6	Glendale Paratransit and La Canada Flintridge	250,415
7	Huntington Park, Bell, South Gate and LA County	14,018
8	Inglewood Transit and LA County	191,168
9	LA County (Whittier et al)	161,665
10	LA County (Willowbrook)	53,486
11	Los Angeles Taxi & Lift Van, City Ride	373,476
12	Los Angeles Dial-a-Ride, City Ride	1,888,629
13	Monrovia D.A.R. and LA County	152,904
14	Palos Verdes PTA D.A.R.	42,666
15	Palos Verdes PTA - PV Transit	358,479
16	Pasadena Community Transit, San Marino and LA County	395,346
17	Pomona Valley TA - E&D (Get About)	561,777
18	Pomona Valley TA General Public (VC)	92,327
19	Redondo Beach Community Transit and Hermosa Beach	58,543
20	Santa Clarita D.A.R.	815,312
21	West Hollywood (DAR)	291,689
22	West Hollywood (Taxi)	53,242
23	Whittier (DAR)	340,100
24	1st Priority Sub-total	\$ 6,757,486
	<u>PRIORITY II: SERVICES THAT RECEIVE GROWTH OVER INFLATION</u>	
	(IF PROP A DISC. CANNOT FULLY FUND THESE SYSTEMS)	
25	City of L.A. - Bus Service Continuation Project/DASH/Central City Shuttle	\$ -
26	Santa Clarita - Local Fixed Route	-
27	Antelope Valley - Local Fixed Route	-
28	Foothill - Bus Service Continuation Project	-
29	2nd Priority Sub-total	\$ -
30	<u>PRIORITY III: APPROVED EXISTING EXPANDED PARATRANSIT</u>	\$ -
31	<u>PRIORITY IV: APPROVED NEW EXPANDED PARATRANSIT SERVICES</u>	\$ -

Los Angeles County Metropolitan Transportation Authority
 2016 Transit Fund Allocations

PROPOSITION A 5% OF 40% DISCRETIONARY INCENTIVE PROGRAMS				
Priority V: VOLUNTARY NTD DATA REPORTING:		Estimate	Tier 2 Deduction (1)	FY16 Net Allocation
FY14 NTD Report Year				
32	City of Alhambra (MB and DR)	\$ 134,937		\$ 134,937
33	City of Artesia (DR)	6,204		6,204
34	City of Azusa (DR)	42,703		42,703
35	City of Baldwin Park (MB and DR)	131,345		131,345
36	City of Bell (MB/DR)	16,924		16,924
37	City of Bell Gardens (MB and DR)	63,240		63,240
38	City of Bellflower (MB and DR)	45,591		45,591
39	City of Burbank (MB)*	107,853	17,196	90,657
40	City of Carson (MB and DT)	193,695		193,695
41	City of Cerritos (MB and DR)	67,528		67,528
42	City of Compton (MB)	55,609		55,609
43	City of Covina (DR)	28,913		28,913
44	City of Cudahy (MB and DR)	27,582		27,582
45	City of Downey (MB and DR)	94,093		94,093
46	City of Duarte (MB)	36,400		36,400
47	City of El Monte (MB and DR)	151,283		151,283
48	City of Glendora (MB and DR)	58,476		58,476
49	City of Glendale (MB)*	298,381	47,575	250,806
50	City of Huntington Park (MB)	63,471		63,471
51	City of Los Angeles -- Community DASH* (MB)	1,408,770	224,617	1,184,153
52	City of Los Angeles -- Department of Aging (DR)	195,007		195,007
53	LA County Dept. of Public Works -- Avocado Heights (MB)	15,516		15,516
54	LA County Dept. of Public Works -- East Valinda (MB)	27,516		27,516
55	LA County Dept. of Public Works -- East LA (MB and DR)	208,286		208,286
56	LA County Dept. of Public Works -- Willowbrook (MB)	37,614		37,614
57	LA County Dept. of Public Works -- King Medical (MB)	11,208		11,208
58	LA County Dept. of Public Works -- South Whittier (MB)	54,121		54,121
59	City of Lawndale (MB)	34,789		34,789
60	City of Lynwood (MB)	63,448		63,448
61	City of Malibu (DT)	21,365		21,365
62	City of Manhattan Beach (DR)	16,624		16,624
63	City of Maywood (DR)	4,513		4,513
64	City of Monterey Park (MB and DR)	106,695		106,695
65	City of Pasadena (MB)*	263,065	41,944	221,121
66	City of Pico Rivera (DR)	23,874		23,874
67	City of Rosemead (MB and DR)	76,197		76,197
68	City of Santa fe Springs (DR)	4,335		4,335
69	City of South Gate (DT and MB)	145,310		145,310
70	City of South Pasadena (DR)	10,435		10,435
71	City of West Covina (MB and DR)	96,813		96,813
72	City of West Hollywood (MB)	31,850		31,850
73	5th Priority Sub-Total	\$ 4,481,579	\$ 331,332	\$ 4,150,247

**Los Angeles County Metropolitan Transportation Authority
2016 Transit Fund Allocations**

PROPOSITION A 5% OF 40% DISCRETIONARY INCENTIVE PROGRAMS			
	<u>PRIORITY VI: SPECIAL DEMONSTRATION PROJECTS</u>		
74	Avalon Ferry Subsidy		\$ 650,000
75	Avalon Transit Services (Jitney and Dial-a-Ride)		250,000
76	Hollywood Bowl Shuttle Service		1,057,000
77	6th Priority Sub-total		\$ 1,957,000
78	Total Expenditures		\$ 12,864,733
79	Reserves for contingencies (2)		1,806,496
80	Sub-total		14,671,229
81	Estimated Revenue		14,671,229
82	Surplus (Deficit)		\$ -
	NOTES:		
	(1) Tier 2 Operators' shares have been reduced by % of GOI Funding per Tier 2 Operators Funding Program.		

**Los Angeles County Metropolitan Transportation Authority
2016 Transit Fund Allocations**

PROPOSITION A, PROPOSITION C AND MEASURE R LOCAL RETURNS TRANSPORTATION DEVELOPMENT ACT ARTICLES 3 AND 8										
	LOCAL JURISDICTION	Population	Population	Proposition A	Proposition C	Measure R	TDA Article 3	TDA Article 8 (S & H)		Total Allocations
		DOF Report 2014 data	as % of County	Local Return Estimate	Local Return Estimate	Local Return Estimate	Ped & Bike [1]	Population	Article 8 Allocation	
1	AGOURA HILLS	20,625	0.2054%	\$ 372,439	\$ 308,928	\$ 231,699	\$ 13,155		\$ -	\$ 926,222
2	ALHAMBRA	84,697	0.8434%	1,529,429	1,268,621	951,477	53,968			3,803,495
3	ARCADIA	57,500	0.5726%	1,038,315	861,255	645,949	36,644			2,582,163
4	ARTESIA	16,776	0.1671%	302,935	251,277	188,460	10,703			753,375
5	AVALON	3,820	0.0380%	68,980	57,217	42,913	5,000	3,820	143,632	317,743
6	AZUSA	48,385	0.4818%	873,719	724,727	543,552	30,838			2,172,837
7	BALDWIN PARK	76,715	0.7640%	1,385,293	1,149,064	861,808	48,884			3,445,048
8	BELL	35,972	0.3582%	649,570	538,801	404,106	22,931			1,615,407
9	BELLFLOWER	77,741	0.7742%	1,403,820	1,164,432	873,334	49,537			3,491,123
10	BELL GARDENS	42,667	0.4249%	770,466	639,081	479,317	27,196			1,916,059
11	BEVERLY HILLS	34,677	0.3453%	626,185	519,404	389,558	22,106			1,557,253
12	BRADBURY	1,082	0.0108%	19,538	16,207	12,155	5,000			52,900
13	BURBANK	105,543	1.0510%	1,905,858	1,580,859	1,185,659	67,247			4,739,624
14	CALABASAS	23,943	0.2384%	432,354	358,627	268,973	15,269			1,075,223
15	CARSON	92,636	0.9225%	1,672,788	1,387,534	1,040,663	59,025			4,160,011
16	CERRITOS	49,741	0.4953%	898,206	745,038	558,785	31,702			2,233,730
17	CLAREMONT	35,920	0.3577%	648,631	538,022	403,522	22,898			1,613,072
18	COMMERCE	13,003	0.1295%	234,804	194,763	146,074	8,300			583,941
19	COMPTON	98,082	0.9767%	1,771,130	1,469,106	1,101,843	62,494			4,404,574
20	COVINA	48,619	0.4842%	877,945	728,232	546,181	30,987			2,183,345
21	CUDAHY	24,142	0.2404%	435,948	361,607	271,209	15,395			1,084,159
22	CULVER CITY	39,579	0.3941%	714,704	592,828	444,626	25,229			1,777,387
23	DIAMOND BAR	56,400	0.5617%	1,018,451	844,779	633,592	35,943			2,532,765
24	DOWNEY	113,363	1.1289%	2,047,069	1,697,990	1,273,508	72,228			5,090,796
25	DUARTE	21,668	0.2158%	391,273	324,551	243,416	13,820			973,060
26	EL MONTE	115,064	1.1459%	2,077,785	1,723,468	1,292,617	73,312			5,167,182
27	EL SEGUNDO	16,897	0.1683%	305,120	253,089	189,819	10,780			758,809
28	GARDENA	60,082	0.5983%	1,084,940	899,929	674,955	38,289			2,698,112
29	GLENDALE	195,799	1.9498%	3,535,670	2,932,745	2,199,585	124,739			8,792,739
30	GLENORA	51,290	0.5108%	926,177	768,239	576,186	32,688			2,303,291
31	HAWAIIAN GARDENS	14,456	0.1440%	261,041	216,527	162,397	9,226			649,191
32	HAWTHORNE	86,644	0.8628%	1,564,587	1,297,784	973,350	55,208			3,890,929
33	HERMOSA BEACH	19,750	0.1967%	356,639	295,822	221,869	12,598			886,928
34	HIDDEN HILLS	1,901	0.0189%	34,328	28,474	21,356	5,000			89,157
35	HUNTINGTON PARK	59,033	0.5879%	1,065,997	884,217	663,171	37,621			2,651,005

**Los Angeles County Metropolitan Transportation Authority
2016 Transit Fund Allocations**

PROPOSITION A, PROPOSITION C AND MEASURE R LOCAL RETURNS TRANSPORTATION DEVELOPMENT ACT ARTICLES 3 AND 8										
	LOCAL JURISDICTION	Population	Population	Proposition A	Proposition C	Measure R	TDA Article 3	TDA Article 8 (S & H)		Total Allocations
		DOF Report	as % of	Local Return	Local Return	Local Return	Ped & Bike	Population	Article 8	
		2014 data	County	Estimate	Estimate	Estimate	[1]		Allocation	
36	INDUSTRY [3]	438	0.0044%	7,909	6,561	4,920	-			19,390
37	INGLEWOOD	111,795	1.1133%	2,018,755	1,674,504	1,255,893	71,229			5,020,382
38	IRWINDALE	1,466	0.0146%	26,473	21,958	16,469	5,000			69,900
39	LA CANADA-FLINTRIDGE	20,535	0.2045%	370,814	307,580	230,688	13,098			922,180
40	LA HABRA HEIGHTS	5,420	0.0540%	97,872	81,183	60,888	5,000			244,943
41	LAKEWOOD	81,224	0.8089%	1,466,715	1,216,601	912,462	51,756			3,647,533
42	LA MIRADA	49,178	0.4897%	888,039	736,605	552,461	31,343			2,208,448
43	LANCASTER	159,878	1.5921%	2,887,021	2,394,708	1,796,053	101,858	159,878	6,011,397	13,191,036
44	LA PUENTE	40,478	0.4031%	730,938	606,293	454,726	25,801			1,817,758
45	LA VERNE	32,228	0.3209%	581,962	482,722	362,046	20,546			1,447,276
46	LAWNDALE	33,228	0.3309%	600,020	497,700	373,280	21,183			1,492,183
47	LOMITA	20,630	0.2054%	372,529	309,003	231,755	13,158			926,446
48	LONG BEACH	470,292	4.6833%	8,492,368	7,044,196	5,283,211	299,587			21,119,362
49	LOS ANGELES CITY	3,904,657	38.8840%	70,508,927	58,485,300	43,864,508	2,825,874			175,684,608
50	LYNWOOD	70,980	0.7068%	1,281,732	1,063,163	797,382	45,231			3,187,507
51	MALIBU	12,865	0.1281%	232,312	192,696	144,524	8,212			577,744
52	MANHATTAN BEACH	35,619	0.3547%	643,195	533,514	400,140	22,706			1,599,555
53	MAYWOOD	27,758	0.2764%	501,244	415,769	311,830	17,699			1,246,542
54	MONROVIA	37,162	0.3701%	671,058	556,625	417,474	23,689			1,668,847
55	MONTEBELLO	63,527	0.6326%	1,147,148	951,529	713,656	40,483			2,852,816
56	MONTEREY PARK	61,777	0.6152%	1,115,547	925,317	693,996	39,368			2,774,229
57	NORWALK	106,630	1.0619%	1,925,487	1,597,141	1,197,870	67,939			4,788,438
58	PALMDALE	155,657	1.5501%	2,810,800	2,331,484	1,748,634	99,169	155,657	5,852,688	12,842,775
59	PALOS VERDES ESTATES	13,665	0.1361%	246,758	204,679	153,511	8,722			613,670
60	PARAMOUNT	55,051	0.5482%	994,092	824,573	618,437	35,084			2,472,186
61	PASADENA	140,879	1.4029%	2,543,944	2,110,134	1,582,620	89,755			6,326,453
62	PICO RIVERA	63,873	0.6361%	1,153,396	956,712	717,543	40,704			2,868,354
63	POMONA	151,713	1.5108%	2,739,580	2,272,410	1,704,328	96,657			6,812,974
64	RANCHO PALOS VERDES	42,358	0.4218%	764,886	634,453	475,845	26,999			1,902,183
65	REDONDO BEACH	67,717	0.6744%	1,222,810	1,014,289	760,726	43,152			3,040,976
66	ROLLING HILLS	1,895	0.0189%	34,219	28,384	21,288	5,000			88,891
67	ROLLING HILLS ESTATES	8,184	0.0815%	147,784	122,583	91,938	5,230			367,535
68	ROSEMEAD	54,762	0.5453%	988,873	820,244	615,191	34,900			2,459,208
69	SAN DIMAS	34,072	0.3393%	615,260	510,342	382,761	21,721			1,530,084
70	SAN FERNANDO	24,222	0.2412%	437,392	362,805	272,107	15,446			1,087,752

Los Angeles County Metropolitan Transportation Authority
2016 Transit Fund Allocations

**PROPOSITION A, PROPOSITION C AND MEASURE R LOCAL RETURNS
TRANSPORTATION DEVELOPMENT ACT ARTICLES 3 AND 8**

	LOCAL JURISDICTION	Population	Population	Proposition A	Proposition C	Measure R	TDA Article 3	TDA Article 8 (S & H)		Total Allocations
		DOF Report 2014 data	as % of County	Local Return Estimate	Local Return Estimate	Local Return Estimate	Ped & Bike [1]	Population	Article 8 Allocation	
71	SAN GABRIEL	40,313	0.4015%	727,958	603,822	452,872	25,696			1,810,348
72	SAN MARINO	13,341	0.1329%	240,907	199,826	149,871	8,515			599,120
73	SANTA CLARITA	209,130	2.0826%	3,776,396	3,132,421	2,349,345	133,231	209,130	7,863,268	17,254,660
74	SANTA FE SPRINGS	17,349	0.1728%	313,282	259,859	194,897	11,068			779,107
75	SANTA MONICA	92,185	0.9180%	1,664,644	1,380,779	1,035,597	58,738			4,139,758
76	SIERRA MADRE	11,094	0.1105%	200,332	166,170	124,629	7,084			498,214
77	SIGNAL HILL	11,411	0.1136%	206,056	170,918	128,190	7,286			512,450
78	SOUTH EL MONTE	20,426	0.2034%	368,846	305,948	229,464	13,028			917,285
79	SOUTH GATE	96,057	0.9566%	1,734,564	1,438,775	1,079,094	61,204			4,313,637
80	SOUTH PASADENA	26,011	0.2590%	469,698	389,602	292,205	16,586			1,168,090
81	TEMPLE CITY	36,134	0.3598%	652,495	541,228	405,926	23,034			1,622,682
82	TORRANCE	147,706	1.4709%	2,667,223	2,212,391	1,659,314	94,104			6,633,033
83	VERNON [4]	122	0.0012%	2,203	1,827		5,000			9,030
84	WALNUT	30,112	0.2999%	543,752	451,028	338,275	19,198			1,352,253
85	WEST COVINA	107,828	1.0738%	1,947,120	1,615,085	1,211,328	68,702			4,842,236
86	WEST HOLLYWOOD	35,072	0.3493%	633,318	525,321	393,995	22,358			1,574,991
87	WESTLAKE VILLAGE	8,386	0.0835%	151,431	125,608	94,207	5,359			376,606
88	WHITTIER	86,538	0.8618%	1,562,673	1,296,196	972,159	55,141			3,886,169
89	UNINCORP LA COUNTY	1,046,557	10.4220%	18,898,359	15,675,692	11,756,912	1,456,817	109,504	4,117,340	51,905,120
90	TOTAL	10,041,797	100.0000%	\$ 181,331,250	\$ 150,409,500	\$ 112,807,125	\$ 7,551,412	637,989	\$ 23,988,324	\$ 476,087,611

NOTES:

Population estimates are based on State of California Department of Finance's 2014 population estimates. The Unincorporated Population figure for TDA 8 is based on 2007 estimates by Urban Research

Proposition A, Proposition C and Measure R Local Return funds are allocated their share of estimated revenues (minus administration) without carryover since payments are made based on actual revenues received.

TDA Article 3 Allocation:

[1] 15% of the estimated revenue is first awarded to the City of Los Angeles and Los Angeles County (30%-70% split) as Supplemental Allocation.

[3] City of Industry has opted out of the TDA Article 3 program indefinitely.

[4] City of Vernon has opted out of the Measure R Local Return program indefinitely.

Los Angeles County Metropolitan Transportation Authority
2015 Transit Fund Allocations

Summary of Significant Information, Methodologies and Assumptions
Revenue Estimates

- Revenue estimate is 3.2% over FY2015 budget based upon review of several economic forecasts.
- Consumer price index (CPI) of 1.97% represents a composite index from several economic forecasting sources and is applied to Proposition A Discretionary program for included operators, Transit Service Enhancement (TSE), Bus Service Improvement Program (BSIP), and Discretionary Base Restructuring program. Municipal Operators Service Improvement Program (MOSIP) receives 3% increase from FY2015 allocation.
- Proposition A 95% of 40% growth over inflation (GOI) revenue of \$45 million is used to fund formula equivalents for eligible and Tier 2 operators.
- Proposition 1B PTMISEA Bridge funding allocation represents the 3rd of four installments of FY2011 funding allocation.
- Proposition 1B Security Bridge funding allocation represents FY2013 funding allocation.
- Federal formula grants (urbanized Formula Section 5307, Bus and Bus Facilities Section 5339 and State of Good Repair Section 5337) are presented for budgetary purposes only and will be adjusted upon receipt of the final apportionments. Sections 5307 and 5339 are calculated using the Capital Allocation Procedure (CAP) as adopted by the Bus Operations Subcommittee (BOS), while Section 5337 is calculated using the same formula used by the Federal Transit Administration (FTA). Estimates are based on FY2016 estimated revenues. Operators' shares of sections 5339 and 5337 will be exchanged with Metro's share of section 5307 allocation.

Bus Transit Subsidies (\$672.4M)

Formula Allocation Procedure

Allocations of transit subsidy funds (STA, TDA Article 4, and Proposition A 95% of 40% Discretionary) are based on the Formula Allocation Procedure (FAP) that was adopted by the Los Angeles County Metropolitan Transportation Authority (LACMTA) Board of Directors and legislated through SB 1755 (Calderon – 1996). Los Angeles County included and eligible operators submitted their FY2014 Transit Performance Measures

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Los Angeles County Metropolitan Transportation Authority 2015 Transit Fund Allocations

data for the FY2016 FAP calculations. This data was validated and used in the calculations. The FAP as applied uses 50% of operators' vehicle service miles and 50% of operators' fare units. (Fare units are defined as operators' passenger revenues divided by operators' base cash fare). In November 2008, the Board approved Funding Stability Policy where operators who increase their fares will have their fare units frozen at their level prior to the fare increase until such time that fare unit calculation based on the new higher fare becomes greater than the frozen level.

Tier 2 Operators Funding Program was approved by the Board in April 2010 to provide operating assistance to LADOT Community Dash program and Glendale, Pasadena and Burbank's fixed route transit programs. Allocation is calculated by the same methodology as in the FAP and does not negatively impact the existing included and eligible operators. This program was funded \$6 million each year for three years beginning FY2011 from the \$18 million GOI funds that was set aside by the Board in FY2008. With the Board's approval, we will continue to fund this program in FY2016 for the amount of \$6 million.

Measure R 20% Bus Operations (\$151.6M)

Measure R, which voters approved in November 2008, provides that 20% of the revenues be allocated to bus service operations, maintenance and expansion. The 20% bus operations share is allocated according to FAP calculation methodology. In addition, Measure R ordinance also provides a lump sum allocation of \$150M over the life of the ordinance for clean fuel and bus facilities. This fund is allocated to Metro and LA County municipal operators at \$10 million every two years.

Proposition C 5% Security (\$34.2M)

Ninety percent of Proposition C 5% Security fund is allocated to Los Angeles County transit operators and Metro Operations for security services. State law requires that each operator's share of funds be based on its share of unlinked boardings to total Los Angeles County unlinked boardings. The unlinked boardings used for allocating these funds are based from the operators' TPM reports of LACMTA approved services. The remaining ten percent is allocated to Metro to mitigate other security needs.

Proposition C 40% Discretionary Programs (\$71.3M)

- **Municipal Operators Service Improvement Program (MOSIP).** MOSIP was adopted by the Board in April 2001. The program as continued is intended to provide bus service improvements to the transit dependent in Los Angeles County by reducing overcrowding and expanding services. Funding is increased by 3% from the previous year's funding level. All municipal operators participate in this program, and funds are allocated according to FAP calculation methodology.

ATTACHMENT F

Los Angeles County Metropolitan Transportation Authority 2015 Transit Fund Allocations

- **Zero-Fare Compensation.** The City of Commerce is allocated with an amount equivalent to its FAP share as compensation for having zero fare revenues.
- **Foothill Mitigation.** This fund is allocated to operators to mitigate the impact of Foothill becoming an included operator. The Foothill Mitigation Program is calculated similarly to the TDA and STA portion of the normal FAP, except that Foothill's data are frozen at its pre-inclusion level. The result of this calculation is then deducted from the TDA and STA portion of the normal FAP to arrive at the Foothill Mitigation funding level. This methodology was adopted by the Bus Operator Sub-Committee (BOS) in November 1995.
- **Transit Service Expansion Program (TSE).** The TSE Program continues for five municipal operators for expansion or introduction of fixed-route bus service in congested corridors. Metro Operations does not participate in this program.
- **Base Re-Structuring Program (Base-Re).** The Base Re-Structuring Program continues for four municipal operators who added service before 1990. These four municipal operators were given additional funding from Proposition C 40% Discretionary.
- **Bus Service Improvement Program (BSIP).** The BSIP also continues to address service improvements on overcrowded non-Metro bus lines used primarily by the transit dependent. Metro Operations and all other Los Angeles County transit operators, except Claremont, La Mirada and Commerce, participate in this program.
- **Proposition 1B Bridge Funding Program.** The Bridge Funding Program is established to compensate certain operators for the differences in State Proposition 1B allocation, which uses the State Transit Assistance (STA) allocation methodology, and the Los Angeles County Formula Allocation Procedure (FAP). Operators who would have received less or no funding under the State method are allocated with local funds if the FAP method is used. This program is to continue through the life of the bond as approved by the Board in September 2009. For FY2015, Bridge Funding allocation for the Transit Modernization (PTMISEA) account represents the second of four installments the operators earned from FY2011 Proposition 1B allocation; Bridge Funding for the Security account represents the full funding earned from the FY2012 allocation.

Federal Funds

Section 5307 Urbanized Formula Program (\$233.6M)

Based on federal revenue estimates for FY2016, \$233.6 million in Federal Section 5307 Urban Formula funds are allocated to Los Angeles County transit operators and LACMTA Operations. Eighty-five percent (85%) of these funds have been allocated based on a capital allocation formula consisting of total vehicle miles, number of

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Los Angeles County Metropolitan Transportation Authority 2015 Transit Fund Allocations

vehicles, unlinked boardings, passenger revenue and base fare. 15% Capital Discretionary fund and the 1% Transit Enhancement Act fund have been allocated on a discretionary basis with Bus Operations Subcommittee's review and concurrence.

At its April 15, 2014 meeting, the Bus Operators Subcommittee allocated \$250,000 each year for the next three years to the Southern California Regional Transit Training Consortium (SCR TTC) from the 15% discretionary fund. SCR TTC provides a training resource network comprised of Community Colleges, Universities, Transit Agencies, Public and Private Organizations focused on the development and delivery of training and employment of the transit industry workforce that is proficient at the highest standards, practices, and procedures for the industry. The fund will be exchanged with Metro's TDA Article 4 share and disbursed through Long Beach Transit.

Section 5339 Bus and Bus Facilities (\$23.7M)

The two-year transportation reauthorization bill that was signed into law on July 6, 2012, the Moving Ahead for Progress in the 21st Century Act (MAP-21), provides capital funding to replace, rehabilitate and purchase buses and related equipment and to construct bus-related facilities. (U.S.C. Section 5339 /MAP-21 Section 20029 – Bus and Bus Facilities). Based on federal revenue estimates for FY2016, \$23.7 million is allocated to Los Angeles County operators and Metro operations using the Capital Allocation Procedure adopted by the Bus Operations Subcommittee. Operators' shares are swapped with Metro's share of Federal Section 5307 to minimize administrative process.

Section 5337 State of Good Repair (\$76.3M)

MAP-21 also introduced a new formula-based State of Good Repair program (49 U. S. C. Section 5337 /MAP-21 Section 20027) dedicated to repairing and upgrading the nation's rail transit systems along with the high-intensity motor bus systems that use high-occupancy vehicle lanes, including bus rapid transit. This funding program consists of two separate formula programs:

- **High Intensity Fixed Guideway** – provides capital funding to maintain a system in a state of good repair for rail and buses operating on lanes for exclusive use of public transportation vehicles, i. e. bus rapid transit. Based on federal revenue estimates for FY2016, **\$70.4** million is allocated to Metro and municipal operations.
- **High Intensity Motorbus** - provides capital funding to maintain a system in a state of good repair for buses operating on lanes not fully reserved only for public transportation vehicles. Based on federal revenue estimates for FY2016, **\$5.9** million is allocated to Metro operations and Los Angeles County operators following the FTA formula: the fund allocated with Directional Route Miles (DRM) data is allocated using the operators' DRM data while the fund allocated with Vehicle Revenue Miles (VRM) data is allocated

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Los Angeles County Metropolitan Transportation Authority 2015 Transit Fund Allocations

using the operators' VRM data. Operators' shares are swapped with Metro's share of Federal Section 5307 to minimize administrative process.

Proposition A Incentive Programs (\$14.7M)

In lieu of TDA Article 4.5, five percent (5%) of Proposition A 40% Discretionary funds have been allocated to local transit operators through Board-adopted Incentive Program guidelines. Programs include the Sub-Regional Paratransit Program, the Voluntary NTD Reporting Program and the Sub-Regional Grant Projects. Under the Voluntary NTD Reporting Program, local transit operators report operating data through our Consolidated NTD Report for entitlement to the Federal FTA Section 5307 funds. Operators participating in the Voluntary NTD Reporting Program and who are not receiving Sub-Regional Paratransit funds are allocated an amount equal to the Federal FTA Section 5307 funds they generate for the region.

Under the Sub-Regional Grant Projects, Avalon's Ferry, which provides a lifeline service to its residents who commute between Avalon and the mainland will continue to receive \$650,000 in subsidy; Avalon's Transit Services annual subsidy remains at \$250,000 while Hollywood Bowl Shuttles subsidy will remain at to \$1,057,000.

Local Returns, TDA Articles 3 & 8 (\$476M)

- **Proposition A 25% Local Return (\$181.3M), Proposition C 20% (\$150.4M) Local Return and Measure R 15% Local Return (\$112.8M) funds estimates** are apportioned to all Los Angeles County cities and the County of Los Angeles based on population shares according to state statutes and Proposition A, Proposition C and Measure R ordinances. The City of Vernon opted out of the Measure R Local Return program indefinitely.
- **TDA Article 3 funds (\$7.6M).** 15% of TDA Article 3 funds are allocated towards maintenance of regionally significant Class I bike paths as determined by LACMTA policy and in current TDA Article 3 Guidelines. This portion is divided in a ratio of 30% to 70% to City of Los Angeles and County of Los Angeles, respectively. The remaining 85% is allocated to all Los Angeles County cities and the County of Los Angeles based on population shares. TDA Article 3 has a minimum allocation amount of \$5,000. The City of Industry has opted out of the TDA Article 3 program indefinitely. The Street and Freeway Subcommittee and the Technical Advisory Committee have approved this redistribution methodology in prior years, and it remains unchanged.
- **TDA Article 8 funds (\$24M)** are allocated to areas within Los Angeles County, but outside the Metro service area. These are Avalon, Lancaster, Palmdale, Santa Clarita and portions of unincorporated areas of Los Angeles County. The amount of TDA funds

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Los Angeles County Metropolitan Transportation Authority 2015 Transit Fund Allocations

for Article 8 allocation is calculated based on the proportionate population of these areas to the total population of Los Angeles County.

ATTACHMENT G

Los Angeles County Metropolitan Transportation Authority 2016 Transit Fund Allocations

RESOLUTION OF THE LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY FOR FISCAL YEAR 2015-2016 FOR LOCAL TRANSPORTATION, TRANSPORTATION DEVELOPMENT ACT, AND STATE TRANSIT ASSISTANCE FUND ALLOCATIONS

WHEREAS, the Los Angeles County Metropolitan Transportation Authority (LACMTA) is the designated Transportation Planning agency for the County of Los Angeles and is, therefore, responsible for the administration of the Transportation Development Act (TDA), Public Utilities Code Section 99200 et seq.; and

WHEREAS, under Chapter 2.5, Article 5, the State Transit Assistance Fund (STA) Section 6753, allocations to claimants shall be made and take effect by resolution and shall designate: 1) the fiscal year for which the allocation is made; 2) the amount allocated to the claimant for each of the purposes defined in Sections 6730 and 6731; and 3) any other terms and conditions of the allocation; and

WHEREAS, Section 6659 requires that allocation instructions be conveyed each year to the county auditor by written memorandum of its executive director and accompanied by a certified copy of the authorizing resolution; and

WHEREAS, the resolution shall also specify conditions of payment and may call for a single payment, for payments as moneys become available, or for payment by installments monthly, quarterly, or otherwise; and

WHEREAS, the amount of a regional entity's allocation for a fiscal year that is not allocated to claimants for that fiscal year shall be available to the regional entity for allocation in the following fiscal year; and

WHEREAS, Section 6754 requires that the regional entity may allocate funds to an operator or a transit service claimant only if, in the resolution allocating the funds, it finds all of the following:

- a.1 The claimant's proposed expenditures are in conformity with the Regional Transportation Plan.
- a.2 The level of passenger fares and charges is sufficient to enable the operator or transit service claimant to meet the fare revenue requirements of PUC Section 99268.2, 99268.3, 99268.4, 99268.5, and 99268.9, as they may be applicable to the claimant.
- a.3 The claimant is making full use of federal funds available under the Urban Mass Transportation Act of 1964, as amended.

ATTACHMENT G

Los Angeles County Metropolitan Transportation Authority 2016 Transit Fund Allocations

- a.4 The sum of the claimant's allocations from the state transit assistance fund and from the local transportation fund does not exceed the amount the claimant is eligible to receive during the fiscal year.
- a.5 Priority consideration has been given to claims to offset reductions on federal operating assistance and the unanticipated increase in the cost of fuel, to enhance existing public transportation services, and to meet high priority regional, countywide, or area wide public transportation needs.

WHEREAS, the regional entity may allocate funds to an operator for the purposes specified in Section 6730 only if, in the resolution allocating the funds, it finds all of the following:

- b.1 The operator has made a reasonable effort to implement the productivity improvements recommended pursuant to PUC Section 99244.
- b.2 A certification by the Department of the California Highway Patrol verifying that the operator is in compliance with Section 1808.1 of the Vehicle code, as required in PUC Section 99251. The certification shall have been completed within the last 13 month, prior to filing claims.
- b.3 The operator is in compliance with the eligibility requirements of PUC Section 99314.6 or 99314.7

WHEREAS, the regional entity may allocate funds to an operator to exchange funds pursuant to PUC Section 99314.4(b) only if, in the resolution allocating the funds made available pursuant to PUC Section 99231, it find that the operator is eligible to receive State Transit Assistance funds; and

WHEREAS, LACMTA staff in consultation with the Transit Operators and Cities has developed allocations in accordance with the Transportation Development Act as previously specified.

NOW THEREFORE,

- 1.0 The LACMTA Board of Directors approves the allocation of TDA and STA for the Fiscal Year 2015-16 to each claimant for each of the purposes as specified in Attachments A through E.
- 2.0 The Board of Directors hereby finds that a claimant's proposed expenditures are in conformity with the Regional Transportation Plan.; the level of passenger fares and charges is sufficient to enable the operator or transit service claimant to meet the fare revenue requirements; the claimant is making full use of federal funds available under the Urban Mass Transportation Act of 1964; the sum of the claimant's allocations from the State Transit Assistance fund and from the Local

ATTACHMENT G

Los Angeles County Metropolitan Transportation Authority 2016 Transit Fund Allocations

Transportation Fund do not exceed the amount the claimant is eligible to receive during the fiscal year; and that priority consideration has been given to claims to offset reductions on federal operating assistance and the unanticipated increase in the cost of fuel,

to enhance existing public transportation services, and to meet high priority regional, countywide, or area wide public transportation needs.

- 3.0 The Board of Directors hereby finds that, for the purposes specified in Section 6730, the operators eligible for funding have made reasonable efforts to implement the productivity improvements recommended pursuant to PUC Section 99244. A certification by the Department of the California Highway Patrol verifying that the operator is in compliance with Section 1808.1 of the Vehicle Code, has been remitted. The operator is in compliance with the eligibility requirements of PUC Section 99314.6 or 99314.7
- 4.0 The Board of Directors hereby authorizes that the operators listed in Attachment A are eligible to receive State Transit Assistance funds.
- 5.0 The Board of Directors hereby authorizes that the operators may receive payments upon meeting the requirements of the STA eligibility test and submittal of TDA and STA claims.

CERTIFICATION

The undersigned, duly qualified and acting as the Board Secretary of the Los Angeles County Metropolitan Transportation Authority, certifies that the foregoing is a true and correct representation of the Resolution adopted at a legally convened meeting of the Board of Directors of the Los Angeles County Metropolitan Transportation Authority held on June, 2015.

MICHELE JACKSON
Board Secretary

DATED:
(SEAL)



Board Report

File #: 2015-0449, File Type: Fare / Tariff / Service Change

Agenda Number: 9.

FINANCE, BUDGET AND AUDIT COMMITTEE JUNE 17, 2015

SUBJECT: REGIONAL INTERAGENCY TRANSFER (IAT) POLICY
ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATIONS

ADOPTED ON CONSENT CALENDAR:

- A. the **proposed change to the Policy on Use of Interagency Transfers** as described in Attachment A;
- B. finding that the proposed policy change results in a Disparate Impact but there is substantial legitimate justification for the proposed change and there are no alternatives that would have a less disparate impact on minority riders; and
- C. the recommendation to distribute up to 1 million TAP cards free to bus riders purchasing transfers in advance of the effective date of the policy to address the underlying cause of the Disparate Impact finding (current TAP card possession).

ISSUE

As of May 2015, the last of the County's transit providers that participate in a regional fare program - EZ transit pass or Inter-Agency Transfers (IATs) - are on TAP. The region is now poised to fully realize the seamless travel across the County envisioned when the TAP program was launched in 2002, improving customer convenience and improving boarding times.

The proposed Policy on the Use of Inter-Agency Transfers (Attachment A) makes the following changes to the current policy by:

- 1) eliminating the paper inter-agency transfer by requiring all transfers to be made with a TAP card;
- 2) paying the transfer fare upon second, rather than first, boarding;
- 3) extending the inter-agency transfer window from 2 to 2 ½ hours; and,
- 4) providing for a single inter-agency transfer within the transfer window.

The new policy would not change the transfer price charged by each transit operator; transfer fares would still be a local fare policy decision. Further, the new policy would not require change to intra-agency (i.e., within system) transfer policies like those at Metro, LADOT, Culver City BusLines, or Norwalk Transit, but would be integrated to work seamlessly with local TAP transfer policies on an operator-by-operator basis.

DISCUSSION

As the region has migrated to a TAP-based fare collection system over the last decade, IAT policy has presented many challenges because not all IAT-participating operators were on TAP. Operators with TAP capability had to consider the TAP capabilities or lack thereof when providing IATs to their customers. This resulted in the hybrid IAT program that we have today:

- Paper transfers are used for cash-paying customers transferring from bus to bus;
- TAP loaded transfers are used for customers who know they are transferring between TAP-enabled operators. To assist customers who may not know, most agencies load TAP transfers and continue to provide paper IATs;
- TVM-issued paper transfers are issued to customers transferring from Metro Rail to non-TAP operators;
- Limited use TAP “polka dot” transfers are issued to cash-paying customers transferring to Metro Rail or TAP customers transferring to Metro Rail from non-TAP operators.

These transfer accommodations have been difficult to manage for operators and difficult to use for customers. Now that all of the IAT-participating agencies are on TAP, the complexity of the IAT program can be simplified to the mutual benefit of both customers and operators. The policy change would provide an automatic transfer to customers when an eligible transfer boarding is made.

Regional Readiness

Several operators have already taken steps to harness the benefits the TAP system provides for transfer activity. Antelope Valley Transit and Santa Clarita Transit both eliminated paper transfers from their systems in recent years, requiring all customers who wish to transfer to another operator do so with their TAP cards. LADOT began the implementation of internal transfers on TAP with their conversion to the TAP program in 2013. Most recently, Metro implemented its own Board-approved internal transfer policy with the two hours of free transfers on TAP as part of the September 2014 fare change.

Beginning with the TAP conversion of Long Beach Transit in April 2014, 14 additional operators have been added to the TAP system bringing the total to 24 TAP enabled operators in the County (Attachment B). As the most recent 14 agencies have prepared for TAP transition over the last year, the region has been discussing the proposed changes to IAT policy through a number of forums including the General Managers’ group, Bus Operators Subcommittee (BOS), and Local Transit Systems Subcommittee (LTSS). Unanimous approval of the proposed policy was achieved by the General Managers on May 13th, and the BOS on May 19th. Additionally, the policy proposal will be presented to the Citizens Advisory Committee on June 24th.

Should the policy be approved by the Board, a Working Group comprised of operator representatives together with TAP staff will oversee the technical and marketing efforts necessary for implementation.

Policy Changes

There are four significant changes proposed to the IAT policy.

1. Transfers within Los Angeles County would be allowed with a TAP card only. This would eliminate the paper transfers, Rail TVM paper transfers, and TAP “polka dot” transfers currently in use. This would require all base fares whether single ride fares or pass fares to be paid with a TAP card at which time eligibility for a transfer at the next boarding would be encoded on the TAP card. Transfers would not be available for cash-paying customers. However, there will be limited routes that may need to maintain paper transfers for transfers to operators outside Los Angeles County. These routes will be handled on a case-by-case basis.
2. Transfer fare would be deducted when making the second boarding. The customer no longer has to determine need for the transfer as it will happen automatically if the boarding is transfer eligible. Today, the customer requests a transfer on the first vehicle, is provided with a paper

transfer, and the paper transfer is provided to the driver of the second vehicle. Under the proposal, the customer would simply tap for both boardings - a base fare would be deducted on the first vehicle and a transfer fare would be deducted on the second vehicle. Revenues are expected to remain unchanged as a result of the policy change but will now be collected on different legs of the trip.

3. The transfer window would be extended to 2.5 hours from the current 2 hour window. The extension of the transfer window was warranted due to increasing traffic congestion and the distance of some routes, particularly those from the Antelope Valley.
4. The policy would provide for a single IAT per base fare boarding. Today, it is each operator's discretion to issue another IAT when a customer boards with an IAT. Most operators, however, do not sell an IAT when presented with an IAT for boarding. The proposed policy would standardize this practice across the region.

Customer Benefits

The benefits to the customer of the proposed policy change include:

- *Speeding up boardings* - Under the new policy, a customer would not need to communicate with the driver to purchase an IAT. The transfer would happen automatically upon making the transfer boarding, ensuring the customer receives the transfer to which they are entitled, and speeding up boardings for all customers.
- *Eliminating necessity to carry exact change* - Restricting IATs to TAP cards only would eliminate the customer's need to carry exact change to purchase a transfer. Instead, riders would add cash to their TAP card. TAP cards can be registered for balance protection, allowing the TAP card balance to be restored should the card be lost or stolen (subject to a \$5 fee).
- *Customer ease of use* - A customer will no longer have to consider all legs of a continuous transit trip when determining when and what transfer to buy at any point along that trip. For example, a Metro customer today will automatically receive a transfer to another Metro route but has to know when he/she is transferring outside of Metro and that an IAT must be purchased. If the IAT is purchased before the Metro transfers are completed, the customer will lose the ability to transfer within Metro. Further, a customer transferring between operators would not need to know the exact cost of the transfer for each operator; the TAP system would recognize the valid transfer boarding and automatically deduct the best fare from the stored value balance.

Operator Benefits

The benefits to regional transit operators include:

- *Faster boarding time* - Under the new structure, a customer will not need to request a specific transaction for the transfer. This new policy would remove the necessity for the customer to communicate with the driver, which will expedite the boarding process and decrease dwell time, therefore increasing efficiency.
- *Encouraging the use of TAP* - The restriction of IATs to TAP cards is intended to add to recent efforts to increase TAP utilization. The new fare structure implemented in September 2014 added two hours of free transfers for customers paying the base fare on a TAP card. Prior to the 2014 fare changes, Metro did not offer intra-agency transfers, which meant that customers

had to pay for each boarding. Additionally, the proposed policy change is consistent with the gating of Metro Rail which required all Rail boardings to be made with TAP cards. The proposed change to IATs would restrict all transfers to a TAP card, further increasing the TAP share of overall fare media usage which is 80% TAP for Metro. When customers use TAP, the region's operators can collect more data about when, where, and how the system is being used. This additional data makes for more well-informed decision making with regard to fare policy, transit routes, and scheduling.

- *Reduction of fraud* - Proof of payment for IATs is currently provided to customers in the form of paper transfers. This presents an opportunity for fraud, as paper transfers are relatively easy for passengers to resell or reproduce. Restricting the use of IATs to TAP cards links the original fare and the transfer to the same fare media, and the system would validate base fare payment before authorizing the transfer. In addition, restricting IATs to TAP cards would eliminate the monetary incentive to resell the transfers since the TAP card itself costs \$1 to \$2.
- *Directly collected IAT revenues* - Under the current IAT structure, the transfer must be purchased upon the first boarding, which means that the agency providing the service for the original boarding collects both the base fare and the IAT fare. The proposed IAT policy would create a new system where the IAT fare would be automatically deducted upon the transfer boarding. This is a fairer and more appropriate fare payment, since the agency providing the transfer service would directly collect the IAT revenue.

Title VI

Metro conducted a Title VI evaluation (Attachment C) for the proposed policy change on behalf of the region. The County's population was divided into eight groups of riders defined by their proximity to a TAP sales location (within ¼ mile walking distance or not), their ability to load their TAP card on a transit vehicle, and whether they have a TAP card already in their possession. The Title VI evaluation found one group of the eight to be disparately impacted by the proposal - a group of 800,000 people who are constituents of Antelope Valley, Foothill Transit, Gardena, Montebello, and Torrance that currently do not have a TAP card, and are not within walking distance of a place to obtain one (though they could add value to it if they had one), and constitutes about 8.3% of all persons within walking distance of fixed route transit.

The proposed TAP-based IAT should be pursued given that more than 91% of the population would not be *Disparately Impacted* nor *Disproportionately Burdened* by the program. Customer convenience for those having to transfer would be improved with faster boarding times, and not having to carry added cash for transfer charges. It is in Metro's interest to pursue improved multi-operator coordination and the provision of seamless fare mechanisms for riders which the proposed program would accomplish. Given the significant investment in TAP, there is no alternative that would provide a consistent multi-operator transfer program without printed fare media than the proposed TAP-based transfer program. Approval of the policy by the Board constitutes that there is no cost-effective alternative to changing the IAT policy and it is in the regional transit operators' business

interest to make the change despite the disparate impact finding. Metro and its regional TAP partners will reduce the negative effect of the policy change by conducting an extensive marketing and outreach campaign, including TAP card distribution. This campaign will address the underlying cause of the disparate impact finding.

TAP Sales Locations

Currently, customers can purchase and/or load passes or value to a TAP card from various sources:

- Metro TAP Vending Machines (TVMs) in all 80 rail stations, 17 Orange Line stations, and El Monte Station
- Operator Customer Service Centers
- 393 Third Party TAP Vendors
- Online at taptogo.net
- By telephone at 1-866-TAPTOGO

Additionally, TAP is actively working on expansion of the TAP sales network with the addition of new third party vendors and new TVM locations, and a new mobile app for TAP card sales. Current sales locations are being mapped against the fixed route network to target vendor expansion efforts to those areas with the least access to TAP sales locations.

Marketing and Training

Staff is working with the TAP member agencies on numerous strategies and tactics to ensure successful customer communications on the new transfer policy, including the dissemination of up to 1 million TAP cards in advance of policy implementation. Messaging will include important customer education tools, as well as highlight where TAP cards can be purchased and reloaded. These messages will be consistent throughout a traditional print and digital marketing campaign, with particular emphasis on major transfer rail stations and inter agency connectivity. The marketing committee will also implement an internal campaign to prepare all TAP agency bus and rail operators for the change. This will include in-person trainings, on-site division marketing and materials for operators to distribute to customers.

DETERMINATION OF SAFETY IMPACT

There is no discernable safety impact.

FINANCIAL IMPACT

Adoption and implementation of the proposed policy change would result in annual savings of \$685,000, beginning in FY17, for the printing and processing of the three different paper-based transfer media:

- \$400,000 of savings annually through the elimination of bus-issued paper transfers;
- \$15,000 in Metro Rail TVM-issued paper transfers; and,
- \$270,000 in the production of polka-dot one-time use TAP transfers used by municipal operator patrons transferring to Metro Rail.

Additionally, a decrease in the use of cash has undefined savings on equipment maintenance and cash counting.

There will be a one-time cost of approximately \$750,000 for up to 1 million TAP cards to be made available to the public in preparation for the policy change. The one-time expense is already part of the FY16 TAP Operation budget.

The proposed policy does not change the cost of an IAT. As such, the proposed changes are not

designed to and will not have a significant impact on fare revenues collected.

ALTERNATIVES CONSIDERED

The current Policy on Use of Interagency Transfers can remain in effect. This would require the continued use of paper inter-agency transfers for bus to bus transactions, TVM-issued paper transfers for rail-to-bus transfers, and polka dot TAP transfers for bus-to-rail transfers. However, this would not achieve the same benefits to the riding public. In addition it would not fulfill the objective of the region's transit providers to create a more seamless, coordinated transit system.

NEXT STEPS

If the policy is approved, Metro staff, together with regional TAP partners, will begin the technical efforts to program the policy change into the TAP system, and will initiate a thorough marketing and outreach effort to inform the public. The effective date of the policy change will be agreed upon by the Working Group and is estimated to be in approximately 6 to 9 months due to the time needed to program the TAP system, educate and train each agency's operators, and inform and prepare the public.

Additionally, Metro staff will assist TAP partners with presentation of the Fare Equity Analysis results to their respective Boards/Councils for approval per FTA guidelines.

ATTACHMENTS

Attachment A - Proposed Changes to the Policy on the Use of Inter-Agency Transfers

Attachment B - TAP-Participating Operators

Attachment C - Title VI Evaluation

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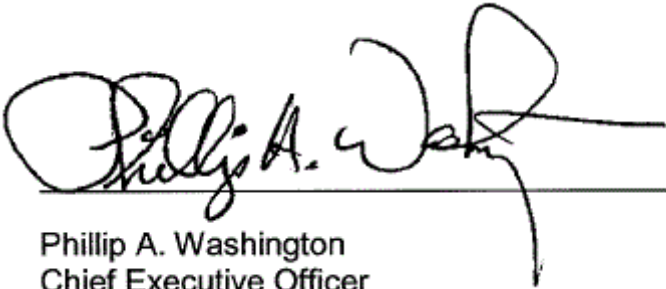
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Phillip A. Washington
Chief Executive Officer

**Proposed Changes to the
Policy on the Use of Inter-Agency Transfers**

In an effort to promote seamless travel for the public, and in response to state TDA law, included and eligible municipal operators and the LACTMA establish the following revised interagency transfer policy:

~~A transfer that a rider receives from one bus system or Metro Rail line will be accepted by other bus systems or Metro Rail lines for segments of a one-way continuous trip that the rider makes within a two-hour period on any one day. For systems having designated transfer points, the interagency transfer will only be accepted at these points.~~

A rider shall receive one transfer between bus systems or Metro Rail lines operated by different agencies within two and one-half hours of payment of a base fare. If the person is transferring to express or premium service, the operator will follow that system's policy about charging an additional fare for the express/premium service.

~~The rider may use the same transfer for all transfer segments, unless the receiving operator has a policy to collect transfers from boarding passengers. In that event, the bus operator will provide the passenger with a new interagency transfer upon payment of the interagency transfer fare. If the person is transferring to express or premium service, the accepting operator will follow that system's policy about charging an additional fare for the express/premium services. Fares for interagency transfers are determined by the issuing transit system.~~

Transfers shall be made available to customers as follows:

TAP cardholders shall automatically receive one transfer, if applicable, upon boarding their second bus or train within two and one-half hours. Fares for the TAP interagency transfer are determined by the accepting transit system.

TAP Enabled Operators

<u>Operator</u>	<u>TAP Fare Collection Devices</u>
Antelope Valley Transit Authority	Fareboxes
Baldwin Park Transit Lines	Bus Mobile Validators
BurbankBus	Bus Mobile Validators
Carson Circuit	Bus Mobile Validators
Compton Renaissance Transit	Bus Mobile Validators
Culver CityBus	Fareboxes
Foothill Transit	Fareboxes
GTrans (Gardena)	Fareboxes
Glendale BeeLine	Bus Mobile Validators
Huntington Park COMBI	Bus Mobile Validators
LA County	Bus Mobile Validators
LADOT	Driver Control Units/Light Validators
Los Angeles World Airports	Bus Mobile Validators
Long Beach Transit	Bus Mobile Validators
Metro	Fareboxes, Stand Alone Validators, Gates
Montebello Bus Lines	Fareboxes
Monterey Park Spirit Bus	Bus Mobile Validators
Norwalk Transit	Fareboxes
Pasadena Arts	Bus Mobile Validators
Palos Verdes Peninsula Transit Authority	Bus Mobile Validators
Beach Cities Transit (Redondo Beach)	Bus Mobile Validators
Santa Clarita Transit	Fareboxes & Driver Control Units/Light Validators
Big Blue Bus (Santa Monica)	Bus Mobile Validators
Torrance Transit	Fareboxes

**Title VI Evaluation
Replacement of Existing Interagency Transfers
With TAP-Based Method**

This is a Title VI evaluation of the replacement of current methods of providing Interagency Transfers (IATs) with a TAP-based method. The affected operators are those Los Angeles County fixed route service providers that receive some form of formula operating subsidy from the Los Angeles County Metropolitan Transportation Authority (Metro)(Table 1).

**Table 1
Los Angeles County
Formula Funded Fixed Route Operators**

Antelope Valley
Beach Cities Transit
Culver City
Foothill Transit

Gardena
Long Beach
Los Angeles DOT
Metro
Montebello

Norwalk
Santa Clarita
Santa Monica
Torrance

For this evaluation the Universe of potentially impacted persons is all persons within one-quarter mile of any bus stop served by one or more of the above operators, and/or within one-half mile of any rail station. Ethnic data for this population is obtained from the 2010 US Census, and Household Income data for this population is obtained from the 2006-2010 American Consumer Survey (ACS). Because the Census data is provided at the block group level, and the ACS data is at the tract level the size of the impacted population is slightly greater for the ACS data (block groups that are more than one-quarter mile from a bus stop would be excluded from the Census data, but could be included in the ACS data if the tract containing such block groups was within that one-quarter mile of a bus stop).

For reference purposes this evaluation will refer to the Ethnic population as the Title VI data, and the Household Income population will be referred to as the Environmental Justice data. The Title VI population consists of 9,648,798 persons of whom 6,826,725 are minorities (70.8%). The Environmental Justice population consists of 9,742,481 persons of whom 1,531,488 are living in households below the federally defined Poverty income levels (15.7%).

Evaluation Methodology

The Universe of potentially impacted persons has been defined as essentially all persons who can walk to fixed route transit. Under current methods any passenger

desiring an IAT may purchase it at the time that they board a bus, or at a rail station at the time that they purchase their rail ticket. In order to be unaffected by the introduction of TAP-based IAT's a passenger must still be within walking distance of the means to purchase the IAT before taking their transit ride. Otherwise, a person would be adversely affected by the new method.

The mechanics of the proposed IAT process require that the passenger have a TAP card with a cash purse holding sufficient value to purchase an IAT. Such a rider would pay their initial fare by whatever means they normally use (either a cash deduction from the TAP card purse, or the use of whatever pass is stored on the TAP card). When the transfer boarding occurs, the cost of the transfer would be debited from the TAP card purse.

The relevant factors for this evaluation are 1) does the rider have a TAP card, or not, and 2) can the rider add value to that TAP card to ensure the ability to pay for the trip. The ability to add value to a TAP card adds an additional level of complexity to this evaluation – some of the fixed route operators have the ability to add value to a TAP card on board a bus and some do not have this capability. In the latter instance, whether a rider remains unaffected by the proposed method will depend on whether or not they are within walking distance of an alternative means of adding value to the TAP card. The alternatives consist of rail and Orange Line stations which have TVM's capable of issuing and upgrading TAP cards, or customer service outlets which can sell and/or upgrade TAP cards (there are several hundred of these). The possible combinations of these factors and nature of rider impacts are shown in Table 2.

This evaluation assumes that having to purchase a TAP card is inconsequential because the \$1-\$2 cost of the card can be amortized over its multiple year validity. Therefore, the No TAP Card riders whose only potential adverse impact would be the need to buy a TAP card are considered to be Not Impacted as long as they are otherwise able to walk to a location where they can add value to the card.

As can be seen from Table 2 there are three scenarios that result in an adverse impact for riders so situated:

1. The rider has No TAP Card and adding value to the TAP purse on the bus has no value because they are not within walking distance of a location where they could obtain the TAP card itself;
2. The rider has a TAP Card but cannot add value to it anywhere; and
3. The rider has No Tap Card and cannot add value to it or buy one.

Table 2
Rider Impact Categorizations

	<u>TAP Card</u>	<u>No TAP Card</u>
Can Add Value Can Walk to Outlet	No Impact	No Impact
Can Add Value Cannot Walk to Outlet	No Impact	Adverse Impact
Cannot Add Value Can Walk to Outlet	No Impact	No Impact
Cannot Add Value Cannot Walk to Outlet	Adverse Impact	Adverse Impact

Results of Evaluation

The next step in this evaluation was to determine the number of persons associated with each Impact Category, and for the potential Adverse Impact categories, whether or not the resulting impacts were Disparate (disproportionately affecting minorities) or imposed a Disproportionate Burden (disproportionately impacted persons in Poverty).

Metro has defined a Disparate Impact as an adverse impact affecting a group having an absolute 5% greater minority share than the overall population (Universe) (in this instance, $70.8\% + 5\% = 75.8\%$ or greater) or a 20% greater share ($70.8\% \times 1.20 = 85.0\%$). This evaluation uses the lesser threshold of 75.8%. A Disproportionate Burden has been defined as an adverse impact affecting a group having an absolute 5% greater Poverty share ($15.7\% + 5\% = 20.7\%$), or a 20% greater Poverty share than the overall population (in this instance, greater than $15.7\% \times 1.20 = 18.8\%$ or greater). This evaluation uses the lesser share of 18.8%.

The first adversely impacted group consists of those riders who do not have a TAP card, but could add value to it if they did. This is the non-TAP card portion of the second group in Table 3. The minority share of this group (75.9%) exceeds the Disparate Impact threshold (75.8%) so this group is **Disparately Impacted**. The Poverty share (14.7%) is less than the threshold for Disproportionate Burden (18.8%) so there is no Environmental Justice consequence for this group.

Table 3

Intra Agency Transfer Tap Proposal
 Title VI and Environmental Justice Analysis Results

Scenario	Sub Categories	Title VI			Environmental Justice		
		Total Population	Minority Population	% Minority	Total Population	Poverty Population	% Poverty
Existing Universe		9,648,798	6,826,725	70.8%	9,742,481	1,531,488	15.7%
Existing Conditions							
	Can add value Can walk to Tap Local	1,968,742	1,553,530	78.9%	2,553,977	533,158	20.9%
	Can add value Can't walk to Tap Local	2,874,232	2,181,275	75.9%	3,220,858	473,102	14.7%
	Can't add value Can walk to Tap Local	3,990,023	3,060,150	76.7%	4,901,898	970,510	19.8%
	Can't add value Can't walk to Tap Local	8,270,940	5,816,187	70.3%	8,492,017	1,364,653	16.1%

Notes

1. Title VI is performed at the census block group level using 2010 Census Data
2. Environmental Justice is performed at the census tract level using 2010 5 Year American Community Survey Data
3. Transit buses and stations where one can add value to the tap card - AVTA, Foothill, Gardena, Montebello, Torrance and Metro Orange Line and Rail
4. Transit buses where one can't add value to the tap card - Metro buses, Beach Cities, Culver City, Long Beach, LADOT, Norwalk, Santa Monica and SCVTA
5. Used quarter mile buffers for bus stops and half mile buffers for rail stations.

The remaining two adversely impacted groups comprise the totality of the fourth category in Table 3 (whether or not they have a TAP card, they have no way to add value to it). Both the minority share (70.3% compared with 75.8%) and the Poverty share (16.1% compared with 18.8%) are less than the thresholds for Disparate Impact and Disproportionate Burden, respectively, so there are no Title VI or Environmental Justice consequences for these groups.

Findings

The group of riders having no TAP card, and not within walking distance of a place to obtain one (though they could add value to it if they had one) was found to be **Disparately Impacted** by the proposed TAP-based IAT. The most recently processed Customer Satisfaction Survey indicates that about 72% of Metro riders have a TAP card (probably a higher percentage now as this data is over a year old). This yields a group of approximately 800,000 people who are constituents of Antelope Valley, Foothill Transit, Gardena, Montebello, and Torrance (those affording the opportunity to add value to the TAP purse at the trip origin). This group constitutes about 8.3% of all persons within walking distance of fixed route transit.

The proposed TAP-based IAT should be pursued given that more than 91% of the population would not be Disparately Impacted nor Disproportionately Burdened by the program. Customer convenience for those having to transfer would be improved with faster boarding times, and not having to carry added cash for transfer charges. It is clearly in Metro's interest to pursue improved multi-operator coordination and the provision of seamless fare mechanisms for riders which the proposed program would accomplish. Given the significant investment in TAP, there is no other cost-effective mechanism for providing a consistent multi-operator transfer program without printed fare media than the proposed TAP program.

Regional Interagency Transfer (IAT) Policy

Finance, Budget and Audit Committee
June 17, 2015

Recommendations

1. Adopt the proposed change to the Policy on Use of Interagency Transfers, unanimously approved by the General Managers and Bus Operators Subcommittee (BOS).
2. Adopt the finding that the proposed policy change results in a Disparate Impact but there is substantial legitimate justification for the proposed change and there are no alternatives that would have a less disparate impact on minority riders.
3. Adopt the recommendation to distribute up to 1 million TAP cards free to bus riders purchasing transfers in advance of the effective date of the policy to address the underlying cause of the Disparate Impact fining (current TAP card possession).

Proposed Interagency Transfer (IAT) Policy Changes

1. Eliminate paper transfers for customers transferring between agencies. Transfers allowed with a TAP card only
2. Transfer fare will be automatically paid with a TAP card, if transfer eligible, when boarding a second agency
3. Transfer period extended from 2 hours to 2.5 hours
4. A single transfer will be allowed within the 2.5 hours

Customer and Agency Benefits

Significant step in providing a more seamless, coordinated transit system, with 24 agencies now on TAP

CUSTOMERS

- Faster boardings
- Eliminate need to carry exact change
- Automatic transfer if eligible
- Consolidation of four different transfer methods in use today

AGENCIES

- Faster boardings
- Consistent with local initiatives and efforts to reduce cash and paper media in favor of technology options
- Fraud reduction
- Directly collected IAT revenues

Fare Equity Analysis Findings (Title VI)

- The Fare Equity Analysis completed for the Region resulted in a disparate impact finding for one sub-population, constituting about 8% of the County population within walking distance of fixed-route transit. Counting only those that use transit and transfer, affected number of individuals is about 40,000 (0.4%)
- The underlying cause of the disparate impact finding – possession of a TAP card – will be addressed through a comprehensive Marketing and Outreach campaign including dissemination of up to 1 million TAP cards to customers
- Policy approval requires a finding (included in staff recommendation) that the change results in a Disparate Impact but there is substantial legitimate justification for the change and there are no alternatives that would have a less disparate impact

Next Steps

If the policy change is approved...

- TAP Operation will proceed with programming efforts, working closely with each Operator to define business rules and test final functionality
- A print and digital marketing campaign for customers will focus on customer education, including where TAP cards can be purchased and reloaded.
- An internal campaign for bus operators will include in-person training, division outreach, and print materials
- Implementation will be in approximately 6 to 9 months due to the significant programming and testing efforts, and to allow for thorough customer and operator education



Board Report

File #: 2015-0501, File Type: Program

Agenda Number: 15.

REVISED
PLANNING AND PROGRAMMING COMMITTEE
JUNE 17, 2015

SUBJECT: 2015 CALL FOR PROJECTS

**ACTION: APPROVE PRELIMINARY FUNDING MARKS, AND FUND ESTIMATE
~~AND PRELIMINARY RECOMMENDATIONS FOR DISTRIBUTION~~**

RECOMMENDATION

APPROVED ON CONSENT CALENDAR:

- A. preliminary transportation modal category funding marks; and
- B. fund estimate of \$199.4 million; and
- C. ~~release of preliminary recommendations for the 2015 Countywide Call for Projects (Call) for distribution.~~

ISSUE

The Board initiated the 2015 Call for Projects to allocate transportation funds now available for regionally significant projects that public agencies may implement. Staff has identified preliminary transportation modal category funding marks and a preliminary fund estimate to assist in the development of preliminary recommendations. The preliminary review of the 2015 Call applications has been completed. ~~These preliminary recommendations are presented in the Rainbow Report, distributed separately to the Board, and will be released to project sponsors, subject to upon Board approval of the funding marks and fund estimate.~~ Staff will initiate the Technical Advisory Committee (TAC) review and appeals process leading to the September Board approval.

DISCUSSION

The preliminary modal category funding marks (Attachment A) are based on the regional program direction provided in the adopted 2009 Long Range Transportation Plan (LRTP). The fund estimate of \$199.4 million (Attachment B) is based on the 2015 funding availability and priorities as adopted by the Board. Evaluation criteria used to select the projects include a "Complete Streets" integrated, multimodal transportation network, consistency with Senate Bill (SB) 375 goals of reducing Vehicle Miles Traveled (VMT) and Greenhouse Gas Emissions (GHGe), and First/Last Mile access to the transit system. The preliminary fund estimate is based on federal, state, and local funds forecasts used in the adopted 2009 LRTP (as updated in March 2015).

Background

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

Metro accomplishes these mandates, in part, by programming transportation revenues through the Call for Projects process wherein Los Angeles County jurisdictions and transit agencies may apply for funding for regionally significant projects. These regionally significant projects are often beyond the fiscal capabilities of local sponsors. The Call for Projects process provides an opportunity for these projects to be funded to meet the County's transportation needs. The Call for Projects implements Metro's multi-modal programming responsibilities for Los Angeles County and the Board-adopted 2009 LRTP.

Funding Marks

The preliminary fund estimate is based on the Board-adopted 2009 LRTP assumptions, as updated in March 2015, and includes federal, state, and local funds. Forecasts for the local fund sources in Attachment B are consistent with the LRTP update and Metro's Debt policy. Federal funding forecasts are based on historical trends, but are adjusted to reflect federal Highway Trust Fund growth rates and possible downside risks (e.g., possible reductions in the amount of Congestion Mitigation and Air Quality Improvement [CMAQ] Program funds). State fund forecasts are based on historical trends, but do not reflect growth, assuming higher priority needs such as state highway safety, maintenance, and operating costs. The State Regional Improvement Program (RIP) funding is subject to the actual 2016 State Transportation Improvement Program (STIP) fund estimate to be adopted by the California Transportation Commission in August 2015. The specific funding sources chosen for the 2015 Call for Projects are subject to change based upon the projects finally selected and other factors, including eligibility and availability.

The modal category funding marks are provided as preliminary minimums (percentage for each mode) and are based on the relative modal shares from the Board-adopted 2009 LRTP, combined with the Board-approved motion on September 16, 2010 with regard to increasing the bicycle modal funding percentage from seven to 15 percent as well as the Board-approved motion on April 25, 2013 increasing the pedestrian modal funding percentage from seven to 10 percent. The Board will need to determine the final funding levels for each category based on the regional significance and demonstrated evaluation criteria benefit of the specific projects that the eligible sponsors submitted in the 2015 Call for Projects process.

Per the September 2009 motion, the Board directed that a five- to 10-percent reserve be established to allow the TAC through the appeals process to consider potential meritorious projects that might be recommended for funding. Staff initially created a 10-percent TAC Appeals reserve fund; however, to comply with additional Board direction, staff has shifted a portion of the TAC reserve to increase the bicycle and pedestrian improvements modal funding marks leaving a \$5.9 million (3%) reserve balance.

Preliminary Recommendations

~~Preliminary recommendations for the 2015 Call are provided in the “Rainbow Report” which was distributed separately to the Board. In order to maintain scoring consistency across all modes, projects assigned a score of 70 points or higher are eligible for funding, as directed by the September 24, 2009 Board-approved motion. These projects are indicated in the Rainbow Report by a solid, “qualifying” line.~~

Staff modal evaluation has found that the Regional Surface Transportation Improvements (RSTI), Bicycle Improvements, Pedestrian Improvements, and Transit Capital modes have more “qualified” projects than could be funded within their funding marks. The sum total of the seven projects recommended for funding beyond the modal marks is approximately \$4.47 million for these four modes, about two percent of the funding available in this Call.

Attachment C shows a surplus of \$4,213,492 in the Goods Movement Improvements mode, \$125,809 in the Signal Synchronization and Bus Speed Improvements mode, and \$739,672 in the Transportation Demand Management mode. Staff proposes to fund the seven projects, mentioned above, with \$4,470,846, using a portion of the funds from these three modes to supplement the preliminary funding marks shown in Attachment A.

Staff proposes to reallocate the remaining \$608,127 to the 2015 Call for Projects TAC Appeals Reserve, thereby increasing the TAC Appeals Reserve to \$6,590,127.

~~Subject to~~ Upon Board approval of the preliminary funding marks and fund estimate, these preliminary recommendations will be released to the public in early July ~~in the Rainbow Report~~ and reported to TAC, who will hold the funding recommendations appeals process in July. Based on funding appeals, TAC will also have the opportunity to recommend additional projects to receive funding (successful appeals), using the TAC Reserve Fund.

DETERMINATION OF SAFETY IMPACT

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

FINANCIAL IMPACT

The 2015 Call does not have an impact on the FY15 budget. Funding of \$199.4 million for the 2015 Countywide Call for Projects will be included in FYs 2016-17, 2017-18, 2018-19, 2019-20, and 2020-21 budgets in cost centers 0441 - Subsidies to Others and 0442 - Subsidies to Others. Since this is a multi-year program, the cost center manager, Chief Planning Officer, and Executive Director of Engineering and Construction will be accountable for budgeting the costs in future years.

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

C. The funding mark for Proposition C 25% funds is \$89.3 million spread over five years as shown in Attachment B. In year six, assuming level debt service and a 30-year term at the SRTP-assumed interest rate of 4.5%, we find that if all of the \$89.3 million is attributed to such a borrowing, the annual debt service including principal and interest will be \$5.9 million of Proposition C 25% funds in FY 2021 and beyond. The funding mark for Proposition C 10% is \$10.2 million also spread over five years as shown in Attachment B. In year six, using the same borrowing assumptions, the annual debt service including principal and interest will be \$667,000 of Proposition C 10% in FY 2021 and beyond. The Proposition C 10% bond funding approach, if necessary, will impact future possible subsidies to Metrolink by up to \$667,000 per year. These assumptions are all consistent with the SRTP.

Impact to Budget

The sources of funds for these activities are: Proposition C 10%, Proposition C 25%, Repayment of Capital Projects Loan Funds, Congestion Mitigation and Air Quality (CMAQ), and Regional Improvement Program (RIP) [State Transportation Improvement Program (State TIP)]. The Proposition C 10% and Proposition C 25% funds fund balances are exhausted and approval of this action will require debt issuance. These funds are not eligible for Metro bus and rail operating and capital expenditures. RIP funds cannot be used for transit operating expenses.

While CMAQ funds are eligible for operating purposes or transit capital, there are no additional operating expenses eligible under CMAQ funding. CMAQ funds could be used for transit capital purposes. Los Angeles County must strive to fully obligate its share of CMAQ funding by May 1st of each year, otherwise Metro risks its redirection to other California Regional Transportation Planning Agencies by Caltrans. Staff recommends the use of long-lead-time CMAQ funds as planned to ensure utilizing our federal funds.

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

ALTERNATIVES CONSIDERED

The Board could adjust the preliminary fund estimate or the modal category funding marks, or defer the 2015 Call for Projects modal marks entirely. Adjusting the funding marks is not recommended because they are consistent with the adopted 2009 LRTP and subsequent Board direction. Staff understands Metrolink needs but the SRTP financial forecast adopted by the Board in March 2015 balances the needs of the Call with those of Metrolink. Deferring the 2015 Call for Projects modal marks decision also is not recommended because funds are expected to be available and some allocation process is necessary, so that Metro may fulfill its statutory transportation programming responsibilities. For example, Metro would not be positioned to submit the statutorily required 2016 Regional Transportation Improvement Program (TIP) for Los Angeles County to SCAG and the California Transportation Commission (CTC) by the required December 2015 deadline. Los Angeles County's State TIP funding priorities will be set for the six-year period ending in FY 2020-21 and the Call for Projects is our established process for that purpose.

NEXT STEPS

Upon Board approval, staff will release the preliminary funding recommendations (~~“Rainbow Report”~~) to the public. ~~The Rainbow Report~~The recommendations will be posted online on June 29th and mailed on July 6th. Applicants will be given an opportunity to appeal their project scores to TAC on July 28th and 29th where TAC will be able to make recommendations for the distribution of the TAC Reserve Fund. The Board is scheduled to formally adopt the 2015 Countywide Call for Projects at its September meeting.

ATTACHMENTS

Attachment A - 2015 Countywide Call for Projects Preliminary Modal Category Funding Marks

Attachment B - 2015 Countywide Call for Projects Preliminary Fund Estimate

Attachment C - 2015 Countywide Call for Projects Recommended Changes to Preliminary Modal Category Funding Marks

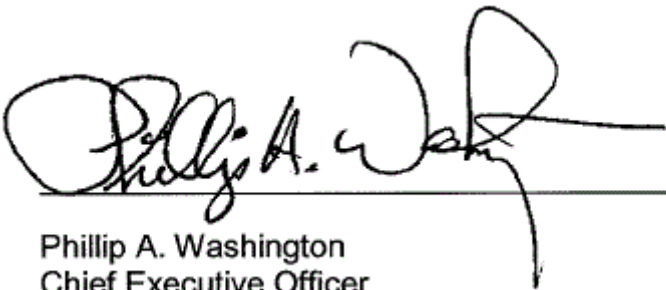
Prepared by: Brad McAllester, Executive Officer, (213) 922-2814

Wil Ridder, Executive Officer, (213) 922-2887

Renee Berlin, Managing Executive Officer, (213) 922-3035

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

Nalini Ahuja, Executive Director, Finance & Budget, (213) 922-3088



Phillip A. Washington
Chief Executive Officer

ATTACHMENT B

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

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

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

**2015 Countywide Call for Projects
Recommended Changes to Preliminary Modal Category Funding Marks**

Modal Category	Preliminary Modal Mark	Amount Recommended	Difference **
Regional Surface Transportation Improvements	\$37,886,000	\$39,305,307	0
Goods Movement Improvements	\$33,898,000	\$29,684,508	0
Transit Capital	\$19,940,000	\$21,085,327	0
Signal Synchronization & Bus Speed Improvements	\$43,868,000	\$43,742,191	0
Bicycle Improvements	\$29,910,000	\$30,133,543	0
Pedestrian Improvements	\$19,940,000	\$21,622,669	0
Transportation Demand Management	\$7,976,000	\$7,236,328	0
Reserve *	\$5,982,000	\$6,590,127	0
TOTAL FUNDING MARK	\$199,400,000	\$0	

- * Reserve reflects a reduction from 10% to 3% to allow for the 15% bicycle improvements and 10% pedestrian improvements modal marks
- ** Surplus funds transferred from Goods Movement Improvements, Signal Synchronization & Bus Speed Improvements, and Transportation Demand Management modes will supplement the preliminary funding marks in the Regional Surface Transportation Improvements, Transit Capital, Bicycle Improvements, and Pedestrian Improvements modes as well as the TAC Appeals Reserve

**2015 Countywide Call for Projects
Preliminary Modal Category Funding Marks
(\$ in thousands)**

Modal Category	Modal Mark %	Modal Mark
Regional Surface Transportation Improvements	19%	\$37,886
Goods Movement Improvements	17%	\$33,898
Transit Capital	10%	\$19,940
Signal Synchronization & Bus Speed Improvements	22%	\$43,868
Bicycle Improvements	15%	\$29,910
Pedestrian Improvements	10%	\$19,940
Transportation Demand Management	4%	\$7,976
TAC Appeals Reserve *	3%	\$5,982
TOTAL FUNDING MARK		\$199,400

* In compliance with Board motions, TAC Appeals Reserve reflects a reduction from 10% to 3% to allow for the 15% bicycle improvements and 10% pedestrian improvements modal marks

2015 Call for Projects Preliminary Funding Marks and Fund Estimate

Planning and Programming Committee
June 17, 2015



Metro

Overview

- Preliminary modal funding marks and \$199.4 million fund estimate
- Competitive process – cities, county and transit agencies eligible to apply
- Programs federal, state and local funds
(FY 17 thru FY 21)
- Performance-based:
 - Regional Significance
 - First/Last Mile
 - Need/Mobility Benefit
 - Local Match
 - Cost Effectiveness
 - Sustainability

2015 Call Highlights

- 178 applications submitted for \$473.3 million
- 84 recommended for funding of \$199.4 million
- Complete Streets focus
- Incorporates First/Last Mile Improvements
- Supports Sustainability Policies
- Retains Board increases from recent



Calls

— Metro

— Bike and Pedestrian funding

Preliminary Recommendations

Modal Category	Proposed Modal Mark	Amount Recommended for Funding	Difference
Regional Surface Transportation Improvements	\$37,886,000	\$39,305,307	\$1,419,307
Goods Movement Improvements	\$33,898,000	\$29,684,508	(\$4,213,492)
Transit Capital	\$19,940,000	\$21,085,327	\$1,145,327
Signal Synchronization & Bus Speed Improvements	\$43,868,000	\$43,742,191	(\$125,809)
Bicycle Improvements	\$29,910,000	\$30,133,543	\$223,543
Pedestrian Improvements	\$19,940,000	\$21,622,669	\$1,682,669
Transportation Demand Management	\$7,976,000	\$7,236,328	(\$739,672)
TAC Appeals Reserve	\$5,982,000	\$6,590,127	\$608,127
TOTAL FUNDING MARK	\$199,400,000	\$199,400,000	\$0

Next Steps

- Early July – Release Preliminary Recommendations
- Late July – TAC Appeals
- September – Board Approval



Board Report

File #: 2015-0477, **File Type:** Program

Agenda Number: 16.

**PLANNING AND PROGRAMMING COMMITTEE
JUNE 17, 2015**

SUBJECT: FUTURE CALL FOR PROJECTS PROCESS

ACTION: APPROVE RESTRUCTURING THE PROCESS

RECOMMENDATION

APPROVED the four recommendations detailed in Attachment A that address the following improvements to the **Call for Projects (Call) process for future Calls beyond 2015:**

- A. Strengthen Subregional Partnership in Countywide Call Process;
- B. Simplify and Improve the Call Process for Local Agencies;
- C. Strengthen Focus on Greenhouse Gas Reductions; and
- D. Maximize Funding Availability.

ISSUE

At its October 23, 2014 meeting, the Board directed staff to revise and improve future Calls and to return to the Board with an examination and recommendations on the possibility of converting the Call process into a new subregional, multi-modal subvention formula program (Motion 21, Attachment B). The motion further directed that as part of the examination and recommendations on changes to the Call process, that a survey be conducted to assess both the strengths and weaknesses of the process from cities, Council of Governments (COGs), and other stakeholders who both apply and do not apply for funding. Attachment C contains the survey results. This report recommends greater subregional involvement in the Call process to respond to the diversity of our subregions and their communities; a simplified and streamlined process for project applicants; a performance based, competitive, countywide process that meets Federal planning requirements, while aggressively working towards State greenhouse gas reduction targets; and leveraging other funding sources with the Call to the extent possible.

DISCUSSION

Background

The Call process was initiated in the early 1990s as a mechanism for programming federal funding sources created by the Intermodal Surface Transportation and Efficiency Act (ISTEA) and state sources created by the California Transportation Blueprint of 1990 which increased the state gas tax. Both state and federal programs provided a new flexibility that was not available in prior block grant programs. The Call established various program categories and appropriate fund sources were matched to those categories. The Call process instituted a countywide competitive process for local jurisdictions to compete for funding by proposing projects that respond to countywide Metro policy objectives established in our periodically updated planning documents. Agencies across the nation and around the world request copies of our application package to use as a model in developing their own competitive programming processes.

The Call is intrinsically linked to Metro's programming responsibilities. As the regional transportation planning agency for Los Angeles County, Metro has a statutory responsibility under state and federal laws for programming available local, state, and federal funding. The Call meets Metro's multi-modal programming responsibilities under State and Federal statutes, and projects approved by the Board are integrated, as appropriate into the Southern California Association of Governments' (SCAG) Regional Transportation Improvement Program (RTIP) and the California Transportation Commission's (CTC) State Transportation Improvement Program (STIP).

Policy Setting Advantages of the Call

The Call has changed significantly in its policy emphasis over the years. While in the early years of the Call, major highway projects were eligible for funding; this was discontinued as funding for specific highway projects was approved through the Long Range Transportation Plan. Over time, the Call has emphasized the development of various modal programs, including the countywide signal coordination program, the transportation demand management program, and in creating goods movement as a separate mode from the Regional Surface Transportation Improvements (RSTI) mode. Most recently, the Call has emphasized the active transportation program in response to the changing policies of the Board, SCAG, and the State and Federal Government.

For example, while bicycle and pedestrian projects were initially in one combined modal category, greater interest in these programs required separating bicycle and pedestrian projects into separate modes. Given greater project funding demands for a growing active transportation program, the Board directed that the Call increase bicycle funds by eight percent in the 2011 Call and pedestrian funding by 2.5 percent in the 2013 Call. This increase in Board support for active transportation modes has increased active transportation funding from 9.7 percent of Call funding in 1995 to 55.6 percent of Call funding in 2013. As such, the Call reflects the Board's support not only for mobility, but for projects that support the sustainability and the reduction of greenhouse gases, consistent with recent state legislation (AB 32, SB 375, and SB 743).

Call Process is a National Model

Today's Call is conducted every two years and consists of seven modes: RSTI, Goods Movement Improvements, Signal Synchronization & Bus Speed Improvements, Transportation Demand Management, Bicycle Improvements, Pedestrian Improvements and Transit Capital. The Call continues to be a competitive, countywide, needs based process based on evaluating six criteria:

regional significance and intermodal integration, first/last mile improvements, project need and benefit to the transportation system, local match, cost effectiveness, and land use and sustainability policies/principles.

Metro's Technical Advisory Committee (TAC) and Subcommittees play an instrumental role in the Call's initial application development and TAC serves as an Appeal panel making recommendations for staff's consideration in the review process. The Board established a reserve for TAC to consider funding worthy projects in addition to staff's recommendations. Recommendations on reserve projects come from TAC through the TAC Appeal process.

The 2015 Call currently underway has evolved from past Calls to underscore the Board's emphasis on complete street projects, active transportation, and first/last mile strategies. Future Calls will continue to enhance this direction and to integrate Metro's Complete Street Policy and other sustainability related plans and policies as adopted by the Board.

The Call is scrutinized for continual improvement and update through a "lessons learned" process. Upon the completion of each Call cycle, a survey is sent to the city managers, planning directors, and public works directors of each city; transit operators; TAC and its Subcommittees; and other transportation partners to look for areas of improvement in the process. This has been instrumental in improving the process, such as the introduction of on-line applications. The feedback that we have received in recent years has been very positive, with a 95 percent satisfaction rating.

An independent third-party audit of the 2013 Call process was conducted by Bazilio Cobb Associates (Certified Public Accountants) and was completed in June 2014. The report gave the Call process high marks, in particular, noting that the Call process is well organized, identifies clear goals (improve mobility, maximize person throughput, reduce vehicle miles traveled, and reduce greenhouse gas emissions), includes clear procedures, and has strong internal controls. The audit report states:

"These policies and procedures, combined with strong internal controls, a clearly defined organizational structure and roles, and common activity tracking tools provide for the efficient and effective distribution of Call funds.

As part of this audit, survey questionnaires were used to obtain feedback from grant recipients on the Call. The vast majority of grant recipients were satisfied with all aspects of the program."

Assessment of Call Process and Recommendations

The Board directed that as part of the examination and recommendations on changes to the Call process, that a survey be conducted to assess both the strengths and weaknesses of the process and that this information be considered the foundation for revising future Calls. Over 1000 surveys were sent in early November 2014 to city managers, public works directors, and city planning directors of each city and the county, as well as to transit agencies, subregional agencies/COGs, and other transportation partners. Out of the 1000 surveys distributed, only 34 responses were received.

From the few responses that were received, there was no clear recommendation to move from a countywide to a subregional Call process. Of the responses received from local jurisdictions, 12 local jurisdictions representing 55 percent of the county's population recommended keeping the current Call process, were neutral, or expressed no preference, while 13 local jurisdictions representing 11 percent of the county's population recommended a subregional Call process. Overall, 64 of 89 local jurisdictions provided no response.

While Motion 21 proposes converting the Call into a new subregional, multimodal subvention formula, federal planning regulations specifically do not allow formula subvention programs. The Federal Highway Administration previously notified Metro, in response to a similar past proposal, that a subregional subvention program is specifically prohibited by federal regulations and that "the planning process should be based on demonstrating needs and system performance, not on everyone getting a certain percentage of the funding." (see Attachment C). Staff has confirmed with FHWA that the requirements mentioned in their letter are still in force, remain unchanged in current federal planning regulations, and do not allow a subregional subvention program. This regulation applies to all Call modes. Other issues that create impediments to a subregional process include jurisdictions like the City and County of Los Angeles that would have to apply to multiple subregions for Call funding, and concerns that not all subregions have adequate staffing and expertise to execute the schedule-driven Call process in a timely and transparent manner.

While the limited survey responses did not demonstrate a significant demand for change of the overall Call process, the survey responses have led staff to recommend a significant restructuring of the countywide Call process as summarized in Attachment A. Attachment C also provides a detailed discussion of the Call assessment process and restructuring recommendations.

TAC CONSULTATION

At their June 3rd meeting, TAC met and was briefed on this future Call proposal. Considerable discussion ensued and comments by individual TAC members are summarized in Attachment D.

Much of TAC's discussion focused on Call implementation issues that would need to be addressed in parallel to any changes in the Call process adopted by the Board. The TAC adopted a motion to consider creating a sub-committee to further explore various Call technical implementation issues that will need to be addressed in a new Call process.

DETERMINATION OF SAFETY IMPACT

Modifying the future Call process will not have any adverse safety impacts on our employees and patrons.

FINANCIAL IMPACT

This action has no impact on Metro's adopted FY 2016 budget as it changes how applicants can compete in future Call processes. Funds for future Calls are included in the 2009 Long Range Transportation Plan and the 2014 Short Range Transportation Plan.

ALTERNATIVES CONSIDERED

The Board could choose to approve the recommended changes to the Call process, direct staff to develop an alternative Call process consistent with state and federal requirements, or discontinue the Call process and redirect funding to other regional priorities. The staff recommendations provide for a major restructuring of significant improvement to the Call process to respond to Motion 21 and the survey responses received by local agencies.

NEXT STEPS

Upon Board approval, staff will proceed with the development of the future Call process that reflects the recommendations outlined in the report.

ATTACHMENTS

Attachment A - Summary of Call Restructuring Recommendations

Attachment B - Motion 21

Attachment C - Assessment of Call Process

Attachment C1 - FHWA Response on Subregional Subvention

Attachment C2 - Summary of Survey Results

Attachment C3 - Survey Instrument

Attachment C4 - Compendium of Survey Responses

Attachment D - Summary of Comments from TAC Briefing - 6/3/15

Prepared by: Brad McAllester, Executive Officer (213) 922-2814

David Yale, Managing Executive Officer, (213) 922-2469

Reviewed By: Martha Welborne, Chief Planning Officer



Phillip A. Washington
Chief Executive Officer

ATTACHMENT D

Summary of Comments from TAC Briefing - June 3, 2015

- Metro staff's recommendations should be presented to COGs/Subregions prior to Metro Board action.
 - Does the federal restriction to subvene funds affect all sources or just Federal funds? How much of Call money is federal?
 - Allowing COGs/Subregional agencies to review and rank projects from their COG/Subregion as input into the countywide project recommendations will require local agencies to vet their projects before the COG/Subregional agency which leaves a lot of room for interpretation. It's too wide open on the criteria to be used by each COG/Subregions for ranking projects. Will there be guidelines for how COGs would do this? This will likely lengthen the Call process. The Call application process would need to begin months earlier in order to accommodate the COG/Subregional review process. It is unclear how much input the COG/Subregions will have on how a project is scored.
 - Formula issue is misleading and misinterpreting motion. The COG/Subregions want an allocation, however, they would then do a competitive process to recommend funding.
 - The City and County of Los Angeles are disadvantaged through a COG/Subregional approach because they are contained in multiple COG/Subregions. Each COG operates and is governed differently from one another. If projects are vetted by the COGs/Subregional agencies, each COG/Subregion will want to see the applications in a different way as each COG/Subregion does things differently.
 - Some subregions or COGs may not have the resources to undergo a strenuous evaluation process.
 - As seen in the Mobility Matrix process, having COG/Subregional review of projects tends to make the project ranking process more political rather than technical.
 - We need to look for ways to accelerate project readiness.
 - The concept of having more COG input into the Call process is the right concept. Trying to figure out the best way to implement it in the appropriate technical manner so that you can take the COG/Subregional input from 9 different Subregions and then fold it into the final call process is complex.
 - Make an effort to bring smaller projects out of Federal money and into local money.
 - Look for potential ways to keep in mind geographic equity, while not having a formal COG/Subregional pre-approval.
 - Streamlining the application is vital.
 - Look at potential for helping local jurisdictions with Caltrans approval processes, such as Metro's FTA Pass-Through Process.
 - What are the impacts on Call projects if using VMT? Remove direct reference to SB 743, but address the Board's overall commitment regarding Greenhouse Gas reduction.
 - Attachment A recommendations should add bullet to reaffirm TAC's role in the Call process.
 - The relation between TAC and Subregions should be clear.
 - Engage local jurisdictions for input when developing the new "performance measure calculator tool" for Greenhouse Gas reduction calculations.
-

-
- TAC MOTION: TAC recommended the formation of a TAC Working Group to address specific implementation issues and overall new process.

Attachment A

Summary of Call Restructuring Recommendations

Strengthen Subregional Partnership in Countywide Call Process

- Subregional input into the application development to address subregional needs at the beginning of the Call process through a new Subregional Steering Committee.
- Allow subregional agencies to review and rank projects from their subregion as input into countywide project recommendations.
- Encourage subregional agencies to coordinate inter-jurisdictional projects and to apply as lead agency for inter-jurisdictional projects on behalf of local agencies.

Simplify and Improve Call Process for Local Agencies

- Review and streamline application package to simplify and reduce preparation time
- Create on-line "performance measure calculator tool" to assist applicants in determining project performance benefits.
- Create complete street/multimodal application for projects (eliminates multiple modal application submittals)
- Allow on-line application completion and submittal of Call applications to Metro

Strengthen Focus on Greenhouse Gas Reductions

- Creation of Complete Streets/Multimodal application to encourage complete street emphasis
- Revise performance measures in accordance with SB 743 and to be state-of-the-practice for assessing vehicle miles travelled and greenhouse gas reductions.
- Incorporate Greenhouse Gas reduction calculations into new "performance measure calculator tool" for use by local agencies.
- Revisit funding marks for Call modes with particular focus on Active Transportation and sustainable programs, through the 2017 LRTP development process.

Maximize Funding Availability

- Seek to leverage Call funding with other sources, such as the State/Regional Active Transportation Programs and Cap and Trade Program.
- Seek to coordinate funding cycle with other funding cycles, in particular the Active Transportation Program.

21

REVISED

October 23, 2014

Regular Board Meeting

Motion by Directors O'Connor, Dupont-Walker, Najarian, Dubois and Bonin

Beginning with the changes in MAP 21 that converted Transportation Enhancement funding to "Transportation Alternatives" to the State oversight of Active Transportation funding we are seeing a diminished role for Metro as the sole implementing agency with multi-modal programming responsibilities in providing critical funding for local agencies for needed transportation improvements that are beyond local agencies' capabilities that help implement the LRTP.

There is a new paradigm of state and federal funding being developed; the State of California has just adopted new environmental planning law that changes the mobility focus from reducing congestion to reducing vehicle miles traveled -to bring jobs back closer to neighborhoods and/or to improve the connections between neighborhoods and the regional transit network, with a goal of reducing pollution and improving air quality.

This emerging state regulatory framework requires that L. A. county re-balance the Call-for-Projects mobility investment portfolio by embracing innovative changes that are dramatically changing the next generation's lifestyle choices into a new world connected by technology rather than a car for every driver. A world dominated more by local neighborhood and community connectivity that emphasizes the neighborhood quality of **complete streets** rather than by increasing the speed of auto trips across mega-regions; a world of connected villages and Smart Neighborhoods where jobs and housing are clustered, emphasizing a desire for sub-regional congestion mitigation and local quality of life while being linked through transit trips that span the region -a world that begins at home rather than "on the road".

It is becoming ever clearer that the decades old **Call for Projects** process has become an anachronism. Instead, an updated LRTP and new ballot measure should propose an overarching strong subregional emphasis that provides funding for inter-jurisdictional transit and highway projects and programs that encourage and fund improved sustainability of the basic building blocks of our communities -our neighborhoods. We believe the current form of Call-for-Projects needs to be changed to incorporate the concept of expanding to each subregion the successful Highway Operational Improvement Program (HOIP) created in Measure R, and use this program as a template and paradigm for converting the current Metro Call for Projects Program into a new subregional, multi-modal subvention formula program in which local agencies, rather than the monolithic Metro Board, determine sub-regional priorities for public transportation investments applying the same modal categories currently used in the Call-for-Projects process.

(Continued on next page)

(Continued from previous page)

WE THEREFORE MOVE that the Metro Board instruct the CEO and Planning staff to:

- A. ~~in effect suspend~~ revise and improve future **Call for Projects** past the 2015 Call and incorporate an evaluation of this process into the LRTP-update and ballot exploration process with the stakeholding COGs and subregions; and
- B. return to this Board in February, 2015 with the examination and recommendations on the possibility of converting the **Call for Projects Process** into a new subregional, multi-modal subvention formula program as previously described above.

BONIN AMENDMENT that the Metro Board instruct the CEO and Planning staff to, as part of the examination and recommendations on changes to the Call for Projects Process beyond 2015, solicit an assessment of both the strengths and weaknesses of the process from cities, COGs, and other stakeholders who both apply and do not apply for funding. The information solicited should be presented to the Board and incorporated as part of the foundation for revising future Calls.

###

SCANNED
IN RMC



U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL TRANSIT ADMINISTRATION
FEDERAL HIGHWAY ADMINISTRATION
METROPOLITAN OFFICE
201 N. Figueroa Street, Suite 1460
Los Angeles, California 90012
213-202-3950

April 6, 1998

IN REPLY REFER TO

HSC-CA
Document # 125

Mr. Mark Pisano, Executive Director
Southern California Association of Governments
818 W. 7th Street, 12th Floor
Los Angeles CA 90017-3435

Mr. Julian Burke, Interim CEO
Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles CA 90012-2932

Attention: Mr. Arnie Sherwood

Attention: Carol Inge

Dear Mr. Pisano and Mr. Burke :

SUBJECT: SUBALLOCATION OF FEDERAL FUNDS BY LACMTA

It has come to our attention that the Los Angeles County Metropolitan Transportation Authority (LACMTA) is pursuing language in state bill AB 1759 (Runner) that would suballocate STIP Regional Choice funds on a formula basis to balance regional and subregional needs. Federal Metropolitan and Statewide planning regulations specifically prohibit distributing ISTEA funds (STP, CMAQ, Section 5307, etc) to local jurisdictions based on a formula. The planning process should be based on demonstrated needs and system performance, not on everyone getting a certain percentage of the funding.

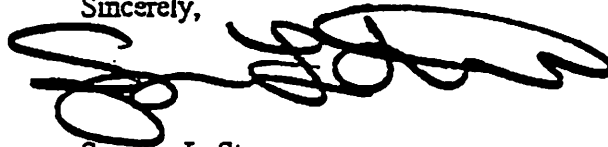
Federal Statewide and Metropolitan Planning rule specifically states:

"Procedures or agreements that distribute suballocated Surface Transportation Program or section 9 [now called section 5307] funds to individual jurisdictions or modes within the metropolitan area by predetermined percentages or formulas are inconsistent with the legislative provisions that require MPOs in cooperation with the State and transit operators to develop a prioritized and financially constrained TIP and shall not be used unless they can be clearly shown to be based on considerations required to be addressed as part of the planning process." [23 CFR §450.324(1)]

We will be happy to assist SCAG and LACMTA in ensuring that the regional project selection criteria is consistent with all necessary rules and regulations. If you have any questions

pertaining to this or any other Federal planning regulations, please do not hesitate to contact Spencer Stevens of the LA Metropolitan Office at (213) 202-3954.

Sincerely,

A handwritten signature in black ink, appearing to read 'Spencer L. Stevens', written in a cursive style.

Spencer L. Stevens
Transportation Planning Engineer

cc:

FHWA:

Dennis Scovill, CA Division
Bob O'Loughlin FHWA Region IX

FTA:

Erv Poka, Metro office
Bob Horn, FTA Region IX

Caltrans:

Zahi Faranesh : District 7 LA
Tremain Downey : HQ Sacramento

BILL NUMBER: AB 1759 AMENDED
BILL TEXT

AMENDED IN ASSEMBLY APRIL 27, 1998
AMENDED IN ASSEMBLY APRIL 15, 1998
AMENDED IN ASSEMBLY APRIL 13, 1998

INTRODUCED BY Assembly Member Runner

FEBRUARY 4, 1998

An act add Section 14528 to the Government Code, relating to transportation.

LEGISLATIVE COUNSEL'S DIGEST

AB 1759, as amended, Runner. Transportation: funding.

(1) Existing law requires regional transportation planning agencies and county transportation commissions to adopt and submit to the California Transportation Commission and the Department of Transportation, not later than March 1, 1998, and December 15 of each odd-numbered year thereafter, a 4-year regional transportation improvement program, as specified. Existing law prescribes procedures for implementing that requirement.

This bill would require that prior to the preparation and adoption of the 2000 State Transportation Improvement Program, a regional transportation planning agency or a county transportation commission in a county with over 8,000,000 persons review and revise the process, as specified, by which it allocates funds for regional improvement programs identified by the California Transportation Commission. The bill would require the Los Angeles County Metropolitan Transportation Authority by March 31, 1999, to develop an allocation process that includes the revised process and identifies a percentage of funds available for subregional transportation policy decisions for each cycle of the state transportation improvement program. The bill would require the percentage of funds identified for subregional transportation policy decisions be less than 10% and not more than 25% of the available state funds. *The bill would require the chair of the authority to appoint authority members to assist the authority's staff in developing the process.* Because the bill would thereby impose additional duties upon those entities of local government, the bill would impose a state-mandated local program.

(2) The California Constitution requires the state to reimburse local agencies and school districts for certain costs mandated by the state. Statutory provisions establish procedures for making that reimbursement, including the creation of a State Mandates Claims Fund to pay the costs of mandates that do not exceed \$1,000,000 statewide and other procedures for claims whose statewide costs exceed \$1,000,000.

This bill would provide that, if the Commission on State Mandates determines that the bill contains costs mandated by the state, reimbursement for those costs shall be made pursuant to these statutory provisions.

Vote: majority. Appropriation: no. Fiscal committee: yes.
State-mandated local program: yes.

THE PEOPLE OF THE STATE OF CALIFORNIA DO ENACT AS FOLLOWS:

SECTION 1. Section 14528 is added to the Government Code, to read:

14528. (a) For the State Transportation Improvement Program, a regional transportation planning agency or a county transportation commission in a county with over 8,000,000 persons shall review and revise the process by which it allocates the funds identified for regional improvement programs under subdivision (b) of Section 14525 of the Government Code and shall adopt changes to this process prior to the preparation and adoption of the 2000 State Transportation Improvement Program, consistent with the following principles:

- (1) Ensuring a balance between regional and subregional needs.
- (2) Ensuring an equitable distribution of funds among subregional areas over time.
- (3) Maintaining the region's ability to fund major projects located in one or more subregional areas that significantly contribute to the region's mobility needs.
- (4) Providing greater participation in funding decisions by the localities that comprise subregional areas.
- (5) Balancing the need for transportation improvements in the most densely populated areas in the region with the transportation needs of more distant and geographically separated areas.
- (6) Ensuring that all of the requirements for the use of state transportation improvement program regional choice funds are met.

(b) By March 31, 1999, the Los Angeles County Metropolitan Transportation Authority shall develop an allocation process that includes the revised process required in subdivision (a) and the identification of a percentage of funds available for subregional transportation policy decisions for each cycle of the state transportation improvement program. The percentage of funds identified for subregional transportation policy decisions for each cycle of the state transportation improvement program shall not be less than 10 percent nor more than 25 percent of the available state funds.

For the purposes of developing the allocation process described in this subdivision, the chair of the Los Angeles County Metropolitan Transportation Authority shall appoint three or four authority members to assist the authority's staff in developing that process.

SEC. 2. Notwithstanding Section 17610 of the Government Code, if the Commission on State Mandates determines that this act contains costs mandated by the state, reimbursement to local agencies and school districts for those costs shall be made pursuant to Part 7 (commencing with Section 17500) of Division 4 of Title 2 of the Government Code. If the statewide cost of the claim for reimbursement does not exceed one million dollars (\$1,000,000), reimbursement shall be made from the State Mandates Claims Fund.

Notwithstanding Section 17580 of the Government Code, unless otherwise specified, the provisions of this act shall become operative on the same date that the act takes effect pursuant to the California Constitution.

Attachment C2

Summary of Survey Results

Existing Call for Projects Process Strengths

- Technical Integrity and transparency of process
- Staff outreach and workshops
- Clear rules and application package

Existing Call for Projects Weaknesses

- Complex application is difficult, especially for small cities
- Time and cost of developing application
- Cities need more assistance in application's project performance calculations

Challenges in proposing inter-jurisdictional projects

- No specific barriers in Call process
- Local barrier most significant – a local agency must take on responsibility to lead, administer, and manage funding
- Time needed to reach local agreement is longer than Call allows

Projects that agencies would like to fund beyond Call eligibility

- Maintenance/state of good repair
- Local roadway improvements
- Storm water/beautification/landscaping and other local programs with funding shortages

Subregional Call Strengths

- Local control
- Knowledge of subregional and local needs/priorities
- Spreads funding among cities within subregion

Subregional Call Weaknesses

- Less money available per city
- Limited subregional staffing and expertise to manage Call
- Concern about how local politics may influence project selection

Call for Projects Preference (Countywide vs. Subregional Process)

- 1000 surveys sent and 34 responses received – evenly split between two options
- 12 local jurisdictions representing 55% of county population prefer existing countywide Call process, or no preference
- 13 local jurisdictions representing 11% of county population prefer subregional Call
- 64 local jurisdictions representing 34% of county population did not respond
- Seven of eight transportation partners prefer existing countywide Call process


Metro

 Los Angeles County
 Metropolitan Transportation Authority

 One Gateway Plaza
 Los Angeles, CA 90012-2952

 213.922.2000 Tel
 metro.net

November 5, 2014

Dear Interested Parties in Los Angeles County:

The Los Angeles County Metropolitan Transportation Authority (Metro) Board of Directors (Board) adopted a motion at its October 24, 2014 meeting directing staff to "revise and improve future Call for Projects past the 2015 Call." The Board further directed staff to "solicit an assessment of both the strengths and weaknesses of the process from cities, COGs, and other stakeholders who both apply and do not apply for funding."

Attached for your use is our Call for Projects Survey. Your assistance in completing the attached survey will help to guide the future of the Call for Projects process. We anticipate that the results of this survey will be provided to the Board at its February 2015 meeting. Please note that this does not impact the 2015 Call for Projects currently underway.

We recognize that you are busy preparing applications for the 2015 Call for Projects, but we would appreciate your response to this request. Please return the completed survey by Friday, December 19th via email to lumr@metro.net or via mail to:

Metro
 One Gateway Plaza
 Mail Stop 99-23-25, attn: Call for Projects
 Los Angeles, CA 90012-2932

Sincerely,

Martha Welborne, FAIA
 Chief Planning Officer

Attachment

Distribution:

City Managers
 Planning Directors
 Public Works Directors
 Transportation Directors
 General Managers of Muni Operators
 Metro's Technical Advisory Committee
 Streets and Freeways Subcommittee
 Bus Operations Subcommittee
 Local Transit Systems Subcommittee
 TDM/Sustainability Subcommittee
 COG Executive Directors
 Call for Projects Email Distribution List (email only)

Call for Projects Survey

The Metro Board adopted a motion at its October 24th meeting (attached) directing staff to consider whether the Call for Projects process should be revised beyond the 2015 Call process to allocate Call funds through a sub-regional process. (NOTE: This does **NOT** impact the 2015 Call currently underway). The Board directed that staff report in February 2015 with a recommendation on revising the future Call process. We know that you are busy preparing applications for the 2015 Call for Projects, but we would appreciate your response to this survey.

1. Does your jurisdiction or agency participate in the Call for Projects process? Yes No

1a. Please describe strengths (Please list in priority order with most important first):

- 1) _____
- 2) _____
- 3) _____
- 4) _____
- 5) _____

1b. Please describe weaknesses (Please list in priority order with most important first):

- 1) _____
- 2) _____
- 3) _____
- 4) _____
- 5) _____



1c. If applicable, please describe why you do not participate in the Call for Projects.

2. Are there types of projects that you would like to fund through the Call process, but are not eligible? Please provide examples:

3. Are there any barriers in the existing Call for Projects process that make it more difficult for local jurisdictions to work together to propose inter-jurisdictional projects? If so, how could the current Call process create a greater opportunity for inter-jurisdictional projects?

4. If the Call for Projects process was modified to allocate funding through sub-regional COGs/agencies as described in the attached motion, what would be the strengths and weaknesses of this process?

4a. Please describe strengths (Please list in priority order with most important first):

- 1) _____
- 2) _____
- 3) _____
- 4) _____
- 5) _____

4b. Please describe weaknesses (Please list in priority order with most important first).

- 1) _____
- 2) _____
- 3) _____
- 4) _____
- 5) _____

5. Are there any issues or considerations that you would want to see addressed if a sub-regional Call process was instituted?

6. If funding was allocated to sub-regions, how would you want to see funding allocated? If allocated by formula, what formula would you recommend and why?

7. Other than a countywide or sub-regional Call process, are there other alternative Call processes that you believe should be considered?

8. On a scale of 1 – 10, how would you rate your preference for continuing with the existing countywide process beyond the 2015 Call? (Circle one)

Least favorable 1 2 3 4 5 6 7 8 9 10 Most favorable

9. On a scale of 1 – 10, how would you rate your preference for revising the Call for Projects to allocate funds through sub-regional COG processes beyond the 2015 Call? (Circle one)

Least favorable 1 2 3 4 5 6 7 8 9 10 Most favorable

10. Do you have any other comments on the Call for Projects process that you would like to have considered by the Metro Board?

Thank you for your participation in our survey!

Name: (optional) _____

Title: _____

Agency: _____

Please return survey by Friday, December 19th via e-mail to Rena Lum at lumr@metro.net or mail to:

Metro
One Gateway Plaza
Mail Stop 99-23-25, attn: Call for Projects
Los Angeles, CA 90012-2952



**COMPENDIUM OF SURVEY RESPONSES
DECEMBER 2014**

Question 1. Does respondent participate in Call? yes (28) no (4) no response (2)

Question 1a. Strengths of Existing Call Process

- Metro staff assistance to applicants (4)
- Sub-regional/applicant workshops (3)
- Metro staff availability
- Provides funding for large projects
- Large agencies receive majority of funds, as have staff resources to prepare applications
- Distribution and award of grants based on merit, not regional distribution.
- Additional points for higher local match.
- Overall a very good program.
- Current countywide Call process is the most cost effective and justifiable means of selecting projects. Should remain as is.
- Communication and outreach
- Process highlights local needs.
- Offers forum to review projects throughout the County.
- Modal categories help ensure each mode receives consideration.
- Sectional weighting
- Application guidelines are very comprehensive
- The Call provides funding to local agencies to implement “Regionally significant” projects that exceed available local funding.
- The Call equitably distributes grant funds through the County.
- The Call funds innovative transportation programs and projects which then can be replicated throughout the County.
- The Call provides significant funding for TDM and non-motorized modes.
- The Call provides a consistent set of goals and objectives allowing Cities to develop projects which will compete well.
- The workshop at the beginning that gives us access to the Modal Leads is very helpful in understanding what types of projects might be successful.
- Availability of on-line application
- Provision of electronic communication with Metro staff to answer application questions
- Metro staff extremely responsive to questions.
- Significant amount of funding (2)
- Good to have multiple categories

- Helps fund vehicle replacement or other significant capital investments that local jurisdictions would not otherwise be able to cover.
- Variety of modes (2)
- Range of funding amounts.
- Good way to distribute funding to local projects.
- Application process is well defined and administered.
- Lot of informative communication available through workshops, brochures, website
- Fair selection process of projects.
- Tech support for online application
- Didn't understand the question of what "strength" to describe.
- Call gives chance to request funding for projects that are not eligible for other sources
- Scoring metrics focused on enhancing antiquated urban infrastructure
- Regional significance cannot be equitably evaluated among varied cities.
- Application process requires tens of thousands for each application
- Funding availability is often 4-5 years out.
- Funding opportunity for various types of projects. (2)
- Categorical separation of modal types
- Opportunity to extend the scope of improvements while utilizing limited agency funds.
- Fair and open competition.
- Submission and grading process is transparent
- Appeals process is fair.
- Metro staff does a good job at presenting the Call application and process
- Metro's outreach
- Metro's willingness to make "some" changes, especially related to the appeal process
- Funding opportunity – the ability to attract other funding sources.
- Awarded funds can be advanced easily by working with Metro staff is very helpful
- CFP is a well-established process for evaluating projects, awarding funds. It has been tweaked over time and refined to be a generally good process for the distribution of funds.
- Since it is an already established process, the Call can be used for any future funds that require a similar evaluation process. (If the State required regional allocation of funds through an evaluation process, the Call method can be used)
- The Call is usually tweaked and adjusted each year, based on feedback and comments from applicants, so it is a living process.
- Application is easily understandable
- Project categories insure that funding restrictions are adhered to
- Needs are addressed on a countywide basis
- Multijurisdictional applications are encouraged
- Project coordination on a regional basis

- Application on website – user friendly
- Availability of IT technical staff to assist
- Keeping transit agencies informed during the process
- Priorities and objective of Call are clearly stated both in the application and questions.
- The process is well defined
- The best projects get funded. There is a good effort to evaluate projects objectively vs. subjectively
- The Call provides a potential source of funding for transportation projects/programs at local levels that otherwise may not be funded through formula allocation programs.
- The Call provides funding for projects that may have regional significance but that may not reach high levels of priority for any individual or set of local agencies.
- Consideration is given to all modes of transportation
- Agencies must be able to timely spend Call funds once they are obligated and abide by terms/conditions in funding agreements.
- This competitive funding allocation process on the regional scale allows high-quality projects to get funded in it's entirety, as some of these projects would have difficulty getting funded if not through such competitive process. Take, for example, bus replacement/expansion projects. These kinds of projects are usually high-cost. However, without the option of getting funding through a regional competitive process, it would be very difficult for some transit agencies to be able to obtain the necessary funding to acquire the buses to maintain the existing service and/or to expand service.
- High priority:
 - Ratings are based on the technical merits of projects using established metrics
 - Call has evolved to award points to projects that focus on Complete Streets, First-Mile/Last Mile, Sustainability
- Medium priority:
 - Current process allows for appeals
 - Metro staff is very supportive and response to agency's questions
 - Relative consistency of when Calls are held (every 2 years) and reliability of process
- Regional Transportation Funding distribution based on project merit and scoring
- Flexibility in delivering the project as funding is programmed ahead of the project
- Metro's assistance in scope changes
- Metro's workshop and assistance in explaining the Call Process and intent.
- The Call is overall consistent with the Federal, State and regional intent of how these regional funds should be distributed
- Continuous assistance from Metro staff during the process.
- Amount of funding available

Question 1b. Weaknesses of Existing Call Process

- Metro staff inability to meet in person or at proposed project site
- Inability to provide previously successful applications to current applications
- Larger agencies with more staff are more successful and able to submit more projects, to the disadvantage of smaller jurisdictions
- Lack of geographical consideration in how funds are distributed
- Larger agencies more successful in receiving funds.
- Federal requirements are labor intensive and increase administrative costs, which discourage small cities from preparing applications.
- Requiring projects be within low income areas eliminates some potential projects (ed. note: this is not a Call requirement)
- Prior Call requirements for CCC participation was cumbersome and made some projects ineligible (ed. note: was a State requirement, now rescinded)
- Small agencies no longer have staff to prepare applications.
- Current Call does not allow multi-modal projects. Project can only be listed in one category.
- None. (3)
- Dilution of award amounts by funding all categories in each Call cycle.
- Recommend reviews by local personnel.
- Established previously studied projects are given too much weight while new project ideas that might have greater impact have trouble competing.
- Grant deadline should be moved to February instead of January due to holiday season
- Increase number of workshops
- Reduce grant match to 15 percent.
- Limited funds available for “regionally significant” projects.
- Project development costs (design, env. Review, PS&E) can be prohibitive
- Funds being awarded several years in the future is difficult for projects with immediate/short term funding needs.
- It can be a little tricky to place a project if it involves different modes.
- The application can be a bit daunting for City Staff without the help of a consultant.
- Seems like process is geared slightly toward larger agencies.
- Deadline did not provide adequate timing for cities to understand and incorporate new requirements.
- Priorities are given to less conventional and unproven improvements, particularly for bicycle projects.
- Some aspects difficult to understand for those not experienced in process
- On-line document was a little cumbersome
- Lack of funding for maintenance/3R work

- Very time consuming process, may put smaller jurisdictions with limited staff/resources at disadvantage
- Often requires significant input and data that is not always readily available for very limited funding pool.
- More funds needed than resources to support
- Not clear that funds are fairly allocated to sub-region relative to other major projects.
- Lack of communication between MTA and Caltrans
- Inability to cross different modal categories when submitting projects requiring need to submit various applications in different modes.
- Does not take into account priorities for sub-regions different from one another or Metro
- Still requires printed application to be sent. Needs to be electronically sent for future.
- Time allotted does not provide for inter-jurisdictional projects to be fully developed, as application development period is during the holidays.
- Didn't understand question of what "weaknesses" to describe.
- A few redundant and irrelevant questions for each category
- Unfair scoring based on the same measures. Gives smaller projects a higher score due to higher local match percentage, while bigger projects with greater regional impact get disqualified.
- Application, process and required documentation are costly, tedious and time consuming requiring significant research and analysis and may not be funded.
- New Call cycles have new sections/requirements added further committing local agency resources.
- PSR-PDS requirements and Caltrans concurrence for projects on/at State highways/freeways
- PSR-PDS or PSR are extremely costly and time consuming. Most agencies not willing to gamble on being awarded funding. Discourages smaller agencies and unfairly limits field to larger agencies with available resources.
- Application preparation time is too short and impossible for projects requiring a PSR
- Subjectiveness of the ranking/scoring system
- Cap/limitations on each modal category
- Lengthy application
- Funding is almost always scheduled for "out years" (four to five years out)
- "Some" cities not following Metro's rules
- Current methodology pertaining to funding equity is flawed
- Priority appears to be focused on the LA Basin – proactive vs. reactive
- Methods should be rewarded.
- Application values project readiness, but funding is typically not available for 4-5 years.

- Projects receiving funds 4-5 years out may change, and the change process for awarded funds is cumbersome and there is a high risk of losing the funds.
- The entire Call has become more and more cumbersome over the years, with new, unwieldy initiatives becoming part of the requirements.
- Tends to be a one size fits all application of the rules, which is not always helpful for those agencies that don't fit nicely into a category.
- Not being able to submit everything online.
- Having to provide printout and DVD/CDs
- Smaller agencies have limited staff resources to properly compete for funding
- Sub-region equity becomes an issue
- Sub-region priorities are not accounted for in project ranking/selection
- Funding allocations between categories may not reflect actual need
- Representation of local agencies by selection/appeals committee is limited
- Some questions are redundant. Could help to consolidate questions in part I, II, and III.
- Would be helpful to announce funding amounts in each mode so agency have an idea of chances of being funded before exerting serious amounts of effort that may not be productive.
- More good projects than funding available in most modes
- Application components somewhat tedious for routine bus capital requests – could be simplified for vehicle acquisition for ongoing transit systems.
- As with any grant program, the application process requires significant effort and resources, with uncertainty of success
- The grant program in particular cobbles together funding from multiple sources, and thus introduces uncertainty in the final sources of funding to be received , meaning the funding restrictions and requirements is unknown until after the proposal period and when funds are awarded
- Funding source uncertainty makes it difficult to plan and nominate projects that require long lead times to develop and good information to prioritize
- Some believe that the Call process is vulnerable to political interests that are motivated to spread resources among jurisdictions, rather than select projects based on merit, need, or effectiveness of investments.
- The grant funding availability is too far out – we need to have earlier grant funding availability so it doesn't prevent us from implementing the projects as soon as they are ready.
- The applications are broken into different modes, and this makes it difficult for agencies who want to propose projects with improvements that fall under multiple modes as the current Call process requires such projects to apply under multiple modes, and this leads to a burdensome application preparation process. We should be allowed to turn in one application for a multi-modal project and have such project be evaluated as one complete

project, and its' up to Metro to decide internally how much funding from the available funding sources to fund such multi-modal projects

- The performance measures are auto-oriented. Person throughput should be added as part of the measures.
- High priorities:
 - Modal categories should be revisited to account for current goals and programs related to Complete Streets
 - Fund distribution does not match change in modal options
 - Administratively burdensome and resource-intensive for Metro and agencies
 - No established formulas or methodologies for quantitative questions (b/c calculations, mode shift)
 - Too much lead time for programming of funds. Funding years should be within 2 years of award to keep all outreaching efforts valid.
 - There is an existing overlap between ATP and Bike and Pedestrian projects. If the Call does not support TEA projects anymore, then there should be a special consideration to safety factors in Bike and Pedestrian category projects.
- Medium priority:
 - Points for overmatch should not be included – this is not a merit based factor
 - Funding caps in different modes restrict higher-scale, corridor-wide congestion relief opportunities
 - Applications are lengthy; questions lead to repetitive answers
 - Does not provide adequate time with lapsing policies for larger-scaled projects
 - No open forum to discuss projects that have not been successful. This is to help project sponsors improve their projects for the next Call.
 - Would like to see Call Application/Guidelines released sooner to allow for more time to prepare applications.
- Low priority:
 - High modal lead staff turnover
 - Amount of funding allocated to RSTI category has been diminishing throughout the years. Board needs to make a decision if this is no longer a viable category for the Call and divert funds to other categories, especially to Pedestrian and Bike safety projects.
 - Applicants required to re-submit entire application(s) if Metro staff recommends alternate mode category (in a very short time frame)
- The sometimes uncertainty of the availability and amount of Call funding can inhibit local agencies' long term transportation planning.
- Certain years' Call are more competitive than others which results with inconsistent quality of funded projects region wide.
- Funding seems to be awarded to obtain equality among geographic areas, not necessarily based on the merit of the application

Question 1c. Why you do not participate in Call?

- City has participated in past with great results. City does not have a project to bring forward for upcoming Call.
- Restricted timeline for grant submittal
- Matching requirements are high
- Application is a large undertaking that staff does not have time to accomplish without consultant help. No funding is available for hiring a consultant.
- Type of eligible projects, along with weighting criteria, make it difficult for smaller cities to compete with larger cities and larger projects.
- Application process can be very formidable, with the preparation of the PSRE and the requirements association with the Complete Streets Act
- Process and staff time involved in administering federally funded projects can be overwhelming. Greater Caltrans assistance with administration process would be helpful.
- Funding not typically available for a minimum of 5 years, which makes it difficult for projects which need to be constructed in a more timely manner
- Prior years' workload did not allow time to prepare application.
- Do not often have projects that compete well.
- Level of effort to apply can be cumbersome for a project with a low chance of funding.
- Did not have time to obtain Caltrans' approval of PSR/PSRE
- Projects not big enough to justify the effort needed to go through process.
- No regionally significant projects to submit.
- Participation is based on calculation whether a project has a strong chance of being competitive.
- Smaller agencies/smaller projects are not worth the extended effort.
- City did not prioritize funds for engineering consultants to prepare applications and necessary studies.

Question 2. Types of projects you would like to fund in Call

- Green Street projects in response to federal storm sewer requirements.
- Upgrade traffic signal equipment (non-synchronizing) to comply with Federal mandates, especially adjacent to active railroads where battery backup systems are required.
- Upgrade traffic signals to provide emergency vehicle priority (EVP)
- Upgrade traffic signals to install accessible pedestrian signals (APS), countdown signals and access ramps to current ADA standards.
- No. Likes current project eligibility. (2)
- Small city arterials impacted by neighboring jurisdictions but receives small amount of gas tax and local return funds. Only 10 percent of maintenance covered and would like to have Call funds for maintenance.
- Water quality projects that mitigate pollutants from transportation infrastructure.
- Pedestrian and bicycle projects.
- Street lighting improvements
- Less stringent requirements for median landscaping/irrigation
- Streets preservation measures
- Development of First/Last Mile Plans to identify and design needed improvements.
- Small scale local street improvements. Call seems to focus on large arterial improvements.
- Concepts funding in addition to shovel ready project funding.
- Projects that not only provide access to transit centers, but also reduce VMT by encouraging pedestrian and bike travel to/from local businesses, point of interest, schools, places of work, such as upgrades to sidewalks and ADA ramps, new sidewalk construction, bike lane maintenance on locally used routes (as opposed to regional transit centers).
- Alt Fuel requirement for transit operators required conversion of Gas fleet to LPG. Without requirement, would have maintained gas fleet.
- Existing roadway improvements for major thoroughfares. Needs exist beyond local return allocations.
- 3R work and maintenance.
- Preventative maintenance of streets (resurfacing, slurry seal, reconstruction projects)
- Intersection improvements that would be beneficial, where other widening options are limited as ROW cannot be obtained.
- Transportation related utility construction/relocation
- Local projects with local benefits.
- State of good repair, local capacity enhancements to minor arterials and collectors and beautification projects smaller in scope.
- Interchange beautification projects (landscape)

- Facility or service feasibility studies
- Rail track construction for a Metrolink Station.
- Current call modal applications are sufficient
- Difficulty identifying the modal category for projects such as CAD/AVL projects.
- Maintenance training for Innovative capital projects.
- Permanent art installations tied to transit
- Sustainability enhancements, i.e. solar lighting at bus stop or solar panels on facilities – may be eligible but would not rank high.
- Feasibility/preliminary design for projects that require some type of feasibility study in order to compete for funding. For example, a transit center projects would require some type of feasibility study that assesses potential locations and come up with the preliminary design and cost estimate; this information is critical in helping the agency move forward with preparing the application for future Call to implement the design and construction portion of the project. Allowing at least the feasibility study to be funded through the Call really would make it possible for agencies with tight budget to be able to implement such projects.
- High priorities:
 - Safety, traffic calming projects
 - Advanced Planning/Pre-Development Efforts
 - Projects not along transit lines
- Medium priorities:
 - Multi-phased projects
 - Major investment Studies
 - Operation and maintenance/State of Good Repair Improvements (Resurfacing/sidewalk repair)
- Projects which are otherwise qualified for Federal and State funding such as roadway resurfacing, rehabilitation, and reconstruction work
- While not necessarily appropriate for Call, money is needed to fund the operations of deployed systems.
- Projects that improve transportation mobility but are not directly related to public transit.
- Funding for the implementation for new fixed route transit services

Question 3. Barriers for inter-jurisdictional projects

- Could be improved by information applicants of similar project concepts in each mode or neighboring jurisdictions.
- Budget cuts have impacted resources to maintain additional striping of bike lanes desired as a multi-jurisdictional project.
- Low funding limits, which impact completing larger, regional projects.
- None within LA County. Would like to see projects with adjacent counties get funded through Call.
- Multi-agency projects require upfront coordination and agreements. Call does not allow necessary coordination. Could be possible to do with time to properly develop, but coordination can be time consuming.
- Lower the matching requirement
- Stringent timeline for grant submittal, making collaboration with other agencies more difficult.
- Provide a more simplified grant application.
- No substantial barriers to intercity cooperation.
- As incentive, count staff time as “hard match” for lead agency of multi-jurisdictional application. There are substantial time commitments for lead agency to administer grant fund distribution to participating cities.
- Problem in 2005 Call on multi-jurisdictional bike project. Process required one agency to take lead in federal funding allocation process and several agreements needed to be finalized. All jurisdictions needed to complete their own public process through their City Councils. Funds were finally de-obligated. Process needs to be better defined to ensure each jurisdiction is aware of requirements prior to application submittal.
- Lack of staff to coordinate and bureaucratic hurdles. A central lead, like a COG, would help.
- Allow 3R regional projects
- None (3)
- Coordination and prioritizing and decision on who will lead, transfer of funds between agencies, and need for agreement and city approval processes.
- Application period is insufficient. Process for two agencies to go through their city bureaucracy takes more time than application period allows.
- Call is more geared for single agency applications. Unless one agency is willing to be lead and take on the work, it is difficult to get various agencies on same application.
- When inter-jurisdictional projects are identified, do not have difficulty partnering.
- Extensive and costly studies and analysis, such as PSRs
- Smaller cities don't have staff to prepare applications. Use consultants and need to pay for their time.
- Metro could add greater weight on joint applications.

- Projects awarded funds so far into the future is a barrier to timely planning and execution of a “shovel-ready” multi-jurisdictional project.
- Allow JPA’s to apply directly for project funding. Allow several jurisdictions to formally select a lead agency for application and project implementation
- You already do a good job promoting the regional connectedness. Local jurisdictions are such underfunded or under staffed that they don’t have capacity to work through the planning process to bring a multi-jurisdictional project forward.
- Possibly Metro could pick a couple of countywide initiatives, do some planning groundwork, and get local jurisdictions to cover on board, i.e., old signal sych. project.
- Successful inter-jurisdictional projects require strong working relationships between agencies/jurisdictions that may have competing or conflicting interests. Grant programs can be the catalyst for incentivizing agencies to work collaboratively while competing aggressively based on the merits of their projects.
- At county level, working relationships and trust do take time to foster. One strategy is to make Call as reliable as possible with defined parameters so that jurisdictions/agencies have certainty upon which to build sometimes (real or perceived) risky partnerships. Also, another change may be to remove the requirement that applicants rank their projects, thus eliminating the problem of reaching consensus on how a joint project will be ranked among each jurisdiction’s individual priorities.
- The current Call funding agreement requires one lead agency for joint projects. This makes it cumbersome for the agencies involved as the lead agency will incur a lot more administrative burdens of having to sign sub-agreements with other agencies in the joint project and invoicing and project management tasks. Please revise this so that each agency can sign individual funding agreements (under the umbrella of the joint project) with Metro and each agency handles its own project management/invoicing directly with Metro. If awarded, each agency under the joint application gets a defined amount of funding (from the total amount requested under the joint application) and scope of work. This would make it a lot easier for agencies to want to work together on inter-jurisdictional projects and even multi-modal projects.
- Funding caps limit scopes for larger multi-jurisdictional projects
- Deadlines/funding lapse policy make it challenging to coordinate efforts with other jurisdictions.
- Difficult to collaborate with other agencies within the short duration provided to prepare applications.
- Many smaller jurisdictions are not familiar with Federal and State processing of project. Right of way issues, inter-jurisdictional maintenance responsibilities, and availability of local match funds also limit inter-jurisdictional projects.

Question 4a. Strengths of Sub-regional Call process

- Staff with specific knowledge of jurisdictions and potential projects.
- Could allow more local control of where funds are expended.
- Could fund neighborhood multimodal complete street projects.
- Equality of funding distribution which should be set by formula (square mile area, population)
- Not enough information on sub-regional process
- City's COG currently receives Measure R. Sub-regional priorities are set and funds are allocated more effectively, however Metro staff need to be a part.
- Such an organizational approach to CFP Funding (sub-regional priority setting?) would be a critical component to multi-agency projects and coordination.
- Have funds available that match needs of the sub-region
- Enable local agencies to compete fairly as competition would likely be with surrounding cities rather than a small city competing with a large city
- Would provide relatively predictable fund stream for local agencies
- Would provide access to funding for smaller agencies
- Might allow for more fund distribution to smaller agencies
- Local agencies would not have to compete with large cities/projects
- Smaller communities could focus on alternatives that work on a smaller scale. Call is more suitable for larger cities
- Projects could focus more on community needs rather than weighted criteria. Criteria do not always result in a project that meet local needs and improve multi-modal circulation and VMT reductions.
- Since priorities vary by sub-region, each sub-region would be able to set priorities according to needs of area
- Might or might not encourage cooperation between jurisdictions
- Might or might not ensure allocation of funds according to need
- Better representation and understanding of local needs.
- Ability to coordinate projects inter-jurisdictionally
- Better funding opportunities
- Competition on a local scale
- Better process for selection
- COGs would respond to local needs better
- Potentially more direct access to support for the application process
- Potentially more direct access to support for the grant administrative process
- None (2)
- Sub-regional priorities would be addressed.
- Agencies would only be competing with other agencies in that sub-region.

- Sub-region can act as lead on inter-jurisdictional projects
- Project will be scored based on impact and importance to the region
- More inter-jurisdictional projects will be proposed
- Sub-regional definitions of “regional significance could be more accurately applied
- More equitable distribution of funds.
- Sub-regions have familiarity with local regional and local jurisdiction needs and understand the local political dynamics to foster support among jurisdictions.
- Funding may be more evenly divided, allowing greater level of sub-regional improvements.
- Coordination between COGs and local agencies is simplified
- Utilize COG’s bench consultants to conduct initial studies and feasibility analysis
- Encourages smaller agencies to become involved in large or broad base projects.
- COG will get the job done.
- Well-staffed, well-funded.
- More local input and oversight of projects
- Local oversight of funding
- Level playing field (smaller agencies would not compete against large agencies
- Better funding opportunities for various projects within the sub-region by mode.
- Sub-regions can determine priority of modes and projects to be funded.
- More information needed.
- Leaders in the region would be able to prioritize projects of importance for their respective jurisdictions.
- Ideally, overall distribution of funding would be more equitable by region.
- Project selection would represent sub-region’s priorities
- Larger agencies would not dominate the process.
- Greater potential for sub-regional equity
- Greater participation would be encouraged
- Potential for funding to be allocated in a manner that provides for greater distribution of available funding.
- Transit planning decisions can be made at a more sub-regional level
- For some types of projects or transportation modes, sub-regional allocation may make sense based on the rationale that (1) local (sub-regional) agencies would know best what their constituents and local transportation systems need. On the other hand, projects of regional significance will be disadvantaged if funds are spread across sub-regions based on geographic equity (i.e. spreading the peanut butter)

A prime example is goods movement, in which facilities and projects may be localized but the environmental impacts and economic activities generated are regional in nature. In addition to goods movement, transit and signal prioritization projects may be other

candidates for maintaining the current regional approach due to the importance of connectivity between cities and network effects across a region. Pedestrian and bicycling (though one could argue bike networks rely on connectivity and networks) may be better candidates for devolved funding through sub-regions.

- None. We strongly oppose this approach to allocate funding through sub-regional COGs/agencies.
- More discretion to fund local agency priorities
- Less administrative and less resource-intensive
- Projects with sub-regional consensus will lend themselves to better coordinated delivery
- One lead agency could handle a broader project for several agencies which will cut down the administrative processing related to the grants
- Would help ensure that sub-regional priorities are being addressed rather than just the priorities of a single agency
- It will bring additional smaller agencies to the sub-regional table
- May result in a greater number of collaborative, multi-jurisdictional projects

Question 4b. Weaknesses of Sub-regional Call process

- Too many applicants may apply within sub-region
- Limited dollar amounts and number of projects within sub-region
- May dilute focus away from larger regionally significant projects.
- Would be tough job for Board to assess amount of funding to be allocated to each sub-region.
- Eliminating existing merit based system and switching to COG formula distribution may dilute grant award amounts if distributed to all cities.
- Not enough information on sub-regional process.
- None (4).
- Potential for unequal distribution of funds among sub-regions.
- Little to no autonomy for sub-regions to make decisions on elements such as scoring criteria used for applicants
- Fund allocations would not be aligned with Metro's regional transportation priorities.
- Projects without regionally significant mobility benefits could receive funding, preventing regionally significant projects from receiving funds.
- Small agencies may not receive sufficient funding to complete a project.
- Cities who have not adopted land use policies to support transit or non-motorized modes would receive regional transportation funds.
- Challenges to ensure distribution of funds in a fair and equitable manner.
- Difficult in establishing new criteria by which project grants are awarded.
- Not sure that Metro's experience and expertise of funding and regional issues could be replicated on a decentralized level.
- Since transportation is a regional issue, decentralizing could lead to more fragmented system.
- If project evaluation happens locally, is it duplicative to have many different review processes. How is consistency and compliance guaranteed for outside funding sources?
- How do you guarantee that funding decisions are made fairly? Would Metro still have oversight?
- COGs may be subject to limited interests.
- Metro expertise may be diluted.
- Create another layer of oversight
- More paperwork to sub-regions, local agencies, and MTA.
- Overall pot of money in sub-region may preclude bigger projects from being funded.
- Allocation method between cities may create disagreements between cities.
- Who would determine which projects would be funded? COGs are made up of member cities. No impartial evaluators. Bias may be present.
- Sub-regional approach may divert needed funds from bigger and larger scale projects.

- One more layer of review.
- Distribution of funds might take longer.
- Allocation of funds and priority projects – who decides?
- Equity issues.
- Possible delays to funding and hence project timelines
- Possible political motivation for funding or not funding projects (rather than merit)
- Less funding for smaller sub-regions (large regions would take most of funding)
- Inconsistent rating of projects between regions (if each sub-region rated their own proposals).
- Some sub-regions may be too small to fund or fairly rate all Call modes.
- More information needed.
- Not certain that all sub-regions see the value in transit equally. Some regions would be at a disadvantage with a lack of transit support.
- There may not be transit experts in sub-regions who would be able to fairly evaluate transit projects if a sub-regional call for projects were implemented.
- There may be differing priorities which might cause the appearance of favoritism
- Some sub-regions are more influential than others which could lead to variances in allocations to the sub-regions
- Funding in a particular category may not be sufficient to fund an entire project at the regional level. Whereas at the Metro level, sufficient funds would be available for the entire project. (For example, a \$3 million project applied for in a countywide \$15 pot might have a better chance of being funded than in a sub-regional pot where only \$3 million was available.)
- COG staffing required to administer a sub-regional process
- Project coordination among sub-regions
- Multi-jurisdictional (across COG boundaries) project submittals would be difficult to evaluate
- While COGs may have a better understanding of local transit needs, they may not understand regional transit planning and this could cause a disjointed regional transit network.
- Local political interest may distract during the development and project selection process.
- Fund apportioned to the sub-region may not match the project needs –so poor or less desirable projects may get funded by COG and leave other great projects in other areas unfunded.
- Will be more political vs. professional.
- COG evaluators may not have capability of performing adequate evaluation process.
- Lack of regional connectivity

- Regional projects may not receive the funding levels needed if the funding is allocated to sub-regions based on a population factor or formula. In the case of goods movement in particular, a sub-region that includes a port would therefore be expected to fund its port projects in addition to other modes.
- Devolving the funding allocation to sub-regions would require councils of governments – many of which are small and have limited resources – to administer a competitive process; Metro has had years of experience administering this program and has developed the resources to do so over many years.
- Devolution would remove the regionally competitive nature of the Call, which may produce suboptimal results in the set of funded projects.
- This would prevent high-quality projects from getting funded through a fair and competitive process. Some of the bigger projects will not be able to obtain enough funding if not through this Metro administered competitive process on a regional scale.
- The allocation of funding through sub-regional COGs would make the process a lot more political and cause conflicts between agencies/cities under each COG.
- This process would be detrimental to some agencies without the political and/or additional financial resources that would be required to get the full funding to implement high-quality projects.
- City is within multiple sub-regions.
- Smaller cities would get very little funding
- Sub-regional agencies' goals may not line up with Metro's policies and objectives; local projects may not integrate well with Countywide initiatives, such as Measure R
- Would add another administrative layer if applications are processed through sub-regions
- Does not address allocation issues experienced recently under MAP-21
- Countywide and MPO mobility priorities may be diluted in favor of priorities with a strictly sub-regional emphasis
- Sub-regional control must result in the funding of fewer projects that demonstrate innovative new solutions of the type currently being advocated by Metro.

Question 5. Issues to be addressed if a Sub-regional Call process was instituted.

- Pre-application process to streamline review process, as applicants put a lot of effort into application development.
- More local control without Federal or State burdensome requirements.
- Allow each sub-region to determine maximum award amounts per category.
- Allow project to be funded over several years.
- No restrictions on COGs to determine award types, amounts, or duration of funding.
- Not enough information regarding sub-regional process, favor leaving process as is. Need forum to discuss proposed changes to process
- Distribute grant funds to sub-regions or local agencies per an acceptable formula without the need for a call process.
- Distribute funds equally to sub-regions
- That agencies receiving funds are implementing transportation improvement projects that support regional mobility.
- Funding for small local projects.
- Assistance for project concept funding as opposed to shovel ready projects.
- Sufficient training and workshops to ensure agencies are familiar with new process/guidelines
- Assurance that local agencies could apply for local projects, not limited to multi-jurisdictional projects.
- Concerns with fund availability being delayed, as most projects are needed immediately.
- Would Metro still provide Technical Assistance?
- Would each local sub-region be responsible for project evaluation?
- Bringing the COG to the process as a centralized clearing house
- 3R work needs additional funding for sub-regional Calls to be effective.
- Method of evaluating applications.
- Need a set of guidelines to ensure funds are distributed fairly and benefit entire sub-region as well as individual local agencies.
- A shorter and more direct application might be helpful to save staff time and other resources.
- Ability to develop criteria and guidelines by sub-regional agencies
- Ability to develop criteria and guidelines unique to the sub-region's needs.
- Would support the effort as long as every city gets their fair share.
- Possible delays to funding and hence project timelines
- Possible political motivation for funding or not funding projects (rather than merit)
- Less funding for smaller sub-regions (large regions would take most of funding)
- Inconsistent rating of projects between regions (if each sub-region rated their own proposals).

- Some sub-regions may be too small to fund or fairly rate all Call modes.
- Solid methods and formulas that guarantee fairness in terms of funding allocation and distribution. Regional equity.
- Requiring a guaranteed amount of funds be spent on transit.
- Allow sub-regions to establish project categories that will encourage agencies within the sub-region to submit projects that will further the sub-region's priorities.
- The current Call application process would need to be replicated somehow at the sub-regional level
- Selection Committee members would need to possess transit and regional transit qualifications
- Unsure if could support or recommend a sub-regional Call projects until a process is developed and fully vetted.
- Concern how money would be apportioned to COGs.
- Who would have oversight on quality of project selection?
- How would an appeals process work?
- Could COGs with excellent but unfunded projects pull money from COGs with poor project selections?
- Though we favor keeping the program at the regional (Metro) level, if the Call must move to a sub-regional model, it does not have to be an all-or-nothing proposition. We encourage you to consider allowing some modes/types of projects to be funded at the sub-regional level, while retaining at Metro other regionally significant modes or types of projects/programs; these regional projects rely heavily on network effects and connectivity across multiple sub-regions, and are therefore better suited for competition at the regional level.
- We oppose the institution of such sub-regional Call process for reasons stated above. If such process is to be further explored per Metro Board direction, stakeholder meetings must be held to compile and address all issues before further actions can be taken.
- This would not work for City of Los Angeles which is within multiple sub-regions, unless funds allocated directly to the City as a whole on a formula basis.
- Sub-regions should be required to comply with Metro-approved project evaluation criteria to ensure that County and MPO mobility policies are adhered to in a consistent manner across sub-regions and to ensure an equitable, transparent, and fair project evaluation process
- Fewer administrative requirements for project processing and reporting
- Sub-regions would need to build technical expertise for their sub-regional project evaluation process
- Sub-regions should be required to meet Metro-approved modal funding targets (with some flexibility provided) similar to those established in the traditional Metro Call

process for RSTI, GMI, TSSP, TDM, Bike, Pedestrian, and Transit in order to meet Countywide and MPO transportation policy goals.

- While sub-regions should be given flexibility to adopt protocols for disposition of lapsing funds, these protocols have to be consistent with a Countywide Metro-approved lapsing policy

Question 6. If sub-regional process instituted, how should funds be allocated?

- Funds allocated to sub-regions based on needs assessment.
- Based on percentage of countywide population.
- Minimum allocation should be set for smaller agencies.
- Funds should be allowed to be banked to fund larger projects.
- Lump sum amounts based upon workday/nighttime resident population (75%) and freeway congestion (25%).
- No requirement for funding mark by category.
- How the money is allocated to this sub-region.
- Funding allocated to the COG.
- Funding would not work on a population basis for small COG, but land area
- Funds should be allocated equally or per capita.
- That agencies receiving funds are implementing transportation improvement projects that support regional mobility.
- The formula should include both population and jobs for each city
- Based on population and land area formula, or land miles. Unused project funds could be reassigned as needed.
- So many different ways to allocate funds, it would be difficult to find a fair method. Could include population, income, transit dependency, access to regional services, commitment to alternative transit modes, percentage of transit dependent riders, past funding history. All factors but don't tell the whole story.
- Break into categories by project type.
- Allocate some funds to inter-jurisdictional projects.
- Let each sub-region define its funding criteria and allocation categories/percentages.
- Allocate by residential population.
- Heavily weigh traffic volumes and congestion as well as unmet potential transit ridership.
- Funding by population and attraction destination location/point of interest. If city attracts visitors nationally, this should have weight.
- Mixture of funding mechanisms, 50 percent as formulate based on population to each city. 50 percent as an open sub-regional Call process.
- 70 percent distributed by population, 30 percent distributed by merit of projects to sub-region. (or 60-40 or 80-20 depending on needs of each sub-region)
- Projects to be funded based on priority within the region, as determined by COG
- Allocate by sub-regional geographic area, or lane miles rather than population. Transportation needs are not directly proportional to population.
- Various project types, such as state of good repair, bicycle/pedestrian enhancement beautification, capacity enhancement signal coordination/upgrades, ITS/ATMS
- Encourage small and large projects

- Formula based on sale tax generation, per capita, daytime or night time population, whichever is greater, lane miles of roadway.
- Population and poverty level.
- FAP
- Formula: more information needed
 - Equitable
 - Fair
 - Legally binding
 - More funding in local return
- Difficult to imagine a formula that would take all key factors into account: population, access to transit, congestion, previous investments, regional significance, existing transit services, age of infrastructure
- Formula should be by sub-region population for non-vehicle improvements such as transit and active transportation, and by sub-region VMT (in lieu of highway mileage) for highway related improvements.
- Not ready to recommend alternative funding strategy for a sub-regional allocation process at this time. Willing to discuss if another method such as the Highway Operational Improvement Program could produce an assessment formula that could result in greater funding parity while not at the expense of the regional transit network.
- Formula may not be effective
- What if COGs did first cut of projects then have a final review and recommendation by Metro process.
- Should funding be allocated to sub-regions, it should be done with some consideration that some but not all sub-regions will have greater needs in particular modal categories such as goods movement. We strongly recommend additional outreach to local agencies by Metro before a decision is made.
- If funding was allocated to sub-regions, how would you want to see funding allocated? If allocated by formula, what formula would you recommend and why?
- Funding directly to sub-regions would not work for the City of Los Angeles. If funding were to flow directly to agencies, the following a local returns, population-based formula is recommended.
- Support a population-based formula distribution to sub-regions. Population based distribution of funds will give sub-regions an element of local control and a reasonably predictable funding stream which affords them the opportunity for longer term planning for essential sub-regional priorities

Formula distribution will also allow sub-regions and local jurisdictions to pool resources for grant preparation, project development and delivery, and grant tracking and reporting.

Question 7. Alternative Call processes

- Funds not used by approved projects should be evenly distributed to non-successful candidates based on ranking.
- Eliminate the Call for Projects and allocate funding directly to local agencies for local mobility improvements
- Allocate a portion of the Call for maintenance of project improvements.
- Allocate portion of the Call to local agencies for implementing unfunded Federal and State mandates.
- Keep countywide call process but increase award limits by focusing on one mode per Call cycle.
- Give all Call funds to sub-region unconditionally.
- Stop diluting funding by spreading money over all Call categories.
- Go with the sub-regional process from now on, as COG process works well.
- Distribute the funds to local agencies.
- None (8)
- Recommend category for smaller projects or smaller jurisdictions.
- Streamlined process for projects of \$1.5 million or less.
- Metro and Caltrans need to coordinate Calls, especially with advent of ATP cycles and with Metro's emphasis on Complete Streets.
- Instead of spending all money on smaller, short term and near sighted projects that will not solve problems in long run, a comprehensive, all inclusive and long term forward thinking commuter freight rail network system should be planned as a regional super – project to address next 50 – 100 years.
- Metro research and evaluate other “similar” agencies and provide information to “Call” participants/agencies - more information is needed.
- Perhaps a hybrid program that would provide some distribution of funds to the sub-regions for certain categories and retain the remainder for categories of a more regional nature.
- Not at this time. Believes the current Call process, while not perfect, does produce a reasonable outcome and list of regional projects. As long as Metro works to maintain a fair and transparent process and adheres to the published Call criteria. Willing to discuss if another method such as the Highway Operational Improvement Program could produce an assessment formula that could result in greater funding parity while not at the expense of the regional transit network.
- What if COGs did first cut of projects then have a final review and recommendation by Metro process.
- The State's Prop. 1B TCIF model and the USDOT TIGER Grants process should be compared before the Metro Board finalizes its decisions.
- Formula- based distribution directly to agencies.

Question 8 – Preference ranking for Countywide Call

Question 9 – Preference ranking for Sub-regional Call

Question	NR	1	2	3	4	5	6	7	8	9	10
Question 8 (Countywide Call)	5	5	3	3	1	4	0	3	2	2	6
Question 9 (Sub-regional Call)	5	5	2	2	2	4	1	3	1	3	6

• **Question 8 (Countywide Call):**

- Strongly favor (8-10): 10
- Somewhat favor (6-7): 3
- Neutral (5): 4
- Somewhat dislike (3-4): 4
- Strongly dislike (1-2): 8
- No Response: 5

• **Question 9 (Sub-regional Call):**

- Strongly favor (8-10): 10
- Somewhat favor (6-7): 4
- Neutral (5): 4
- Somewhat dislike (3-4): 4
- Strongly dislike (1-2): 7
- No Response: 5

Question 10. Other comments?

- This survey and the sub-regional proposal is a great idea and shows that MTA is looking forward on how to improve funding process.
- Instead of going through the Call process, distribute funds to local agencies
- Reduce matching requirements to enable more participation and simplify grant application.
- Call has focused more on large, urban, regionally based projects. Focus should shift to individual city projects that reduce longer regional trips and VMT.
- Create hybrid of local input/local control and centralized administration and evaluation. While local communities have a better sense of what is needed, some regional oversight is necessary for efficient coordination.
- Metro calls should consider a process similar to Calrecycle; if you recently received awards the amount you are eligible to receive in the next Cal is reduced.
- If sub-regional process negatively impacts chances of getting projects then does not favor. If positively impact chances, then support.
- Sub-regional process would better service sub-regional priorities. Issues that need working out include method of evaluating and formula.
- Appreciates Metro Board exploring Call options. Current process good for large projects. Most cities don't have mega projects year after year. Sub-region role could be beneficial in distributing smaller amount of funds for smaller projects to smaller cities.
- Appreciate opportunities for additional revenue.
- Thanks for asking.
- It may be worth examining the sub-regional approach to future Call for Projects applications. However, an accepted formula for funding distribution amongst the sub-regions and a consistent methodology for rating the applications would need to be established first.
- Signed MOU's between Metro and COGs that include guarantees for an equitable funding distribution plan. Criteria for funding must consider the COG and its unique demographic, housing and transportation characteristics
- There is value in a well-established process, such as it is with the Metro Call. The process could use some additional refinement, if Metro staff were open to it.
- Submit online.
- Consider giving some priority to projects that promote zero emission, reduce GHG, innovativeness, and IT projects that enhance the customer experience.
- The current Call process has really tried to level the playing field across the county. For the most part, the best projects are funded and typically are spread throughout the county. The Regional funds should really be considered for those projects that would otherwise remain unfunded and/or have significance to sustaining the current systems in place. It should not supplant funding that otherwise would be the responsibility of the local jurisdiction.
- The Call process has been in place for many years. While it may not be perfect, the overall process has evolved and become very robust. Before Metro Board decides to overhaul the

Call or to make incremental procedural refinements, I would like to see additional outreach, workshops, case-studies be conducted. Each sub-region may have diverse views and unique circumstance on the needs of transportation programs/projects. Thus, any proposed changes to the funding distribution mechanism should be properly vetted and debated.

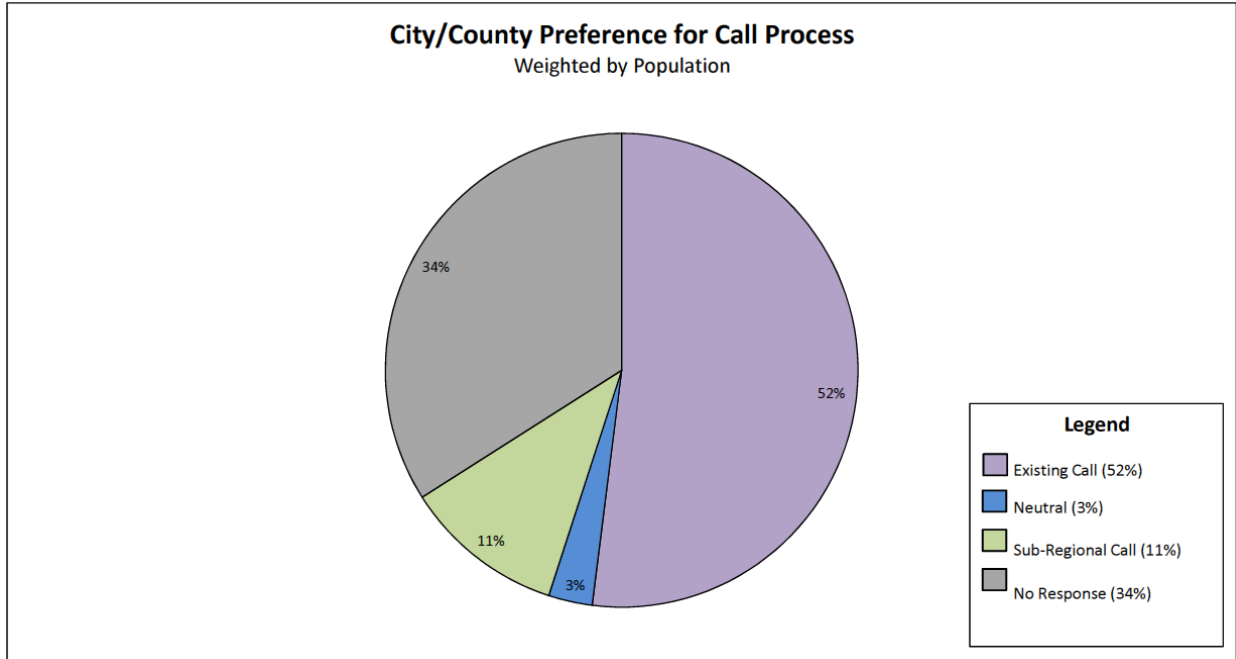
- The Call process definitely has its strengths and weaknesses
- Consideration should be given to developing a new “Complete Street” modal category for large capital roadway projects that encompasses the goals of the Complete Streets Act and addresses multi-modal solutions but does not eliminate the Bicycle or Pedestrian categories and funding associated with those modes
- Fund lapsing policies should be flexible to allow sufficient time to implement larger-scaled projects that may have environmental and ROW issues
- Sub-regional allocation of funds would pose significant challengers to large agencies that include multiple sub-regions.
- Very receptive to fund distribution directly to local agencies.
- Metro should have more control of funding streams that prevents them from requiring agencies to re-submit funding applications for projects already committed to other funding opportunities (ATP)
- Metro should consider eliminating the RSTI, PI, TE, and Bikeway categories and create a Complete Streets or Multi-Modal transportation Category.
- Future applications should look at metrics related to VMT and GHG reductions pursuant

Attachment C Assessment of Call Process

The Board directed that as part of the examination and recommendations on changes to the Call process, that a survey be conducted to assess both the strengths and weaknesses of the process and that this information be considered the foundation for revising future Calls. While responses were received from only a small portion of Call participants, the responses we did receive had a generally common thread that was helpful in developing and recommending substantial change for the future Call process.

Over 1000 surveys were sent out in early November 2014 to city managers, public works directors, and city planning directors of each city and the county, as well as to transit agencies, subregional agencies/Councils of Governments (COGs), and other transportation partners. Out of the 1000 surveys distributed, only 34 responses were received such that a clear indication of countywide opinion is not possible. However, the following observations can be made.

In viewing the respondent's preference for a countywide or subregional Call, there was no clear countywide recommendation to move from a countywide to a subregional Call. To summarize Call preferences received, 13 respondents supported the current countywide Call process, 14 respondents supported a subregional Call process, and seven respondents were neutral or did not provide a preference. Of the responses received from local jurisdictions, 12 local jurisdictions representing 55 percent of the county's population recommended keeping the current Call process, were neutral, or expressed no preference, while 13 local jurisdictions representing 11 percent of the county's population recommended a subregional Call process. Of the eight other transportation partners that responded, six municipal operators and one port supported the existing Call process, and one COG supported the subregional Call process.



Subregional Call Assessment

In assessing the feasibility of the subregional proposal beyond the survey results, there appear to be federal barriers to a subregional Call process. Motion 21 proposes converting the Call for Process into a new subregional, multimodal subvention formula. In 1998, AB 1759 proposed a similar concept to suballocate STIP funding to subregions in Los Angeles County. This Bill elicited a strong response to Metro from the Federal Highway Administration (FHWA), stating that federal Metropolitan and Statewide Planning regulations specifically prohibit distributing federal funds to local jurisdictions based on a formula. The letter specifically states that “the planning process should be based on demonstrating needs and system performance, not on everyone getting a certain percentage of the funding.” (Attachment C1). Staff has confirmed with FHWA that the requirements mentioned in this letter are still in force, remain unchanged in current federal planning regulations, and do not allow a subregional subvention program.

In addition to the statutory subregional barriers, there are several other issues regarding the implementation of a subregional Call process. Several jurisdictions, namely, the City and County of Los Angeles, have multiple subregions within their boundaries. Los Angeles County incorporates nine subregions and the City of Los Angeles incorporates five subregions. As a result, the City and County of Los Angeles would have to submit their Call projects to multiple subregional agencies, which would impose an unwieldy Call process. Additionally, it is not clear that all subregions have the staffing and expertise to manage and administer a Call program, given the wide range in subregions which vary from a few cities to some that represent 20 to 30 cities. Adequate staffing and expertise is important to executing the Call process in a timely

and transparent manner. We note that the Call is a schedule driven process and projects must be approved in time to meet regional and state deadlines necessary to include projects in the RTIP, STIP, or Federal Transportation Improvement Program (FTIP).

Restructuring Recommendations

While the limited survey responses did not demonstrate a significant demand for change of the overall Call process, the information provided by survey respondents provided some insight into the strengths and weaknesses of the existing Call process. Their observations and suggestions together with Metro staff analysis of the Call provide an opportunity to recommend a significant revamping of the countywide Call process. (See Attachment C2 for a summary of survey results, Attachment C3 for the survey instrument, and Attachment C4 for a detailed compendium of survey responses). The discussion below identifies substantial changes recommended to the future Call processes and is summarized in Attachment A.

Strengthen Subregional Partnership. One of the key strengths of the subregional Call process identified in the survey was the importance of understanding subregional and local priorities in the review and selection of Call projects. It is recommended that the Call process can be improved through greater involvement of the subregions in the Call process, to bring their knowledge of subregional and local needs and priorities and reconciling these with Metro Board priorities into the Call's application development and project recommendation process.

Subregional Steering Committee. Staff recommends creating a Subregional Steering Committee consisting of a representative selected by each subregion to meet before the start of the Call process to discuss subregional and local project needs, priorities, and other issues which can inform the preparation of the application package. Staff also recommends that subregional agencies be part of the project review process, ranking projects within their subregion as input into the Call recommendation process.

Inter-jurisdictional Projects. The survey also asked respondents to discuss whether there were impediments in the Call process to proposing inter-jurisdictional projects. While most responses did not find an impediment in the process per-se, respondents noted that the key challenge is finding a local agency that is willing to take the time, effort, and expense to be the lead in managing and administering the project. Some respondents also mentioned that the time necessary to reach agreement and approval among agencies is longer than the Call process allows. Subregional agencies may be best positioned to assist their member agencies in the development of inter-jurisdictional projects. Staff recommends that subregional agencies work with cities in advance of the Call process to define projects and reach agreement, and that future Calls allow subregional agencies to apply and manage inter-jurisdictional projects on behalf of their member agencies provided that they demonstrate the capacity to do so.

New Project and Program Strategies. Through the survey, staff explored whether there were other projects that respondents would like to fund, but were not eligible for funding in the Call. Many respondents noted existing local programs that were in need of additional funding included, road maintenance, state of good repair, storm water, beautification, and landscaping, and new programs such as first-last mile and active transportation. Staff recommends that discussions occur with the proposed Subregional Steering Committee and with TAC and its subcommittees at the start of the Call process, to determine if there are local project needs or new innovative project strategies that should be considered through the Call process and whether eligible funding is available through Metro. Staff notes that such project recommendations would be conditioned on finding an eligible source of funding and being in concert with Metro Board directives.

Continue TAC Role. Finally, staff recommends retaining involvement of the TAC and its subcommittees to advise us on Call application technical issues as is done now at the start of the process and through the Appeals Process. As subregions already appoint representatives to the TAC, this is an important avenue for the subregions to have input on technical Call matters.

Simplify and Improve Call Process for Local Agencies. The survey responses noted various ideas for streamlining the Call application package. Various streamlining recommendations are discussed below.

Simplify Application Package. A common concern noted by survey respondents is the complexity of the Call application, especially noted as a problem for small agencies. In response, staff recommends a major rewrite of the application package with the intent to simplify it and to eliminate duplication and overlap to reduce preparation time.

Assist Jurisdictions with Performance Calculations. Respondents also noted that it can be challenging to calculate the performance benefit of projects and that they need more guidance from Metro on performance calculations. As a result, we propose to develop a “performance measure calculation tool” to assist agencies in calculating project performance benefits, including vehicle miles travelled (VMT) changes and greenhouse gas reductions.

New Complete Street/Multimodal Application. Finally, respondents noted that they must sometimes apply for various components of a local project in different Call categories. We recommend creating a complete street/multimodal category to serve as a one-stop application for multimodal projects.

Strengthen Focus on Greenhouse Gas Reductions. Staff recommends that the next Call finalize the transition started in the 2013 and 2015 Calls, to address Complete Streets, multimodal projects, and greenhouse gas reduction strategies using performance measures consistent with recent State legislation (i.e., SB 375 and SB 743).

Complete the Transition to Complete Streets and Greenhouse Gas Performance Measures. As mentioned above, staff recommends 1) a new Complete Streets/Multimodal application to encourage the integration of all appropriate modes in Call projects, 2) reviewing the Call application to transition to new performance measures based on VMT and greenhouse gas reductions, and 3) a new performance measure tool to assist agencies in calculating project benefits.

Reassess Modal Funding Marks. Finally, through the 2017 Long Range Transportation Plan process, staff recommends revisiting the Call funding marks with a particular focus on Active Transportation and Sustainable programs.

Maximize Funding Leveraging Opportunities. In light of new State and Federal funding programs such as the Active Transportation Program managed through SCAG and the CTC and the State Cap and Trade Program, staff recommends that the Call process seek to maximize opportunities to leverage Call funding with other programs. As was commented on in the survey, staff will also look for opportunities to coordinate the schedule of the Call process with other funding process to the extent possible.

Future Call for Projects Process

Planning and Programming Committee
June 17, 2015



Metro

Overview

- Responding to Board motion
 - Revise and improve future Call process
 - Consider subregional subvention program
 - Conduct survey assessing Call process
- Results
 - Federal regulations prohibit subregional subvention
 - Low survey response – 34 responses out of 1000
 - No consensus for change
 - Recommendations to evolve future Call process

Recommendations

- Strengthen Subregional Partnership
 - Create Subregional Steering Committee to input subregional needs into application development
 - Allow subregions to review and rank projects
 - Encourage subregions to coordinate/lead interjurisdictional projects

Recommendations

- Simplify/Improve Call for Local Agencies
 - Streamline application package
 - Create on-line performance measure calculator
 - Create complete street/multimodal application
 - On-line application and submittal

Recommendations

- Strengthen Focus on Greenhouse Gas Reduction
 - Complete Streets/Multimodal Application
 - Revise performance measures to assess greenhouse gas (GhG) reduction benefits
 - Incorporate GhG reduction calculations into performance measure calculator tool
 - Revisit Call funding marks in 2017 LRTP update

Recommendations

- Maximize Funding Availability
 - Leverage Call funding with other sources
 - State/Regional Active Transportation Program
 - State Cap and Trade Program
 - Others
 - Coordinate funding cycles with other programs

Next Steps

- Initiate Subregional Steering Committee at start of next Call cycle
- Continue TAC involvement in application development and Appeal process
- Integrate recommendations into future Call process



Board Report

File #: 2015-0476, File Type: Program

Agenda Number: 17.

REVISED
PLANNING AND PROGRAMMING COMMITTEE
JUNE 17, 2015

SUBJECT: COUNTYWIDE CALL FOR PROJECTS

**ACTION: APPROVE 2015 RECERTIFICATION AND DEOBLIGATION
RECOMMENDATIONS**

RECOMMENDATION

APPROVED ON CONSENT CALENDAR:

- A. recertifying \$76.8 million in existing Fiscal Year (FY) 2015-16 commitments from previously approved **Countywide Calls for Projects** and authorize the expenditure of funds to meet these commitments as shown in Attachment A;
- B. deobligating ~~\$29.1~~ \$28.8 million of previously approved Countywide Calls for Projects funding, as shown in Attachment B. Continue to prioritize 2015 and future deobligated dollars to fund as the first priority the three previously approved County of Los Angeles Signal Call projects: 1) San Gabriel Valley Traffic Signal Corridors Project (#F3308); 2) Gateway Cities Traffic Signal Corridors Phase VI Project (#F3309); and 3) South Bay Traffic Signal Corridors Project (#F3310) that were not near-term priorities per the 2011 Long Range Transportation Plan (LRTP) Transportation Improvement Program (TIP) Priority List, and the second priority, the City of Palmdale North County ITS - Palmdale Extension Project (#F7304);
- C. authorizing:
 1. The Chief Executive Officer (CEO) to: 1) Negotiate and execute all necessary agreements for approved projects; and 2) Amend the FY 2015-16 budget, as necessary, to include the 2015 Countywide Call for Projects Recertification and Extension funding in the Regional Programs' budget;
 2. Staff to amend the agreements with the County of Los Angeles to add the Mobile Source Air Pollution Reduction Review Committee (MSRC) grant funds for design of previously down scoped elements for three projects: 1) South Bay Forum Traffic Signal Corridors Project (#F1311); 2) Gateway Cities Forum Traffic Signal Corridors Project Phase V (#F1321), and 3) San Gabriel Valley Forum Traffic Signal Corridors Project (#F1321);

- D. approving changes to the scope of work for the City of Baldwin Park - Metrolink Parking Resource Demonstration Project (#F3712);
- E. reprogramming:
1. \$47.1 million of previously approved Countywide Call for Projects funding, as shown in Attachment D, for those projects that applied for, but were not awarded funds through the State Active Transportation Program (ATP) according to Metro's policy for transitioning to the State ATP;
 2. Funding for the 1) City of El Monte - El Monte Clean Fuel Bus Replacement Project (#F7420) from FY 2016-17 and FY 2017-18 to FY 2015-16; 2) City of Culver City - City of Culver City Network-Wide Signal Synchronization with Video and Arterial Performance Measurement System Project (#F7303) from FY 2014-15, FY 2015-16 and FY 2016-17 to FY 2016-17; 3) City of Downey - City of Downey Woodruff Ave Fiber-Optic Traffic Signal Communication Project (#F3304) from FY 2014-15 to FY 2016-17; 4) City of Los Angeles - Stocker/MLK Crenshaw Access to Expo LRT Station from FY 2013-14 and FY 2014-15 to FY 2015-16 and FY 2016-17; 5) Los Angeles County - ExperienceLA 3.0 - Mobility in the Cloud Project (#F7703) from FY 2015-16, FY 2016-17, FY 2017-18 and FY 2018-19 to FY 2015-16; 6) City of Monrovia - Huntington Drive Phase II Project (#8211) from FY 2011-12 to FY 2016-17; and 7) City of San Dimas - City of San Dimas Intersection Improvements on Bonita Ave at Cataract Ave (#F3307) from FY 2014-15 to FY 2017-18;
- F. reallocating funds originally programmed to the City of Los Angeles for: 1) Figueroa Corridor Bike Station and Cycling Enhancements (#F3510); and 2) Expo Line Bike Hubs South Los Angeles (#F5523) to Metro towards the implementation of the Countywide Bikeshare Phase 1 Pilot in Downtown Los Angeles; and
- G. receiving and filing time extensions for the 112 projects shown in Attachment E.

ISSUE

Each year the Board must recertify funding for projects that were approved through prior Countywide Calls for Projects in order to release the funds to the project sponsors. The Board must also approve the deobligation of lapsing project funds after providing project sponsors with the opportunity to appeal staff's preliminary deobligation recommendations to Metro's Technical Advisory Committee (TAC). The Board must also receive and file the extensions being granted through previously delegated Board administrative authority.

DISCUSSION

The Countywide Call for Projects process implements Metro's multi-modal programming responsibilities and implements the adopted Long Range Transportation Plan (LRTP). Metro is required by federal (Title 23 U.S.C. 134 (g) & (h)) and state (P.U.C. 130303) statutes to prepare a

Transportation Improvement Program (TIP) for Los Angeles County. The TIP allocates revenues across all transportation modes based on the planning requirements of the federal Moving Ahead for Progress in the 21st Century Act (MAP-21). Metro accomplishes these mandates, in part, by programming revenues through the Countywide Call for Projects.

The 2015 Recertification and Deobligation process enforces the annual authorization and timely use of funds policies. Specifically, Board policy calls for consideration of deobligation of funding from project sponsors who have not met lapsing deadlines, have not used the entire grant amount to complete the project (project savings) or have formally notified Metro that they no longer wish to proceed with the project (cancellation).

Technical Advisory Committee (TAC) Appeals

On May 6, 2015, TAC heard sponsor appeals on the deobligation of funding from 32 projects (Attachment F). TAC concurred with City of Los Angeles' request to cancel and deobligate funding pending City Council action from the North Main Street Grade Separation Project (#F3148) due to the City's inability to identify and commit the local match funding. For the remaining 31 projects, TAC recommended one year extensions with certain reporting conditions. Staff concurs with these recommendations.

DETERMINATION OF SAFETY IMPACT

The 2015 Call for Projects Recertification and Deobligation will not have any adverse safety impacts on Metro's employees or patrons.

FINANCIAL IMPACT

Local funds (Propositions C 10% and 25% and State Repayment of Capital Project Loan Funds) for the Countywide Call for Projects are budgeted in the FY 2015-16 Subsidies to Others Budget in Cost Centers 0441 and 0442. Since these are multi-year projects, the cost center managers, Chief Planning Officer, Countywide Planning and Development, and Executive Director, Engineering and Construction will be responsible for budgeting in future years.

Impact to Budget

The sources of funds for these activities are Proposition C 10% and 25%, State Repayment of Capital Project Loan Funds, Congestion Mitigation and Air Quality (CMAQ), and Regional Surface Transportation Program (RSTP). The Proposition C 10% and 25% are not eligible for Metro bus and rail operating and capital expenditures.

CMAQ funds can be used for both transit operating and capital. However, there are no additional operating expenses that are eligible for CMAQ funding. Los Angeles County must strive to fully obligate its share of CMAQ funding by May 1st of each year, otherwise it risks its redirection to other California Regional Transportation Planning Agencies by Caltrans. Staff recommends the use of long-lead-time CMAQ funds as planned to insure utilizing Metro's federal funds.

RSTP funds in this action could be used for Metro's transit capital needs. Also, while these funds cannot be used directly for Metro's bus or rail operating needs, these funds could free-up other such eligible funds by exchanging the funds used for Metro's paratransit provider, Access Services Incorporated. Since these RSTP funds originate in the Highway portion (Title 23) of MAP-21, they are among the most flexible funds available to Metro and are very useful in meeting Call projects' requirements.

ALTERNATIVES CONSIDERED

The Board could cancel all or some of the FY 2015-16 funding commitments rather than authorize their expenditures. This would disregard previous Board approved Countywide Calls for Projects programming commitments and would disrupt on-going projects that received multi-year funding.

With respect to deobligations, the Board could choose to deobligate funds from one or more sponsors whose projects are beyond the lapse dates and are not moving forward consistent with the adopted Lapsing Policy. A much stricter interpretation of the Lapsing Policy might encourage project sponsors to focus scarce labor and other resources on projects in order to deliver them in a more timely fashion. However, this would be disruptive to the process of delivering the specific projects. On balance, the appeals process between the project sponsors and the TAC is a significant reminder that these funded projects should not be further delayed. In addition, many of the specific projects involved are now very close to being delivered.

NEXT STEPS

With Board approval of the 2015 Countywide Call for Projects Recertification, Deobligation and Extension process, project sponsors will be notified and Funding Agreements (FAs) and Letter of Agreements (LOAs) will be executed with those who have received their first year of funding through the Recertification process. Amendments to existing FAs and LOAs will be completed for those sponsors receiving time extensions. Project sponsors whose funds are being deobligated will be formally notified of the Board action as well as those receiving date certain time extension deadlines for executing their agreements.

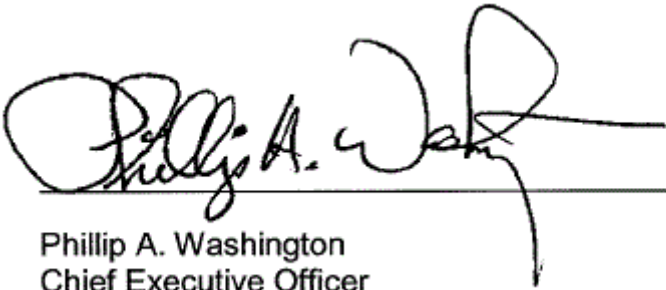
ATTACHMENTS

Attachment A - FY 2015-16 Countywide Call for Projects Recertification
Attachment B - 2015 Countywide Call for Projects Deobligation Recommendations
Attachment C - Background/Discussion of Each Recommendation
Attachment D - Reprogramming of Not Awarded ATP
Attachment E - Projects Requiring Extensions as of June 30, 2015
Attachment F - Results of TAC Appeals Process

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Phillip A. Washington
Chief Executive Officer


Metro

**LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY
2015-16 CALL FOR PROJECTS RECERTIFICATION LIST
(\$000)**

PROJ	AGENCY	PROJECT TITLE	TOTAL
8002	ACE	ALAMEDA CORRIDOR EAST - PHASE I (PLUS ADVANCE FOR PHASE II)	\$ 1,550
F3607	ARCADIA	GOLD LINE FIRST LAST MILE ACCESS IMPROVEMENTS	1,546
F7406	AVALON	AVALON CLEAN FUEL FLEET REPLACEMENT PROJECT	318
F5309	AZUSA	CITY OF AZUSA TRAFFIC MANAGEMENT SYSTEM	3,508
F7414	BALDWIN PARK	CLEAN FUEL BUSES FOR THE BALDWIN PARK TRANSIT SERVICE	424
F5508	BURBANK	LOS ANGELES RIVER BRIDGE	76
F5701	BURBANK	BURBANK TRAVELER INFORMATION AND WAYFINDING SYSTEM	58
F7408	BURBANK	BURBANK TRANSIT VEHICLE REPLACEMENT	542
F7516	CALABASAS	MULHOLLAND HIGHWAY GAP CLOSURE	64
F7322	CARSON	BROADWAY INTERSECTION IMPROVEMENTS - TRAFFIC SIGNAL MODIFICATIONS	257
F5108	COMMERCE	GARFIELD AVENUE/WASHINGTON BOULEVARD MULTIMODAL INTERSECTION	239
F7201	COMMERCE	COMMERCE GOODS MOVEMENT ATLANTIC BLVD: WASHINGTON TO COMO	69
F5501	COVINA	COVINA BICYCLE NETWORK - PHASE TWO	827
F5302	CULVER CITY	CULVER CITY ADAPTIVE TRAFFIC CONTROL SYSTEM (ATCS) PROJECT	1,180
F7401	CULVER CITY	CULVERT CITYBUS CLEAN FUEL BUS REPLACEMENT	4,208
F7507	CULVER CITY	BALLONA CREEK BIKE PATH CONNECTIVITY PROJECT AT HIGUERA BRIDGE	231
F7300	DIAMOND BAR	DIAMOND BAR ADAPTIVE TRAFFIC CONTROL SYSTEM PROJECT	454
F5114	DOWNEY	TELEGRAPH ROAD TRAFFIC THROUGHPUT AND SAFETY ENHANCEMENT	2,134
F7118	DOWNEY	FLORENCE AVE. BRIDGE OVER SAN GABRIEL RIVER	944
F5627	DUARTE	DUARTE GOLD LINE STATION PEDESTRIAN IMPROVEMENTS	94
F5125	EL MONTE	RAMONA BOULEVARD & VALLEY BOULEVARD INTERSECTION IMPROVEMENT	1,333
F5705	EL MONTE	SHARED PARKING PROGRAM/SMART PARKING DETECTION SYSTEM	17
F7420	EL MONTE	EL MONTE CLEAN FUEL BUS REPLACEMENT	1,451
F7405	GARDENA	PURCHASE OF ALTERNATIVE FUEL REPLACEMENT BUSES	743
F7321	GLENDALE	REGIONAL ARTERIAL TRAFFIC PERFORMANCE MEASUREMENT SYSTEM (MR310.32)	410
F7430	GLENDALE	PURCHASE OF ALTERNATIVE FUEL BUSES FOR GLENDALE BEELINE	424
F5101	HAWTHORNE	EL SEGUNDO BOULEVARD IMPROVEMENT PROJECT	203
F5100	INDUSTRY	SR57/60 CONFLUENCE, GRAND AVENUE AT GOLDEN SPRINGS DRIVE	1,254
F5300	INGLEWOOD	CITY OF INGLEWOOD ITS - PHASE IV IMPROVEMENT PROJECT	507
F5522	LA CANADA FLINTRIDGE	FOOTHILL BLVD. LINK BIKEWAY & PEDESTRIAN GREENBELT PROJECT	1,366
F3409	LA CITY	STOCKER/MLK CRENSHAW ACCESS TO EXPO LRT STATION	195
F3650	LA CITY	WESTERN AVE EXPO LINE STATE LINKAGE PROJECT (SOUTH)	70
F5121	LA CITY	BALBOA BOULEVARD WIDENING AT DEVONSHIRE STREET	419
F5427	LA CITY	DASH CLEAN FUEL - FIVE (5) HIGHER CAPACITY VEHICLES	1,826
F5518	LA CITY	L.A. RIVER BIKE PATH - HEADWATERS SECTION	2,815
F5519	LA CITY	BICYCLE FRIENDLY STREETS (BFS)	199
F5525	LA CITY	BICYCLE CORRAL PROGRAM LAUNCH (PLUS F5709 TDM)	247
F5620	LA CITY	EXPO LINE - TRANSIT/PEDESTRIAN LINKAGES - WEST	200
F5624	LA CITY	WASHINGTON BOULEVARD PEDESTRIAN/TRANSIT ACCESS	178
F5629	LA CITY	ORANGE LINE EXTENSION SHERMAN WAY STATION PEDESTRIAN LINKS	450
F5707	LA CITY	ANGELS WALK CENTRAL AVENUE	320
F5710	LA CITY	EXPERIENCE LA HISTORIC CULTURAL NEIGHBORHOOD CONNECTIONS	553
F7109	LA CITY	SOTO STREET WIDENING FROM MULTNOMAH ST TO MISSION RD	4,963
F7123	LA CITY	MAGNOLIA BL WIDENING (NORTH SIDE) -CAHUENGA BL TO VINELAND	414
F7131	LA CITY	CENTURY BOULEVARD EXTENSION BETWEEN GRAPE STREET AND ALAMEDA	1,740
F7205	LA CITY	ALAMEDA ST. WIDENING FROM ANAHEIM ST. TO 300 FT SOUTH OF PCH	862
F7628	LA CITY	WATTS STREETScape IMPROVEMENTS PHASE 2	98
F7707	LA CITY	LAST MILE FOLDING BIKE INCENTIVE PROGRAM	170
F7817	LA CITY	VERMONT AVE STORMWATER CAPTURE & GREENSTREET TRANSIT PROJECT	1,145
F1312	LA COUNTY	GATEWAY CITIES FORUM TRAFFIC SIGNAL CORRIDORS, PHASE V	2,500
F1321	LA COUNTY	SAN GABRIEL VALLEY FORUM TRAFFIC SIGNAL CORRIDORS PROJECT	3,000
F5110	LA COUNTY	FULLERTON ROAD AT PATHFINDER ROAD, ET AL.	459
F5310	LA COUNTY	RAMONA BOULEVARD/BADILLO STREET/COVINA BOULEVARD TSSP/BSP	2,758
F5314	LA COUNTY	GATEWAY CITIES FORUM TRAFFIC SIGNAL CORRIDORS PROJECT	91
F5315	LA COUNTY	SAN GABRIEL VALLEY FORUM TRAFFIC SIGNAL CORRIDORS PROJECT	88
F5316	LA COUNTY	SOUTH BAY FORUM TRAFFIC SIGNAL CORRIDORS PROJECT	56
F5412	LA COUNTY	ARROW HIGHWAY BUS STOP IMPROVEMENT PLAN	56
F5413	LA COUNTY	EL SOL SHUTTLE VEHICLES	1,274
F5704	LA COUNTY	METRO GREEN LINE VERMONT STATION WAYFINDING SIGNAGE	77
F7412	LA COUNTY	LOS ANGELES COUNTY/USC MEDICAL CENTER TRANSIT VEHICLE	282
F7703	LA COUNTY	EXPERIENCELA 3.0--MOBILITY IN THE CLOUD	779
F5304	LANCASTER	TRAFFIC SIGNAL SYSTEM MODERNIZATION	676
F5803	LANCASTER	AVENUE I CORRIDOR IMPROVEMENTS, 20TH ST W TO 10TH ST W	227
F7500	LAWNDALE	HAWTHORNE BOULEVARD CLASS II BICYCLE LANES	16
F5808	LONG BEACH	ATLANTIC AVENUE STREETScape IMPROVEMENT	322


Metro

**LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY
2015-16 CALL FOR PROJECTS RECERTIFICATION LIST
(\$000)**

PROJ	AGENCY	PROJECT TITLE	TOTAL
F7313	LONG BEACH	LONG BEACH'S METRO BLUE LINE SIGNAL PRIORITIZATION	700
F7314	LONG BEACH	SANTA FE AVENUE SYNCHRONIZATION ENHANCEMENT PROJECT	212
F7316	LONG BEACH	ARTESIA CORRIDOR ATCS ENHANCEMENT PROJECT	196
F5402	LONG BEACH TRANSIT	LBT FLEET DIVERSIFICATION AND CNG BUS ACQUISITION PROJECT	1,417
F7400	MONTEREY PARK	CLEAN FUEL BUS REPLACEMENTS	424
F3849	NORWALK	PIONEER ARTERIAL TRANSPORTATION IMPROVEMENTS	1,209
F1300	PALMDALE	NORTH COUNTY TRAFFIC FORUM ITS EXPANSION	2,438
F7121	PALMDALE	RANCHO VISTA BLVD WIDENING	334
F3522	PASADENA	CORDOVA STREET ROAD DIET	2,881
F7422	PASADENA	PASADENA REPLACEMENT AND ADDED CAPACITY OF CLEAN FUEL BUSES	743
F1506	RANCHO PALOS VERDES	PALOS VERDES DR SO. BIKE COMPATIBLE ROADWAY SAFETY & LINKAGE	574
F3502	REDONDO BEACH	REDONDO BEACH BICYCLE TRANSPORTATION PLAN IMPLEMENTATION	1,559
F5129	ROSEMEAD	VALLEY BOULEVARD CAPACITY ENHANCEMENT PROJECT	508
F7119	SAN MARINO	HUNTINGTON DRIVE MULTIMODAL CAPACITY ENHANCEMENTS	105
F5303	SANTA CLARITA	INTELLIGENT TRANSPORTATION SYSTEM (ITS) PHASE V	1,637
F7404	SANTA CLARITA	VISTA CANYON REGIONAL TRANSIT CENTER	2,232
F5812	SANTA MONICA	EXPO LRT COLORADO AVENUE TRANSIT VILLAGE ENHANCEMENTS	225
F7704	SANTA MONICA	MULTI-MODAL WAYFINDING: CONGESTION REDUCTION/STATION ACCESS	364
F5404	SIGNAL HILL	CITY-WIDE BUS SHELTER UPGRADES W/ELECTRONIC KIOSKS	128
F5516	SOUTH EL MONTE	CIVIC CENTER AND INTERJURISDICTIONAL BICYCLE LANES	485
F7519	WHITTIER	WHITTIER GREENWAY TRAIL EXTENSION	2,458
TOTAL			\$ 76,785



**LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY
FY 2014-15 CALL FOR PROJECTS DEOBLIGATION RECOMMENDATIONS
(\$000)**

	PROJ. ID #	AGENCY	PROJECT TITLE	MODE	DOLLARS PROGRAMMED AND FISCAL YEAR				\$ EXPD	TOTAL DEOB	REASON
					Prior	FY 15	FY 16	FY 17			
1	F3132	ACTA	SR-47 EXPRESSWAY: REPLACE HEIM BRIDGE & NEW ELEVATED EXPRESSWAY	RSTI		\$ 9,184			\$ -	\$ 9,184	PROJECT CANCELLED
2	7058	AGOURA HILLS	CITY OF AGOURA HILLS SIGNAL SYNC PROJECT	SS	\$ 724				\$ 703	\$ 21	AUDIT SAVINGS
3	F3114	DOWNEY	LAKEWOOD BOULEVARD PHASE 3 IMPROVEMENTS	RSTI	\$ 3,943				\$ 316	\$ 1,600	PROJECT DOWNSCOPED
4	4377	GLENDALE	AVTF REGIONWIDE INCIDENT MANAGEMENT STRATEGIES	SS	577				382	195	AUDIT SAVINGS
5	8135	INGLEWOOD	INGLEWOOD ITS DEPLOYMENT AND INTEGRATION PROJECT	SS	1,156				984	172	AUDIT SAVINGS
6	F3148	LA CITY	NORTH MAIN STREET GRADE SEPARATION	RSTI	2,230	8,897			-	11,127	PROJECT CANCELLED PENDING CITY COUNCIL APPROVAL
7	F3419	LA CITY	SUNSET JUNCTION PHASE II	TC		3,786			-	3,786	PROJECT CANCELLED
8	2318	LA COUNTY	WEST SAN GABRIEL VALLEY SIGNAL SOM & BUS SPEED IMPROVEMENTS	SS	13,322				13,196	126	AUDIT SAVINGS
9	7050	LA COUNTY	GATEWAY CITIES FORUM - CARSON ST SIGNAL SYNCHRONIZATION	SS	1,427				1,034	393	AUDIT SAVINGS
10	F3403	PALMDALE	PALMDALE TRANSPORTATION CENTER - PLATFORM EXTENSION	TC		432			-	432	PROJECT CANCELLED
11	F7422	PASADENA	PASADENA REPLACEMENT AND ADDED CAPACITY OF CLEAN FUEL BUSES	TC		741	743	628	-	1,056	PROJECT DOWNSCOPED
12	F5502	SANTA CLARITA	TOURNEY ROAD BIKE LANE AND ORCHARD VILLAGE ROAD BIKE ROUTE	BIC		133			-	133	PROJECT CANCELLED



LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY
 FY 2014-15 CALL FOR PROJECTS DEOBLIGATION RECOMMENDATIONS
 (\$000)

PROJ. ID #	AGENCY	PROJECT TITLE	MODE	DOLLARS PROGRAMMED AND FISCAL YEAR				\$ EXPD	TOTAL DEOB	REASON	
				Prior	FY 15	FY 16	FY 17				
13	F3510 F5523	LA CITY	FIGUEROA CORRIDOR BIKE STATION AND CYCLING ENHANCEMENT & EXPO LINE BIKE HUBS IN SOUTH LOS ANGELES	BIC	1,105		1,801		-	534 893	PROJECT CANCELLED
TOTAL					\$ 24,484	\$ 23,173	\$ 2,544	\$ 628	\$ 16,615	\$28,759 \$29,118	

14	F3510	LA CITY	FIGUEROA CORRIDOR BIKE STATION AND CYCLING ENHANCEMENTS*	BIC	1,105				-	1,105	PROJECT CANCELLED AND FUNDS REALLOCATED
15	F5523	LA CITY	EXPO LINE BIKE HUBS IN SOUTH LOS ANGELES*	BIC			1,801		-	1,801	PROJECT CANCELLED AND FUNDS REALLOCATED

*\$2,013,141 \$2,374,557 will be reallocated to Metro to fund the capital component of the Countywide Bikeshare Phase 1 Pilot in Downtown Los Angeles. Remaining \$892,985 \$534,569 will be deobligated. Please see line 13 above.

TOTAL DEOBLIGATION RECOMMENDATION BY MODE	
REGIONAL SURFACE TRANSPORTATION IMPROVEMENTS (RSTI)	\$ 21,911
SIGNAL SYNCHRONIZATION & BUS SPEED IMPROVEMENTS (SS)	907
	667
BICYCLE IMPROVEMENTS (BIC)	1,026
TRANSIT CAPITAL (TC)	5,274
TOTAL	\$28,759 \$29,118

Background/Discussion of Each Recommendation

A. Recertify

The \$76.8 million in existing FY 2015-16 Board approved commitments and programmed through previous Countywide Calls for Projects processes are shown in Attachment A. The current action is required to insure that funding continues in FY 2015-16 for those on-going projects for which Metro previously committed funding.

B. Deobligate

Attachment B shows the \$29.1 ~~28.8~~ million of previously approved Countywide Calls for Projects funding that is being recommended for deobligation. This includes approximately \$2.66 ~~\$1.06~~ million in project downscopes, \$25.56 ~~\$26.8~~ million in cancelled projects, and \$0.91 million in project savings. This does not include the \$2.01 ~~\$2.37~~ million for the two City of Los Angeles bike improvements projects whose funds are being recommended for reallocation to Metro for the Countywide Bikeshare Phase 1 Pilot.

Per the 2011 LRTP TIP Priority List, several projects were not near-term priorities. They are: 1) County of Los Angeles San Gabriel Valley Traffic Signal Corridors Project (#F3308); 2) County of Los Angeles Gateway Cities Traffic Signal Corridors Phase VI Project (#F3309); and 3) County of Los Angeles South Bay Traffic Signal Corridors Project (#F3310). Through the 2013 Deobligation process, the Board approved prioritizing the 2013 and future deobligations to restore the full grant dollars previously awarded to these projects before reprogramming the deobligated dollars to future Calls for Projects to fund new projects. Staff will prioritize 2015 deobligated dollars and complete funding for these three projects.

In September 2013, the Board approved awarding \$3 million to the City of Palmdale – North County ITS Palmdale Extension Project (#F7304) using the Calls for Projects deobligated funds as a second priority after restoring funding to the three County of Los Angeles Signal Forum projects identified above. With the current year deobligation recommendation, staff will be able to program the funds to the City of Palmdale project.

C. Authorize

1. Projects receiving their first year of funding are required to execute FAs or LOAs with Metro. This recommendation will authorize the CEO or his designee to negotiate and execute any agreements with Project Sponsors;

2. MSRC Grant Funds

On July 18, 2007, the Board approved three County of Los Angeles projects in the 2007 Countywide Call for Projects in the Signal Synchronization and Bus Speed Improvement Mode: 1) South Bay Forum Traffic Signal Corridors Project (#F1311), 2) Gateway Cities Forum Traffic Signal Corridors Project Phase V (#F1312), and 3) San Gabriel Valley Forum Traffic Signal Corridors Project (#F1321). Due to the limited funding available, these projects were down scoped by \$1.920 million, \$5.094 million,

ATTACHMENT C

and \$4.0129 million, respectively. Furthermore, at the November 2007 meeting, the Board directed to fully fund these projects upon funding availability. On April 4, 2014, Metro received a grant in the amount of \$1.250 million to fund the design of the down scoped elements of these three projects.

D. Project Scope Change

The City of Baldwin Park Metrolink Parking Resource Demonstration Project (#F3712) was programmed through the 2009 Call for Projects. As approved, the project will utilize cellular telephone devices to inform commuters of parking space availability through the following channels: automobile voice calls and text messages as well as digital displays at parking facilities. The project also includes the installation of parking sensor devices and transmitters at each of the parking lot locations near the Baldwin Park Metrolink Station. The City is requesting to change the project scope to eliminate the voicemails and text message communication component as technology has evolved. The City is now proposing installing wayfinding signage to direct motorists to the parking structures due to recent studies which have shown that the vacancy rates for the parking structures are higher than what was assumed in the application. As a result, there is no need to provide diversion information to motorists. Staff has evaluated the proposed change in scope and found that they are consistent with the intent of the original scope of work, are within the same project boundaries, and will result in the same or enhanced project benefits. The City will maintain its local match commitment of \$79,590 (30%).

E. Reprogram

Not Awarded Active Transportation Program (ATP) Projects

In February 2014, the Metro Board adopted the Policy for transitioning to the State ATP. The Policy addressed the \$90 million shortfall created in the Call for Projects funding plan after State statute changed federal Transportation Enhancement/Transportation Alternatives funding to a component of the State ATP. Metro's ATP Policy specifically requires that all sponsors of eligible projects from 2013 and prior Calls for Projects that have unallocated or unobligated balances in the Bicycle, Pedestrian, and Transportation Enhancements Activities modes apply for ATP funds before being considered for Call for Projects funds. An exemption was allowed for projects with a documented request to forego the ATP application in order to avoid project delivery delay. There is a total of 29 Calls for Projects, totaling \$47.1 million that applied for ATP Cycle 1 funding, but were not awarded funding. Metro Call for Projects funding is now needed for these projects. Metro staff has contacted each of the respective project sponsors to coordinate the years in which funding is needed. The Board is being asked to reprogram the funding for these 29 projects as shown in Attachment D.

City of El Monte Clean Fuel Bus Replacement Project (#F7420)

The City of El Monte Clean Fuel Bus Replacement Project (F7420) was originally programmed in FY 2016-17 and FY 2017-18 for \$1,451,178. The City's existing vehicles have passed their useful life and are in need of replacement earlier than anticipated. As a result, the City is requesting that their funds be reprogrammed to FY

ATTACHMENT C

2015-16 so that they can initiate the procurement process for the new buses. The City will maintain its local match commitment of \$816,288 (36%).

City of Culver City Network-Wide Signal Synchronization with Video and Arterial Performance Measurement System Project (#F7303)

The City of Culver City Network-Wide Signal Synchronization with Video and Arterial Performance Measurement System Project (#F7303) awarded through the 2013 Call for Projects, was originally programmed in FY 2014-15 through FY 2016-17 for \$989,517. This project builds upon the completion of the 2011 Call for Projects grant scheduled for FY 2015-16. The City is requesting that their funds be reprogrammed to FY 2016-17. The City will maintain its local match commitment of \$247,379 (20%).

City of Downey Woodruff Ave Fiber-Optic Traffic Signal Communication (#F3304)

The City of Downey Woodruff Ave Fiber-Optic Traffic Signal Communication (#F3304) was originally programmed in FY 2014-15 for \$738,164. The City is requesting that their funds be reprogrammed to FY 2016-17 so it can meet the Federal Transportation Improvement Program (FTIP) Transportation Control Measure requirements. The City will maintain its local match commitment of \$184,541 (20%).

City of Los Angeles Stocker/MLK Crenshaw Access to Expo LRT Station (#F3409)

The City of Los Angeles Stocker/MLK Crenshaw Access to Expo LRT Station Project (#F3409) was originally programmed in FY 2013-14 and FY 2014-15 for \$1,390,203. The project was one of many Calls for Projects that were awarded to the former Community Redevelopment Agencies/Los Angeles (CRA/LA). The project has been reassigned to City of Los Angeles Department of Transportation and the City is ready to proceed. The City is requesting that their funds be reprogrammed to FY 2015-16 and FY 2016-17. The City will maintain its local match commitment of \$781,989 (36%).

County of Los Angeles ExperienceLA 3.0 – Mobility in the Cloud (#F7703)

The County of Los Angeles ExperienceLA 3.0 – Mobility in the Cloud Project (#F7703) was originally programmed in FY 2015-16 through FY 2018-19 for \$779,004. The County was granted a Letter of No Prejudice in FY 2014-15 to start the design work and has informed Metro that the project will be completed within one year (FY 2015-16). The County is requesting that their funds be reprogrammed to FY 2015-16. The County will maintain its local match commitment of \$194,752 (20%).

City of Monrovia Huntington Drive Phase II Project (#8211)

The City of Monrovia Huntington Drive Phase II Project (#8211) was originally programmed in FY 2011-12 for \$1,800,000. Project design was delayed. The City is requesting that their funds be reprogrammed to FY 2016-17 to initiate and deliver the project. The City will maintain its local match commitment of \$808,696.

City of San Dimas Intersection Improvements on Bonita Ave. At Cataract Ave. (#F3307)

The City of San Dimas Intersection Improvements on Bonita Avenue at Cataract Avenue Project (#F3307) was originally programmed in FY 2014-15 for \$1,338,568. The original schedule coincided with the Gold Line Phase 2B from Azusa to Montclair

ATTACHMENT C

which was subsequently put on hold due to limited funding availability. In October 2014, the Gold Line Authority began discussions to reactivate the design and plans for the intersection improvements. The City is requesting that their funds be reprogrammed to FY 2017-18 to more closely align with the implementation of the Gold Line Phase 2B project. The City will maintain its local match commitment of \$334,642 (20%).

F. Countywide Bikeshare Phase 1 Pilot

The City of Los Angeles has requested to cancel the Call for Projects grants originally programmed to #F3510 – Figueroa Corridor Bike Station and Cycling Enhancements and #F5523 – Expo Line Bike Hubs South Los Angeles, and to reallocate the funds to Metro towards the implementation of the Countywide Bikeshare Phase 1 Pilot in Downtown Los Angeles (the “Pilot”). The reallocation of funds to the Pilot is consistent with the original intent of the Call for Projects grants. Therefore, #F3510 and #F5523 totaling \$2,906,126 will be cancelled and \$2,013,141 ~~\$2,371,557~~ will be reallocated to Metro to fund the capital component of the Pilot. The remaining balance of \$892,985 ~~\$534,569~~, the difference of the grant amount of \$2,906,126 and \$2,013,141 ~~\$2,371,557~~ will be deobligated. The City’s local match of \$919,539 (\$368,213 for the Figueroa Corridor Bike Station and \$551,326 for the Expo Line Bike Hubs South Los Angeles) will fund the Operations and Maintenance of the Pilot. The City of Los Angeles concurs with the recommendations.

G. Receive and File Time Extensions

During the 2001 Countywide Call for Projects Recertification, Deobligation and Extension, the Board authorized the administrative extension of projects based on the following reasons:

- 1) Project delay due to an unforeseen and extraordinary circumstance beyond the control of project sponsor (federal or state delay, legal challenge, Act of God);
- 2) Project delay due to Metro action that results in a change in project scope, schedule or sponsorship that is mutually agreed; and
- 3) Project is contractually obligated, however, a time extension is needed to complete construction that is already underway (capital projects only).

Based on the above criteria, extensions for the 112 projects shown in Attachment E are being granted.



**LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY
2015-16 CALL FOR PROJECTS REPROGRAMMING LIST - NOT AWARDED ATP
(\$000)**

CFP ID	Agency	Project Title	Total Amount	Total by Fiscal Year			
				FY 16	FY 17	FY 18	FY 19
F3607	ARCADIA	GOLD LINE FIRST LAST MILE ACCESS IMPROVEMENTS	\$ 1,546	1,546			
F1502	BURBANK	SAN FERNANDO BIKEWAY	5,834				5,834
F5508	BURBANK	LOS ANGELES RIVER BRIDGE	680	76	604		
F5522	LA CANADA FLINTRIDGE	FOOTHILL BLVD LINK BIKEWAY AND PED GREENBELT	1,366	1,366			
F1520	LA CITY	IMPERIAL HWY BIKE LANE & MEDIAN MODIFICATION	1,506				1,506
F3516	LA CITY	LA RIVER BLKE PATH, PH 4, RIVERSIDE-FOREST LAWN	1,827				1,827
F3630	LA CITY	MAIN ST PED ENHANCE, 2ND-4TH ST	827		827		
F3643	LA CITY	BOYLE HEIGHTS - CHAVEZ AVE PED IMPROVEMENTS	2,788		2,788		
F3647	LA CITY	MLK/BILL ROBERTSON LANE LINKAGES	1,687		1,687		
F3650	LA CITY	WESTERN AVE EXPO LINE STATE LINKAGE PROJECT (SOUTH)	686	70		616	
F3656	LA CITY	CENTRAL AV HISTORIC CORRIDOR STREETScape	1,697		1,697		
F5624	LA CITY	WASHINGTON BOULEVARD PEDESTRIAN/TRANSIT ACCESS	1,492	178		1,314	
F5821	LA CITY	VALENCIA TRIANGLE LANDSCAPE BEAUTIFICATION PLAZA	553		553		
F7817	LA CITY	VERMONT AVE STORMWATER CAPTURE & GREENSTREET TRANSIT PROJECT	1,145	1,145			
F3519	LA COUNTY	NORTH COUNTY BIKEWAYS	820				820
F3521	LA COUNTY	WILLOWBROOK AREA BIKEWAY IMPROVEMENTS	457				457
F5808	LONG BEACH	ATLANTIC AVENUE STREETScape IMPROVEMENT	322	322			
F7615	LONG BEACH	MARKET STREET PED ENHANCEMENTS	3,234			834	2,400
F3849	NORWALK	PIONEER ARTERIAL TRANSPORTATION IMPROVEMENTS	1,209	1,209			
F3522	PASADENA	CORDOVA STREET ROAD DIET	2,881	2,881			
F1506	RANCHO PALOS VERDES	PALOS VERDES DR SO. BIKE COMPATIBLE ROADWAY SAFETY & LINKAGE	574	574			
F3502	REDONDO BEACH	REDONDO BEACH BICYCLE TRANSPORTATION PLAN IMPLEMENTATION	1,559	1,559			
F1804	SAN GABRIEL	LAS TUNAS DRIVE ACTIVE TRANSPORTATION CORRIDOR IMPROVEMENTS	641				641
F7514	SANTA MONICA	EXPO BICYCLE PATH EXTENSION	1,927				1,927
F5516	SOUTH EL MONTE	CIVIC CENTER AND INTERJURISDICTIONAL BICYCLE LANES	485	485			
F7526	TEMPLE CITY	LAS TUNAS DRIVE BICYCLE IMPROVEMENTS	2,722		2,722		
F7618	TEMPLE CITY	LAS TUNAS DR IMPROVEMENTS AND SAFETY ENHANCEMENT PROJECT-PED	2,910		2,910		
F7812	TEMPLE CITY	LAS TUNAS DRIVE COMPLETE STREETS IMPROVEMENT PROJECT	1,277		1,277		
F7519	WHITTIER	WHITTIER GREENWAY TRAIL EXTENSION	2,458	2,458			
		TOTAL	\$ 47,110				

Reason for Extensions:

1. Project delay due to an unforeseen and extraordinary circumstance beyond the control of the project sponsor (federal or state delay, legal challenge, Act of God, etc.);
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3. Project is contractually obligated, however, a time extension is needed to complete construction that is already underway (capital projects only).



LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY
FY 2014-15 CALL FOR PROJECTS EXTENSION LIST
AS OF JUNE 30, 2015
(\$000)

PROJ ID#	AGENCY	PROJECT TITLE	LAPSING FUNDS	LAPSING PROG YR(S)	TOTAL PROG \$ TO BE LAPSED	TOTAL FIS/OBLIG/AL LOC \$	AMOUNT SUBJECT TO LAPSE	REC'D EXT YR(S)	REASON FOR EXT #1, 2 OR 3	NEW REVISED LAPSE DATE
F1159	ACE	NOGALES STREET (LA SUBDIVISION) GRADE SEPARATION PROJECT	PC25	2013	\$ 12,248	\$ 9,497	\$ 2,751	1	3	6/30/2016
F1332	ARCADIA	ARCADIA ARTERIAL ITS DEVELOPMENT	PC25	2012	\$ 950	\$ 409	\$ 541	1	3	6/30/2016
F3110	ARCADIA	INTERSECTION OF BALDWIN AVENUE & DUARTE ROAD	PC25	2012 2013	\$ 668	\$ -	\$ 668	1	3	6/30/2016
F1607	ARTESIA	SOUTH STREET PEDESTRIAN, BIKEWAY AND TRANSIT IMPROVEMENT	CMAQ	2013	\$ 971	\$ -	\$ 971	1	3	6/30/2016
F3712	BALDWIN PARK	METROLINK PARKING RESOURCE MANAGEMENT DEMONSTRATION PROJECT	LTF	2012 2013	\$ 186	\$ -	\$ 186	1	2	6/30/2016
2196	CALTRANS	HOV LANE 405 FROM RTE 105 TO 90	PC25	2007	\$ 9,700	\$ -	\$ 9,700	1	3	6/30/2016
F1103	CARSON	WILMINGTON AVENUE INTERCHANGE MODIFICATION AT I-405	PC 25	2011 2012	\$ 7,646	\$ 652	\$ 6,994	1	3	6/30/2016
F1107/ MR306.23	COMMERCE	WASHINGTON BLVD. WIDENING AND RECONSTRUCTION	PC25	2008 2010 2011 2012	\$ 13,362	\$ 76	\$ 13,286	1	3	6/30/2016
8223	COMPTON	COMPTON MLK TRANSIT CTR EXPANSION MULTI-MODAL TRANS BLD.	PC10	2006	\$ 3,299	\$ 2,635	\$ 664	1	3	6/30/2016
F1166	CULVER CITY	SEPULVEDA BOULEVARD WIDENING	PC25	2011	\$ 1,621	\$ 1,506	\$ 115	1	3	6/30/2016
F1717	CULVER CITY	REAL-TIME MOTORIST PARKING INFORMATION SYSTEM DEMONSTRATION	CMAQ	2010	\$ 725	\$ 125	\$ 600	1	2	6/30/2016
F3317	CULVER CITY	BUS SIGNAL PRIORITY IN CULVER CITY	PC25	2013	\$ 974	\$ 41	\$ 933	1	2	6/30/2016
F3729	CULVER CITY	REAL-TIME BUS ARRIVAL INFORMATION SYSTEM	LTF	2013	\$ 921	\$ 17	\$ 904	1	1	6/30/2016
F1121	DIAMOND BAR	STATE RTE-60/LEMON AV PART. INTERCHANGE (ON-&OFF-RAMPS)	PC25	2009 2010	\$ 2,294	\$ 103	\$ 2,191	1	1	6/30/2016
8111B	FOOTHILL TRANSIT	EXPANSION OF COUNTYWIDE BSP	PC 25	2007	\$ 1,600	\$ 924	\$ 676	1	1	6/30/2016
7193	GATEWAY CITIES COG	GOODS MOVEMENT NHS ACCESS DESIGN & IMPLEMENTATION - PHASE II	PC25	2005 2006 2007	\$ 5,116	\$ 1,797	\$ 3,319	1	3	6/30/2016
8221	GLENDALE	COMPRESSED NATURAL GAS FUELING AND MAINTENANCE FACILITY	CMAQ	2008	\$ 2,150	\$ -	\$ 2,150	1	1	6/30/2016
F3432	GLENDALE	BEE LINE CNG FUELING AND MAINTENANCE FACILITY	CMAQ	2012	\$ 1,500	\$ -	\$ 1,500	1	1	6/30/2016
F3714	GLENDALE	ARROYO VERDUGO COMMUTE MANAGER SYSTEM	LTF	2012 2013	\$ 418	\$ 47	\$ 371	1	2	6/30/2016
F3715	GLENDALE	ADVANCED WAYFINDING AND GUIDANCE SYSTEM	LTF	2013	\$ 486	\$ 2	\$ 484	1	2	6/30/2016
F3137	INDUSTRY	SR-57/SR-60 CONFLUENCE PROJECT: WESTBOUND SLIP ON-RAMP	PC25	2012 2013	\$ 4,297	\$ 624	\$ 3,673	1	1	6/30/2016
F1106	INGLEWOOD	LA BREA AV INTERSECTION REALIGNMENT	PC25	2009	\$ 1,067	\$ 962	\$ 105	1	3	6/30/2016
F3128	INGLEWOOD	CENTURY BOULEVARD MOBILITY IMPROVEMENT PROJECT	PC25	2012 2013	\$ 1,685	\$ -	\$ 1,685	1	1	6/30/2016
F3130	INGLEWOOD	FLORENCE AVENUE REGIONAL TRANSPORTATION CORRIDOR IMPROVEMENT	PC25	2013	\$ 515	\$ 3	\$ 512	1	2	6/30/2016

Reason for Extensions:

1. Project delay due to an unforeseen and extraordinary circumstance beyond the control of the project sponsor (federal or state delay, legal challenge, Act of God, etc.);
2. Project delay due to Metro action that results in a change in project scope, schedule, or sponsorship that is mutually agreed; and
3. Project is contractually obligated, however, a time extension is needed to complete construction that is already underway (capital projects only).



LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY
FY 2014-15 CALL FOR PROJECTS EXTENSION LIST
AS OF JUNE 30, 2015
(\$000)

PROJ ID#	AGENCY	PROJECT TITLE	LAPSING FUNDS	LAPSING PROG YR(S)	TOTAL PROG \$ TO BE LAPSED	TOTAL FIS/OBLIG/AL LOC \$	AMOUNT SUBJECT TO LAPSE	REC'D EXT YR(S)	REASON FOR EXT #1, 2 OR 3	NEW REVISED LAPSE DATE
8036	LA CITY	HYPERION AVE. UNDER WAVERLY DRIVE BRIDGE REPLACEMENT	PC25	2006 2007	\$ 3,770	\$ 987	\$ 2,783	1	1	6/30/2016
8046	LA CITY	BURBANK BLVD. WIDENING - LANKERSHIM BLVD. TO CLEON AVENUE	PC25/ RSTP	2007	\$ 9,521	\$ 310	\$ 9,211	1	3	6/30/2016
8055	LA CITY	MOORPARK AVENUE WIDENING - WOODMAN AVE. TO MURIETTA AVE	PC25	2008	\$ 3,737	\$ 526	\$ 3,211	1	3	6/30/2016
8063	LA CITY	RIVERSIDE DRIVE VIADUCT WIDENING AND REPLACEMENT	PC 25	2008	\$ 5,062	\$ 3,111	\$ 1,951	1	3	6/30/2016
8086	LA CITY	NORTH SPRING STREET BRIDGE WIDENING AND REHABILITATION	RSTP	2008	\$ 6,236	\$ 383	\$ 5,853	1	3	6/30/2016
8087	LA CITY	MAGNOLIA BLVD. WIDENING - CAHUENGA BLVD. TO VINELAND AVE.	PC25	2006	\$ 2,620	\$ 1,734	\$ 886	1	3	6/30/2016
8042/F1174	LA CITY	VANOWEN STREET BRIDGE WIDENING AND REHABILITATION	PC25	2006 2009	\$ 2,167	\$ 398	\$ 1,769	1	3	6/30/2016
8075/F1209	LA CITY	CESAR CHAVEZ AVE./LORENA ST/INDIANA ST INTERSECTION IMPROVEMENTS	PC25	2007 2008 2009 2010 2011	\$ 6,607	\$ 383	\$ 6,224	1	1	6/30/2016
8084/F1115	LA CITY	WINNETKA AVENUE BRIDGE OVER LOS ANGELES RIVER & BIKEWAY	PC25	2008	\$ 1,471	\$ 1,112	\$ 359	1	3	6/30/2016
F1141	LA CITY	VICTORY BL WIDENING FROM TOPANGA CYN BL TO DE SOTO AV	PC25	2011 2012 2013	\$ 7,576	\$ 985	\$ 6,591	1	3	6/30/2016
F1205	LA CITY	OLYMPIC BL AND MATEO STREET GOODS MOVEMENT IMP-PHASE II	PC25	2010 2011 2012	\$ 2,702	\$ 712	\$ 1,990	1	1	6/30/2016
F1305	LA CITY	ATCS - CENTRAL CITY EAST	PC25	2011	\$ 3,908	\$ -	\$ 3,908	1	1	6/30/2016
F1307	LA CITY	ATCS - CENTRAL BUSINESS DISTRICT	PC25	2011	\$ 6,774	\$ -	\$ 6,774	1	1	6/30/2016
F1338	LA CITY	HIGHWAY-RAIL GRADE CROSSING IMPROVEMENT SYSTEM	PC25	2009 2010 2011	\$ 6,338	\$ 1,960	\$ 4,378	1	3	6/30/2016
F1345	LA CITY	ATCS - LOS ANGELES	PC25	2009	\$ 3,053	\$ 184	\$ 2,869	1	1	6/30/2016
F1609	LA CITY	MAIN STREET BUS STOP AND PEDESTRIAN IMPROVEMENTS	CMAQ	2013	\$ 548	\$ 20	\$ 528	1	1	6/30/2016
F1611	LA CITY	CESAR CHAVEZ TRANSIT CORRIDOR (110 FWY TO ALAMEDA)	RSTP	2013	\$ 1,409	\$ -	\$ 1,409	1	1	6/30/2016
F1615	LA CITY	EASTSIDE LIGHT RAIL PEDESTRIAN LINKAGE	CMAQ	2009 2010	\$ 2,392	\$ 320	\$ 2,072	1	1	6/30/2016
F1617	LA CITY	HOLLYWOOD PEDESTRIAN/TRANSIT CROSSROADS PHASE II	RSTP	2010 2012	\$ 619	\$ -	\$ 619	1	2	6/30/2016
F1630	LA CITY	WASHINGTON BLVD TRANSIT ENHANCEMENTS	RSTP	2011	\$ 1,385	\$ -	\$ 1,385	1	2	6/30/2016
F1639	LA CITY	FASHION DISTRICT STREETScape PHASE II	CMAQ	2010 2013	\$ 1,568	\$ 130	\$ 1,438	1	1	6/30/2016
F1708	LA CITY	HOLLYWOOD INTEGRATED MODAL INFORMATION SYSTEM	CMAQ	2009 2010 2011	\$ 1,682	\$ 274	\$ 1,408	1	1	6/30/2016
F1844	LA CITY	ANGELS WALK CRENSHAW	CMAQ	2011	\$ 447	\$ 141	\$ 306	1	3	6/30/2016
F1845	LA CITY	ANGELS WALK HIGHLAND PARK	CMAQ	2011	\$ 458	\$ 137	\$ 321	1	3	6/30/2016

Reason for Extensions:

1. Project delay due to an unforeseen and extraordinary circumstance beyond the control of the project sponsor (federal or state delay, legal challenge, Act of God, etc.);
2. Project delay due to Metro action that results in a change in project scope, schedule, or sponsorship that is mutually agreed; and
3. Project is contractually obligated, however, a time extension is needed to complete construction that is already underway (capital projects only).



LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY
FY 2014-15 CALL FOR PROJECTS EXTENSION LIST
AS OF JUNE 30, 2015
(\$000)

PROJ ID#	AGENCY	PROJECT TITLE	LAPSING FUNDS	LAPSING PROG YR(S)	TOTAL PROG \$ TO BE LAPSED	TOTAL FIS/OBLIG/AL LOC \$	AMOUNT SUBJECT TO LAPSE	REC'D EXT YR(S)	REASON FOR EXT #1, 2 OR 3	NEW REVISED LAPSE DATE
F3142	LA CITY	EXPOSITION PARK TRAFFIC CIRCULATION IMPROVEMENTS	CMAQ	2013	\$ 630	\$ 156	\$ 474	1	1	6/30/2016
F3168	LA CITY	BURBANK BLVD. WIDENING AT HAYVENHURST AVE.	PC25	2012 2013	\$ 464	\$ -	\$ 464	1	3	6/30/2016
F3169	LA CITY	BURBANK BLVD & WOODLEY AVE INTERSECTION IMPROVEMENTS	PC25	2012 2013	\$ 227	\$ -	\$ 227	1	3	6/30/2016
F3171	LA CITY	DE SOTO AVE WIDENING: RONALD REAGAN FWY TO DEVONSHIRE ST.	RSTP	2012 2013	\$ 2,161	\$ -	\$ 2,161	1	1	6/30/2016
F3314	LA CITY	INTELLIGENT TRANSPORTATION SYSTEM (ITS) COMMUNICATION SYSTEM	CMAQ	2013	\$ 2,597	\$ -	\$ 2,597	1	3	6/30/2016
F3514	LA CITY	EXPOSITION-WEST BIKEWAY-NORTHVALE PROJECT (LRTP PROGRAM)	CMAQ	2013	\$ 1,000	\$ -	\$ 1,000	1	1	6/30/2016
F3631	LA CITY	WESTLAKE MACARTHUR PARK PEDESTRIAN IMPROVEMENT PROJECT	CMAQ	2013	\$ 223	\$ -	\$ 223	1	1	6/30/2016
F3632	LA CITY	WESTERN AV BUS STOP & PEDESTRIAN IMPROVEMENT PROJECT	CMAQ	2013	\$ 485	\$ 43	\$ 442	1	1	6/30/2016
F3640	LA CITY	LANI - EVERGREEN PARK STREET ENHANCEMENT PROJECT	CMAQ	2013	\$ 103	\$ -	\$ 103	1	1	6/30/2016
F3721	LA CITY	ANGELS WALK SILVERLAKE	LTF	2013	\$ 154	\$ -	\$ 154	1	1	6/30/2016
F3722	LA CITY	ANGELS WALK BOYLE HEIGHTS	LTF	2012 2013	\$ 303	\$ -	\$ 303	1	1	6/30/2016
F3726	LA CITY	FIRST AND LAST MILE TRANSIT CONNECTIVITY OPTIONS	CMAQ	2013	\$ 628	\$ -	\$ 628	1	1	6/30/2016
F3731	LA CITY	DOWNTOWN LA INTER-MODAL TRANSIT INFORMATION AND WAYFINDING	LTF	2012, 2013	\$ 807	\$ -	\$ 807	1	2	6/30/2016
F1126	LA CITY (PORT OF LA)	I-110 FREEWAY/C STREET INTERCHANGE IMPROVEMENT	PC25	2013	\$ 3,322	\$ 928	\$ 2,394	2	3	6/30/2017
4221	LA COUNTY	GATEWAY CITIES TRAFFIC SIGNAL CORRIDORS PHASE II	PC25	2000 2001 2005	\$ 513	\$ -	\$ 513	1	3	6/30/2016
6281	LA COUNTY	NORTH COUNTY/ANTELOPE VALLEY TRAFFIC IMPROVEMENT	PC25	2002	\$ 1,928	\$ 1,226	\$ 702	1	1	6/30/2016
6292	LA COUNTY	SOUTH BAY FORUM TRAFFIC SIGNAL CORRIDORS	PC25	2004	\$ 2,563	\$ 833	\$ 1,730	1	3	6/30/2016
6294	LA COUNTY	SAN GABRIEL VALLEY FORUM TRAFFIC SIGNAL CORRIDORS	PC25	2004	\$ 2,910	\$ 2,839	\$ 71	1	3	6/30/2016
6295	LA COUNTY	GATEWAY CITIES TRAFFIC SIGNAL CORRIDORS PHASE III	PC25	2007 2008	\$ 4,191	\$ 594	\$ 3,597	1	3	6/30/2016
8120	LA COUNTY	SOUTH BAY FORUM TRAFFIC SIGNAL CORRIDORS	PC25	2008	\$ 5,224	\$ 2,142	\$ 3,082	1	3	6/30/2016
8121	LA COUNTY	SAN GABRIEL VALLEY TRAFFIC SIGNAL CORRIDORS	PC25	2008	\$ 8,402	\$ 7,872	\$ 530	1	3	6/30/2016
8127	LA COUNTY	GTWY CITIES FORUM TRAFFIC SIGNAL CORRIDORS - PHASE IV	PC25	2008	\$ 7,150	\$ 4,339	\$ 2,811	1	3	6/30/2016
F1310	LA COUNTY	INFORMATION EXCHANGE NETWORK PHASE II	PC25	2010	\$ 710	\$ 593	\$ 117	1	1	6/30/2016
F1311	LA COUNTY	SOUTH BAY FORUM TRAFFIC SIGNAL CORRIDORS PROJECT	PC25	2010 2011	\$ 4,989	\$ 576	\$ 4,413	1	3	6/30/2016
F1344	LA COUNTY	SLAUSON AVE CORRIDOR IMPROVEMENTS-SIGNALS	PC 25	2011	\$ 2,099	\$ 427	\$ 1,672	1	3	6/30/2016

Reason for Extensions:

1. Project delay due to an unforeseen and extraordinary circumstance beyond the control of the project sponsor (federal or state delay, legal challenge, Act of God, etc.);
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LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY
FY 2014-15 CALL FOR PROJECTS EXTENSION LIST
AS OF JUNE 30, 2015
(\$000)

PROJ ID#	AGENCY	PROJECT TITLE	LAPSING FUNDS	LAPSING PROG YR(S)	TOTAL PROG \$ TO BE LAPSED	TOTAL FIS/OBLIG/AL LOC \$	AMOUNT SUBJECT TO LAPSE	REC'D EXT YR(S)	REASON FOR EXT #1, 2 OR 3	NEW REVISED LAPSE DATE
F1414	LA COUNTY	THIRD STREET & LA VERNE AVENUE PARKING STRUCTURE	CMAQ	2013	\$ 814	\$ -	\$ 814	1	3	6/30/2016
F3311	LA COUNTY	INFORMATION EXCHANGE NETWORK PHASE III	CMAQ	2013	\$ 1,429	\$ -	\$ 1,429	1	1	6/30/2016
F3174	LANCASTER	10TH STREET WEST CAPACITY IMPROVEMENTS	PC25	2012 2013	\$ 1,596	\$ -	\$ 1,596	1	1	6/30/2016
F1198	LAWNDALE	INGLEWOOD AVE CORRIDOR WIDENING	PC25	2009	\$ 1,019	\$ 69	\$ 950	1	1	6/30/2016
6322	LONG BEACH	DOWNTOWN SHORELINE DR. TRAFFIC MANAGEMENT SYSTEM	PC25	2005	\$ 1,093	\$ 1,090	\$ 3	1	3	6/30/2016
F1334	LONG BEACH	ATLANTIC AVE SIGNAL SYNC & ENHANCEMENT PROJ	PC25	2009	\$ 2,706	\$ 1,872	\$ 834	1	3	6/30/2016
F1528	LONG BEACH	SAN GABRIEL RIVER BIKE PATH GAP CLOSURE AT WILLOW STREET	CMAQ	2010 2012	\$ 783	\$ -	\$ 783	1	1	6/30/2016
F1530	LONG BEACH	BICYCLE SYSTEM GAP CLOSURES & IMPROVED LA RIVER BIKE PATH	CMAQ	2011 2012	\$ 759	\$ -	\$ 759	1	1	6/30/2016
F1649	LONG BEACH	WILLOW STREET PEDESTRIAN IMPROVEMENT	CMAQ	2012	\$ 1,806	\$ -	\$ 1,806	1	1	6/30/2016
F3518	LONG BEACH	DAISY CORRIDOR AND 6TH STREET BIKE BOULEVARD	CMAQ	2013	\$ 108	\$ -	\$ 108	1	3	6/30/2016
F3711	LONG BEACH	PARKING GUIDANCE & WAYFINDING SYSTEMS (PGS)	LTF	2012 2013	\$ 864	\$ -	\$ 864	1	1	6/30/2016
F1165	LONG BEACH PORT	I-710/GERALD DESMOND BRIDGE GATEWAY (DESMOND REPLACEMENT)	PC25	2012 2013	\$ 17,306	\$ 113	\$ 17,193	2	3	6/30/2017
F3503	LONG BEACH PORT	LONG BEACH SOUTH WATERFRONT BIKE PATH GAP CLOSURE	CMAQ	2013	\$ 39	\$ -	\$ 39	1	3	6/30/2016
8056	MANHATTAN BEACH	NASH/DOUGLAS & ROSECRANS AVE INTERSECTION IMPROVEMENTS	PC25	2007	\$ 600	\$ 250	\$ 350	1	1	6/30/2016
F3139	MANHATTAN BEACH	SEPULVEDA BOULEVARD BRIDGE WIDENING PROJECT	RSTP	2012 2013	\$ 3,184	\$ -	\$ 3,184	1	1	6/30/2016
F1300	PALMDALE	NORTH COUNTY TRAFFIC FORUM ITS EXPANSION	PC25	2012 2013	\$ 2,337	\$ 1,166	\$ 1,171	1	3	6/30/2016
F3107	PALMDALE	AVENUE S WIDENING PHASE II	PC25	2013	\$ 1,082	\$ 409	\$ 673	1	1	6/30/2016
6324	PASADENA	ITS IMPROVEMENTS LAKE AVE & DEL MAR BLVD	PC25	2006	\$ 770	\$ 597	\$ 173	1	3	6/30/2016
F1320	PASADENA	PASADENA ITS MASTER PLAN IMPLEMENTATION - PHASE II	PC25	2010	\$ 2,304	\$ 597	\$ 1,707	1	3	6/30/2016
F3501	PASADENA	DETECTION OF BICYCLES AT SIGNAL CONTROLLED INTERSECTIONS	CMAQ	2013	\$ 53	\$ -	\$ 53	1	3	6/30/2016
F3603	PASADENA	EAST COLORADO BOULEVARD PEDESTRIAN IMPROVEMENTS PHASE 2)	RSTP	2013	\$ 519	\$ -	\$ 519	1	1	6/30/2016
F3701	PASADENA	PASADENA ARTS ENHANCED PASSENGER INFORMATION	LTF	2012	\$ 683	\$ 322	\$ 361	1	1	6/30/2016
F3827	PICO RIVERA	PEDESTRIAN BRIDGE ALONG ROSEMEAD BOULEVARD	LTF	2012 2013	\$ 292	\$ 21	\$ 271	1	1	6/30/2016
F1199	PORT OF LA	SOUTH WILMINGTON GRADE SEPARATION	PC 25	2011	\$ 8,492	\$ 5,454	\$ 3,038	1	3	6/30/2016
F3806	REDONDO BEACH	RIVIERA VILLAGE ENHANCEMENT PROJECT	LTF	2013	\$ 216	\$ -	\$ 216	1	1	6/30/2016

Reason for Extensions:

1. Project delay due to an unforeseen and extraordinary circumstance beyond the control of the project sponsor (federal or state delay, legal challenge, Act of God, etc.);
2. Project delay due to Metro action that results in a change in project scope, schedule, or sponsorship that is mutually agreed; and
3. Project is contractually obligated, however, a time extension is needed to complete construction that is already underway (capital projects only).



LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY
FY 2014-15 CALL FOR PROJECTS EXTENSION LIST
AS OF JUNE 30, 2015
(\$000)

PROJ ID#	AGENCY	PROJECT TITLE	LAPSING FUNDS	LAPSING PROG YR(S)	TOTAL PROG \$ TO BE LAPSED	TOTAL FIS/OBLIG/AL LOC \$	AMOUNT SUBJECT TO LAPSE	REC'D EXT YR(S)	REASON FOR EXT #1, 2 OR 3	NEW REVISED LAPSE DATE
F1601	SAN GABRIEL	SAN GABRIEL CITY-WIDE BUS SHELTER INSTALLATION	CMAQ	2013	\$ 458	\$ -	\$ 458	1	3	6/30/2016
6363	SANTA CLARITA	I-5/MAGIC MT. PKWY (SR-126) INTERCHANGE RECONSTRUCT.	PC25	2007	\$ 5,000	\$ 4,351	\$ 649	1	3	6/30/2016
F3401	SANTA CLARITA	CITY OF SANTA CLARITA TRANSIT BUS REPLACEMENT WITH CNG	CMAQ	2013	\$ 1,538	\$ -	\$ 1,538	1	1	6/30/2016
F3535	SANTA CLARITA	CITYWIDE WAYFINDING PROGRAM FOR PEDESTRIANS AND BICYCLISTS	CMAQ	2013	\$ 217	\$ -	\$ 217	1	1	6/30/2016
F5104	SANTA CLARITA	GOLDEN VALLEY ROAD WIDENING/GAP CLOSURE OVER STATE ROUTE 14	PC25	2013	\$ 4,264	\$ -	\$ 4,264	2	3	6/30/2017
F1534	SANTA MONICA	BIKE TECHNOLOGY DEMONSTRATION	CMAQ	2010 2011	\$ 227	\$ 59	\$ 168	1	3	6/30/2016
F3505	SANTA MONICA	BIKE NETWORK LINKAGES TO EXPOSITION LIGHT RAIL	CMAQ	2013	\$ 45	\$ -	\$ 45	1	3	6/30/2016
F3703	SANTA MONICA	A 'NO NET NEW TRIPS' RIDESHARE TOOLKIT	LTF	2012 2013	\$ 544	\$ -	\$ 544	1	1	6/30/2016
F3704	SANTA MONICA	SANTA MONICA MULTI-MODAL TRAVEL & PARKING SYSTEM	LTF	2012 2013	\$ 107	\$ -	\$ 107	1	1	6/30/2016
8095	SIGNAL HILL	CHERRY AVENUE WIDENING	PC25	2006	\$ 2,720	\$ -	\$ 2,720	1	3	6/30/2016
6347	SOUTH GATE	I-710/FIRESTONE BLVD. INTERCHANGE RECONSTRUCTION	PC25	2006	\$ 1,783	\$ 106	\$ 1,677	1	1	6/30/2016
F3124	SOUTH GATE	FIRESTONE BOULEVARD CAPACITY IMPROVEMENTS	PC25	2012 2013	\$ 969	\$ 25	\$ 944	1	1	6/30/2016
8018	SOUTH PASADENA	SOUTH PASASENA FAIR OAKS CORRIDOR IMPROVEMENTS	PC25	2002	\$ 1,300	\$ 628	\$ 672	1	1	6/30/2016
F3624	TORRANCE	DOWNTOWN TORRANCE PEDESTRIAN IMPROVEMENT PROJECT	RSTP	2013	\$ 793	\$ -	\$ 793	1	1	6/30/2016
TOTAL					\$ 282,322	\$ 73,108	\$ 209,214			



RESULTS OF MAY 2015 TECHNICAL ADVISORY COMMITTEE (TAC) APPEALS PROCESS
Sorted by Agency and Number of Years Extended

	PROJ ID#	AGENCY	PROJECT TITLE	PROG YR(S)	TOTAL METRO PROG \$ (000')	METRO AMOUNT SUBJECT TO LAPSE (000')	EXT YRS	EXT#	REASON FOR APPEAL	TAC Recommendation	Metro Response
1	F1166	Culver City	SEPULVEDA BOULEVARD WIDENING	2010 2011	\$ 3,982	\$ 115	2	2	Did not meet Lapsing Policy	One-year extension to June 30, 2016 to complete construction.	Concur with the TAC recommendation.
2	F1717	Culver City	REAL-TIME MOTORIST PARKING INFORMATION SYSTEM DEMONSTRATION	2009 2010	\$ 725	\$ 600	4	4	Did not meet Lapsing Policy	One-year extension to June 30, 2016 to complete construction.	Concur with the TAC recommendation.
3	F1121	Diamond Bar	STATE RTE-60/LEMON AV PART. INTERCHANGE (ON-&OFF-RAMPS)	2009 2010	\$ 2,294	\$ 2,279	4	3	Did not meet Lapsing Policy	One-year extension to June 30, 2016 to be under construction and report to TAC at the May 4, 2016 TAC Appeal.	Concur with the TAC recommendation.
4	8111B	Foothill Transit	EXPANSION OF COUNTYWIDE BSP	2007	\$ 1,600	\$ 676	6	3	Did not meet Lapsing Policy	One-year extension to June 30, 2016 to complete street equipment installation, award CAD/AVL equipment vendor contract, and report to TAC at the May 4, 2016 TAC Appeal.	Concur with the TAC recommendation.
5	F5519	LA City	BICYCLE FRIENDLY STREETS	2015 2016	\$ 586	\$ 586	0	0	Need to execute Letter of Agreement	Allow City until June 30, 2015 to execute Letter of Agreement.	Concur with the TAC recommendation.
6	F3148	LA City	NORTH MAIN STREET GRADE SEPARATION	2014 2015	\$ 11,127	\$ 11,127	1	1	Need to Execute Letter of Agreement	Deobligate funds pending City Council approval.	Concur with the TAC recommendation.
7	F1617	LA City	HOLLYWOOD PEDESTRIAN/TRANSIT CROSSROADS PHASE II	2010 2012	\$ 619	\$ 619	2	2	Did not meet Lapsing Policy	One-year extension to June 30, 2016 to be under construction and report to TAC at the May 4, 2016 TAC Appeal.	Concur with the TAC recommendation.
8	F1639	LA City	FASHION DISTRICT STREETScape PHASE II	2010 2013	\$ 1,568	\$ 1,438	2	2	Did not meet Lapsing Policy	One-year extension to June 30, 2016 to be under construction and report to TAC at the May 4, 2016 TAC Appeal.	Concur with the TAC recommendation.
9	F1845	LA City	ANGELS WALK HIGHLAND PARK	2010 2011	\$ 626	\$ 321	2	2	Did not meet Lapsing Policy	One-year extension to June 30, 2016 to complete construction.	Concur with the TAC recommendation.
10	F1305	LA City	ATCS - CENTRAL CITY EAST	2011	\$ 3,908	\$ 3,908	2	2	Did not meet Lapsing Policy	One-year extension to June 30, 2016 to complete design and report to TAC at the May 4, 2016 TAC Appeal.	Concur with the TAC recommendation.
11	F1307	LA City	ATCS - CENTRAL BUSINESS DISTRICT	2011	\$ 6,774	\$ 6,774	2	2	Did not meet Lapsing Policy	One-year extension to June 30, 2016 to complete design and report to TAC at the May 4, 2016 TAC Appeal.	Concur with the TAC recommendation.
12	F1630	LA City	WASHINGTON BLVD. TRANSIT EXPERIENCE	2009 2011	\$ 1,671	\$ 1,099	3	2	Did not meet Lapsing Policy	One-year extension to June 30, 2016 to be under construction and report to TAC at the May 4, 2016 TAC Appeal.	Concur with the TAC recommendation.
13	F1615	LA City	EASTSIDE LIGHT RAIL PEDESTRIAN LINKAGE	2009 2010	\$ 2,392	\$ 2,072	4	3	Did not meet Lapsing Policy	One-year extension to June 30, 2016 to complete NEPA clearance and report to TAC at the May 4, 2016 TAC Appeal.	Concur with the TAC recommendation.
14	F1345	LA City	ATCS - LOS ANGELES	2009	\$ 3,053	\$ 2,869	4	4	Did not meet Lapsing Policy	One-year extension to June 30, 2016 to complete design and report to TAC at the May 4, 2016 TAC Appeal.	One-year extension to June 30, 2016 to complete 80% design and report to TAC at the May 4, 2016 TAC Appeal.



RESULTS OF MAY 2015 TECHNICAL ADVISORY COMMITTEE (TAC) APPEALS PROCESS
Sorted by Agency and Number of Years Extended

	PROJ ID#	AGENCY	PROJECT TITLE	PROG YR(S)	TOTAL METRO PROG \$ (000')	METRO AMOUNT SUBJECT TO LAPSE (000')	EXT YRS	EXT#	REASON FOR APPEAL	TAC Recommendation	Metro Response
15	F1141	LA City	VICTORY BL WIDENING FROM TOPANGA CYN BL TO DE SOTO AV	2010 2011 2012 2013	\$ 7,576	\$ 6,591	4	3	Did not meet Lapsing Policy	One-year extension to June 30, 2016 to start Phase 1 construction, begin Phase 2 right-of-way acquisition and report to TAC at the May 4, 2016 TAC Appeal.	Concur with the TAC recommendation.
16	F1205	LA City	OLYMPIC BL AND MATEO STREET GOODS MOVEMENT IMP-PHASE II	2009 2010 2011 2012	\$ 2,874	\$ 1,990	4	3	Did not meet Lapsing Policy	One-year extension to June 30, 2016 to complete construction.	Concur with the TAC recommendation.
17	8075/ F1209	LA City	CESAR CHAVEZ AVE./LORENA ST/INDIANA ST INTERSECTION IMPROVEMENTS(INCLUDING F1209)	2006 2007 2008 2009 2010 2011	\$ 7,107	\$ 6,224	6	5	Did not meet Lapsing Policy	One-year extension to June 30, 2016 to show significant progress on right-of-way acquisition and report to TAC at the May 4, 2016 TAC Appeal.	Concur with the TAC recommendation.
18	8036	LA City	HYPERION AVE. UNDER WAVERLY DRIVE BRIDGE REPLACEMENT	2006 2007	\$ 3,770	\$ 2,783	7	5	Did not meet Lapsing Policy	One-year extension to June 30, 2016 to show significant progress on design and right-of-way acquisition, and demonstrate that the project is financially feasible at the May 4, 2016 TAC Appeal.	Concur with the TAC recommendation.
19	8046	LA City	BURBANK BLVD. WIDENING - LANKERSHIM BLVD. TO CLEON AVE.	2005 2006 2007	\$ 10,021	\$ 9,211	8	6	Did not meet Lapsing Policy	One-year extension to June 30, 2016 to show significant progress on right-of-way acquisition and report to TAC at the May 4, 2016 TAC Appeal.	Concur with the TAC recommendation.
20	F1344	LA County	SLAUSON AVE. CORRIDOR IMPROVEMENTS-SIGNALS	2009 2010 2011	\$ 2,406	\$ 1,820	3	2	Did not meet Lapsing Policy	One-year extension to June 30, 2016 to be under construction and report to TAC at the May 4, 2016 TAC Appeal.	Concur with the TAC recommendation.
21	8120	LA County	SOUTH BAY FORUM TRAFFIC SIGNAL CORRIDORS PROJECT	2006 2007 2008	\$ 6,588	\$ 3,082	7	5	Did not meet Lapsing Policy	One-year extension to June 30, 2016 to complete construction.	Concur with the TAC recommendation.
22	8127	LA County	GTWY CITIES FORUM TRAFFIC SIGNAL CORRIDORS PROJECT - PHASE IV	2006 2007 2008	\$ 8,187	\$ 2,811	7	5	Did not meet Lapsing Policy	One-year extension to June 30, 2016 to complete 75% design and to develop a funding plan for construction to be presented at the May 4, 2016 TAC Appeals.	Concur with the TAC recommendation.
23	6295	LA County	GATEWAY CITIES TRAFFIC SIGNAL CORRIDORS PHASE III	2002 2003 2004 2007 2008	\$ 13,723	\$ 3,597	9.5	7	Did not meet Lapsing Policy	One-year extension to June 30, 2016 to complete construction.	Concur with the TAC recommendation.



RESULTS OF MAY 2015 TECHNICAL ADVISORY COMMITTEE (TAC) APPEALS PROCESS
Sorted by Agency and Number of Years Extended

	PROJ ID#	AGENCY	PROJECT TITLE	PROG YR(S)	TOTAL METRO PROG \$ (000')	METRO AMOUNT SUBJECT TO LAPSE (000')	EXT YRS	EXT#	REASON FOR APPEAL	TAC Recommendation	Metro Response
24	6292	LA County	SOUTH BAY FORUM TRAFFIC SIGNAL CORRIDORS	2002 2003 2004	\$ 6,627	\$ 1,730	10.5	7	Did not meet Lapsing Policy	One-year extension to June 30, 2016 to complete construction.	Concur with the TAC recommendation.
25	6281	LA County	NORTH COUNTY/ANTELOPE VALLEY TRAFFIC IMPROVEMENT	2002	\$ 1,928	\$ 702	11.5	7	Did not meet Lapsing Policy	One-year extension to June 30, 2016 to be under construction and report to TAC at the May 4, 2016 TAC Appeal.	Concur with the TAC recommendation.
26	F1198	Lawndale	INGLEWOOD AVE CORRIDOR WIDENING	2009	\$ 1,019	\$ 959	4	3	Did not meet Lapsing Policy	One-year extension to June 30, 2016 to be under construction and report to TAC at the May 4, 2016 TAC Appeal.	Concur with the TAC recommendation.
27	F1649	Long Beach	WILLOW STREET PEDESTRIAN IMPROVEMENT	2010 2012	\$ 2,180	\$ 1,806	1	1	Did not meet Lapsing Policy	One-year extension to June 30, 2016 to award construction contract and report to TAC at the May 4, 2016 TAC Appeal.	Concur with the TAC recommendation.
28	F1528	Long Beach	SAN GABRIEL RIVER BIKE PATH GAP CLOSURE AT WILLOW STREET	2010 2012	\$ 783	\$ 783	3	3	Did not meet Lapsing Policy	One-year extension to June 30, 2016 to complete construction.	Concur with the TAC recommendation.
29	8056	Manhattan Beach	NASH/DOUGLAS & ROSECRANS AVE. INTERSECTION IMPROVEMENTS	2006 2007	\$ 1,745	\$ 351	6	5	Did not meet Lapsing Policy	One-year extension to June 30, 2016 to complete construction.	Concur with the TAC recommendation.
30	F3307	San Dimas	INTERSECTION IMPROVEMENTS ON BONITA AVE. AT CATARACT AVE.	2015	\$ 1,339	\$ 1,339	0	0	Need to execute Funding Agreement	Allow the Project Sponsor until May 13, 2015 to either request reprogramming of funds to a future year or obtain City Council approval to execute the Funding Agreement (FA). If the Sponsor chooses to proceed with the FA, it must be executed by June 30, 2015.	Concur with the TAC recommendation.
31	6347	South Gate	I-710/FIRESTONE BLVD. INTERCHANGE RECONSTRUCTION	2006	\$ 1,783	\$ 1,677	13	6	Did not meet Lapsing Policy and need to execute Amendment	One-year extension to June 30, 2016 to initiate Phase I: Bridge construction and to have Metro reprogram Call funds for Phase II: On-Ramp to correspond with the I-710 Corridor Project environmental clearance schedule.	One-year extension on all remaining funds to June 30, 2016.



RESULTS OF MAY 2015 TECHNICAL ADVISORY COMMITTEE (TAC) APPEALS PROCESS
Sorted by Agency and Number of Years Extended

	PROJ ID#	AGENCY	PROJECT TITLE	PROG YR(S)	TOTAL METRO PROG \$ (000')	METRO AMOUNT SUBJECT TO LAPSE (000')	EXT YRS	EXT#	REASON FOR APPEAL	TAC Recommendation	Metro Response
32	8018	South Pasadena	SOUTH PASASENA FAIR OAKS CORRIDOR IMPROVEMENTS	2002	\$ 1,300	\$ 673	11	6	Did not meet Lapsing Policy	One-year extension to June 30, 2016 with the condition that the Project Sponsor must submit a written report to Metro by December 2015 demonstrating their good faith effort to secure design and construction funding. As part of the written report, the Project Sponsor must acknowledge the requirement per Amendment #4 dated January 31, 2013, to return the design funds to Metro if the project is not constructed. The Project Sponsor will present the report to TAC at the January 6, 2016 meeting.	Concur with the TAC recommendation.

**Board Report**

File #: 2015-0365, **File Type:** Program**Agenda Number:** 18.

**PLANNING AND PROGRAMMING COMMITTEE
JUNE 17, 2015****SUBJECT: WAYFINDING SIGNAGE GRANT PILOT PROGRAM****ACTION: APPROVE PROGRAM GUIDELINES****RECOMMENDATION**

APPROVED ON CONSENT CALENDAR the **Wayfinding Signage Grant Pilot Program Guidelines** as outlined in Attachment A.

ISSUE

At the November 2014 meeting, the Board directed the Chief Executive Officer (CEO) to create a two-year pilot Wayfinding Signage Grant Program to implement components of Metro's First/Last Mile Strategic Plan (Attachment B). The Board must adopt the grant program guidelines to ensure consistency in the program's implementation and administration.

DISCUSSION

The Grant Program provides \$500,000 over two years, beginning in Fiscal Year (FY) 2015-16, to assist agencies in designing and implementing Wayfinding Signage systems that guide people to and from transit stations on non-Metro properties. Both years funding will be awarded during FY 2015-16. Wayfinding signage projects can effectively guide and direct the public to and from Metro stations and will improve the usability of the transportation system throughout Los Angeles County. This program provides grant funds to cities, County of Los Angeles, Ports of Los Angeles and Long Beach, municipal and local transit operators, and Caltrans, to improve wayfinding signage within one-mile of existing Metro stations and stations that will be opened by the end of FY 2016-17. Additionally, Metro has developed Station Wayfinding Signage Guidelines (Attachment C) to assist agencies who wish to develop signage and wayfinding improvements around Metro station areas. These guidelines were previously transmitted to agencies in December 2014 and posted on http://www.metro.net/projects/call_projects under the Guidelines and Manuals section. Since the Wayfinding Signage Grant Program is a two-year pilot program, an evaluation will be conducted at the end of the demonstration period to assess its needs and benefits. A comprehensive update on the First /Last Mile Strategic Plan implementation activities is being reported separately.

Eligible Applicants

Eligible applicants are agencies that provide way finding signage to and from Metro stations. These

include: cities, County of Los Angeles, Ports of Los Angeles and Long Beach, municipal and local transit operators, and Caltrans.

Eligible Activities

To be eligible for funds, the project must improve or implement wayfinding signage, including updates and/or replacements of signage within one-mile of the Metro fixed-guideway station. The project must follow Metro's Station Wayfinding Signage Guidelines and be consistent with applicable local, state, federal laws, guidelines and/or standards, as well as wind load considerations. Funding is eligible for design, fabrication, and installation of static wayfinding signs within one-mile of existing Metro stations and stations that will be opened by the end of FY 2016-17.

Evaluation Criteria

To be recommended for funding, projects must provide a direct benefit to addressing the challenge of getting transit users to and from the Metro stations within the often complex urban environment. Projects will be evaluated based on the following criteria and associated scores:

- a) Demonstration of Need (maximum 30 points)
- b) Integration with other First/Last Mile Strategies (maximum 30 points)
- c) Project Readiness and Cost Effectiveness (maximum 35 points)
- d) Local Match (maximum 5 points)

DETERMINATION OF SAFETY IMPACT

The Wayfinding Signage Pilot Grant Program will not have any adverse safety impacts on Metro's employees and patrons.

FINANCIAL IMPACT

There is no impact to the FY 2014-15 budget. Grants are anticipated to be awarded in the later part of FY 2015-16. \$150,000 is budgeted in the FY 2015-16 Subsidies to Others Budget in Cost Center 0441. Since this is a multi-year program, the Cost Center Manager and Chief Planning Officer will be responsible for budgeting in future years.

Impact to Budget

The project will be funded using Proposition C Discretionary 40% which is eligible for bus and rail operating and capital expenditures.

ALTERNATIVES CONSIDERED

The Board may choose not to approve or defer approval of the Wayfinding Signage Grant Pilot Program Guidelines as recommended. Staff does not recommend these alternatives as the program

was directed by the Board and furthers Metro's objectives with regard to First/Last Mile Implementation Plan strategies.

NEXT STEPS

With Board approval of the guidelines, staff will develop the grant application package, solicit and evaluate applications. Staff will bring its recommendations for grant award to the Board in Winter 2015.

ATTACHMENTS

Attachment A - Wayfinding Signage Grant Pilot Program Guidelines

Attachment B - November 2014 Board Motion

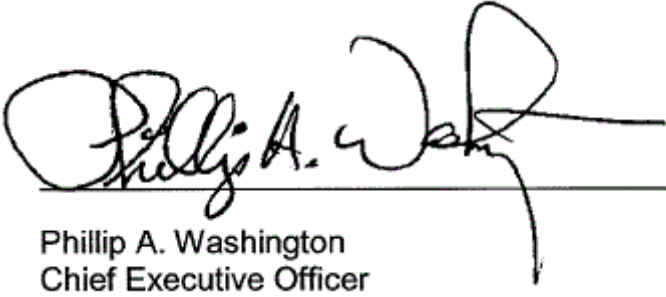
Attachment C - Station Wayfinding Signage Guidelines

Prepared by: Fulgene Asuncion, Transportation Planning Manager, (213) 922-3025

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Phillip A. Washington
Chief Executive Officer

Los Angeles County Metropolitan Transportation Authority

Wayfinding Signage Grant Pilot Program Guidelines

05/20/2015

I. INTRODUCTION AND PURPOSE

At the November 2014 meeting, the Board directed the Chief Executive Officer (CEO) to create a two-year pilot Wayfinding Signage Grant Program to implement components of Metro's First/Last Mile Strategic Plan. The Pilot Program provides \$500,000 over a two year period, beginning in Fiscal Year (FY) 2015-16 to assist agencies in designing and implementing of Wayfinding signage systems that guide people to and from transit stations on non-Metro properties.

Wayfinding signage projects should have a meaningful impact on improving the usability of the transportation system throughout Los Angeles County. This program will provide grant funds to cities, County of Los Angeles, Ports of Los Angeles and Long Beach, municipal and local transit operators, and Caltrans (agencies) to improve wayfinding signage within one-mile of existing Metro stations and stations that will be opened by the end of FY 2016-17. Additionally Metro developed and previously transmitted the Station Wayfinding Signage Guidelines to agencies in December 2014. They are available for viewing at http://www.metro.net/projects/call_projects under the Guidelines and Manuals section, to assist agencies who wish to develop signage and wayfinding improvements. These guidelines are a first step in providing a system of uniform, consistent station wayfinding signs throughout Los Angeles County that will serve as the basis for signage funded through this program.

This pilot program is for eligible agencies wishing to install wayfinding signage to and from Metro fixed guideway stations. Signage on Metro property and within the stations themselves is not eligible.

Since the Wayfinding Signage Grant Program is a two-year pilot program, an evaluation will be conducted at the end of the demonstration period to assess its needs and benefits.

II. PROGRAM GOALS

The primary goals of the pilot program are to:

- Provide guidance for designing and implementing wayfinding signage and uniform, consistent messaging to and from Metro fixed guideway stations
- Improve the usability of the Metro system throughout Los Angeles County by increasing visibility and awareness of transit stations
- Provide helpful navigation and paths of travel to and from Metro fixed guideway stations
- Increase ridership and improve the visibility of the transit system

III. ELIGIBLE APPLICANTS

Cities, County of Los Angeles, Ports of Los Angeles and Long Beach, municipal and local transit operators, and Caltrans.

IV. ELIGIBLE ACTIVITIES

To be eligible for funds, the project must improve and implement wayfinding signage, including updates and/or replacements of signage within one-mile of a Metro fixed guideway station. The project must follow Metro's Station Wayfinding Signage Guidelines and be consistent with applicable local, state, federal laws, guidelines and/or standards, as well as wind load considerations. Funding is eligible for design, fabrication, and installation of static wayfinding signs to and from existing Metro fixed guideway stations and stations that will be opened by the end of FY 2016-17.

V. AVAILABLE FUNDING

\$250,000 each in FY 2015-16 and FY 2016-17. All funds will be awarded in FY 2015-16.

VI. ELIGIBLE COSTS

- a. Applicants will develop and submit a budget as part of the application. Funds awarded will not exceed the budget submitted and may be less if the key objectives can be achieved at lower costs. Any cost overruns shall be the responsibility of the Grantee.
- b. Both third party consulting costs and internal staff costs for staff directly providing services with respect to the project will be eligible for funding. Such eligible costs shall not include overtime costs.
- c. Administrative costs (e.g., overhead and project management) are limited to a maximum of ten percent (10%) of the total project budget.
- d. Wayfinding signage that is part of a larger project will require grantee to fund a proportionate share of the project cost. Metro will be responsible for funding up to fifty percent (50%) of the wayfinding signage consisting of directional signage to and from Metro fixed guideway stations. Metro reserves the right to downscope or partially fund a project grant request as long as the project remains feasible.

VII. NON-ELIGIBLE COSTS

- a. Costs such as equipment, furniture, vehicles, office leases or space cost allocations, food or similar costs.
- b. Staff overtime costs, mileage reimbursements, and use of pool cars.

- c. On-going maintenance and replacement costs of signage.
- d. Signage solely for Americans with Disabilities Act (ADA) compliance is ineligible as a stand-alone project.
- e. Signage to or from Metro Parking Facilities.

VIII. EVALUATION CRITERIA

To be recommended for funding, projects must provide a direct benefit to addressing the challenge of getting transit users to and from the Metro stations within the often complex urban environment. Projects will be evaluated based on the following criteria and associated scores:

- a. Demonstration of Need (maximum 30 points)
 - The need and purpose of the project in terms of significance to the local community and larger region including importance for the transit network and ridership;
 - Detailed description of why the project is needed and what improvements based on the First/Last Mile Strategic Plan guidelines will be made to help guide people to and from Metro fixed guideway stations
- b. Integration with other First/Last Mile Strategies (maximum 30 points)
 - Extent the project promotes increased visibility, awareness, and ease of access to and from transit stations
 - Promotes use of transit
 - Provides helpful navigation to potential and existing Metro riders
- c. Project Readiness and Cost Effectiveness (maximum 35 points)
 - Extent the agency has existing implementation plans for wayfinding signage that are compliant with local, state, federal laws, guidelines and/or standards, as well as wind load considerations
 - Extent the project has identified signage location(s) or consolidation of new/existing signs
 - Extent the project will use existing posts/poles for installing sign(s)
 - Extent the project has garnered input from local communities on wayfinding signage implementation
- d. Local Match (maximum 5 points)
 - A minimum five percent (5%) Local Match is required and the match may be monetary/hard or in-kind materials or services directly required for completing the project.
 - Hard Local Match (5 points)
 - In-Kind Match (0 points)

IX. GENERAL AND ADMINISTRATIVE CONDITIONS

- a. **Grant Agreement.** Each awarded grantee must execute a Grant Agreement with Metro. The Agreement will include the statement of work, including planning objectives to be achieved, the financial plan reflecting grant amount and any local match, if applicable, as well as a schedule and deliverables. The schedule must demonstrate that the project will be completed within 36 months from the date of the full Grant Agreement execution (both parties). Before and after photographic documentation will be required.
- b. **Duration of Grant Projects.** Schedule must demonstrate that the project can be completed, including related actions by the governing body (if any), within 36 months from the date of the full Grant Agreement execution.
- c. **Funding Disbursements.** Funding will be disbursed on a quarterly basis subject to satisfactory compliance to schedule as demonstrated in a quarterly progress/expense report supported by a detailed invoice demonstrating the staff and hours charged to the project, any consultant hours, signage materials, etc. Local match must be spent in direct proportion to the grant. An amount equal to five percent (5%) of each invoice will be retained until final completion of the project and audit. In addition, final retention payment will be withheld until the project is complete and approved by Metro and all audit requirements including before and after photographs have been satisfied. All quarterly progress/expense reports will be due on the last day of the months of November, February, May and August.
- d. **Audits.** All grant program funding is subject to Metro audit. The findings of the audit are final.

X. GRANT AGREEMENT LAPSING POLICY

Grantee must demonstrate timely use of Funds by:

- a. Executing a Grant Agreement within sixty (60) days of receiving formal transmittal of the boilerplate;
- b. Meeting the Project milestones due dates as stated in the Scope of Work;
- c. Submitting the Quarterly Progress/Expenditure Reports within 60 days after the close of each quarter on the last day of the months November, February, May and August; and,
- d. Expending the Funds granted within 36 months from the date of the full Grant Agreement execution.

If the Grantee fails to meet any of the above conditions, the Project shall be considered lapsed and will be submitted to the Board for deobligation. Expenses that are not invoiced within 60 days after the lapsing date are not eligible for reimbursement.

In the event that the timely use of the Funds is not demonstrated, the Project will be reevaluated as part of its annual Wayfinding Signage Grant Program Deobligation process and the Funds may be deobligated by the Metro Board.

Administrative extensions may be granted under the following conditions:

1. Project delay due to an unforeseen and extraordinary circumstance beyond the control of grantee (legal challenge, act of god, etc.). Inadequate staffing shall not be considered as a basis for administrative extensions;
2. Project delay due to action that results in a change in project scope, or schedule that is mutually agreed upon by Metro and the grantee prior to the extension request; and
3. Project is contractually obligated, however, a time extension is needed to complete construction that is already underway.

Metro will extend the project only once, for a period of up to 20 months.

Appeals to any recommended deobligation will be heard by Metro's Technical Advisory Committee (TAC).

If Grantee does not complete an element of the Project, as described in the Scope of Work, due to all or a portion of the Funds lapsing, the remaining project funds may be subject to deobligation at Metro's sole discretion.

MOTION BY:

**MAYOR ERIC GARCETTI, SUPERVISOR MARK RIDLEY-THOMAS,
& DIRECTOR PAM O'CONNOR**

Planning & Programming Committee Meeting

November 5, 2014

Item 57: First/Last Mile Wayfinding Signage Grant Pilot Program

MTA's First/Last Mile Strategic Plan identifies the six most significant transit access barriers. One barrier is lack of simple and straightforward wayfinding signage. While all six barriers are significant, MTA has an immediate opportunity to improve signage and wayfinding strategies both at and around stations. It is incumbent upon MTA to foster the proliferation of first/last mile wayfinding signage throughout Los Angeles County.

While MTA may not have authority to require that specific signage be installed within local jurisdictions, the availability of a uniform wayfinding signage template will likely be attractive to cities which would like to reduce costs by minimizing the need for new design plans for each project. Additionally, MTA can take the lead by developing a signage and wayfinding template that can be required when local jurisdictions are awarded MTA grant funds.

In April 2014, the Board approved a signage-related program directed at MTA stations that included instruction to staff to develop wayfinding signage guidelines that can be applied as part of the implementation of the First/Last Mile Strategic Plan. To this end, MTA has developed a set of guidelines and recommendations to assist cities entitled *Station Trailblazing Guidelines for Non-Metro Property*.

We propose that MTA create a pilot wayfinding signage grant program to assist cities and jurisdictions in designing and implementing first/last mile non-MTA signage wayfinding systems. Such a relatively modest but consistent investment in quality signage will have a meaningful impact on improving the usability of our system throughout Los Angeles County.

CONTINUED

WE, THEREFORE, MOVE that the Board instruct the CEO and MTA staff to

1. Create a two-year pilot Wayfinding Signage Grant Program in the amount of \$500,000 beginning in Fiscal Year 2015-2016;
2. Make local jurisdictions eligible to apply for signage design and cost reimbursement when using the *Station Trailblazing Guidelines for Non-Metro Property*, and
3. Include updates on this program in their quarterly First/Last Mile Way Finding report as instructed in the April 2014 Board action.

###

Station Wayfinding Signage Guidelines



TABLE OF CONTENTS

1.1 //	Introduction Metro is providing Station Wayfinding Guidelines for use by local jurisdictions, municipal and local transit operators, Caltrans and the Ports. The guidelines provide a system of uniform, consistent messaging in keeping with Metro's family of wayfinding signage. These basic guidelines are being provided to jurisdictions who are implementing station area signage and wayfinding systems to Metro stations.	2.0 //	Station Wayfinding Guidelines
		2.1 //	Metro Logo and Metro Lines
		2.2 //	Metro Logo, Metro Lines and Station Name
		2.3 //	Positioning on Sign
		2.4 //	Sample Sign-Horizontal
		2.5 //	Sample Sign-Vertical

1.2 //	Station Wayfinding The sign drawings and specifications provide basic station wayfinding signage guidelines. The Implementation and ongoing maintenance of these signs will be the responsibility of the local jurisdiction. Metro is not responsible for producing or providing station wayfinding shop drawings, attachment design/engineering, sign installation or maintenance.
--------	--

1.3 //	Contact Information Any text and symbol lock-ups that deviate from these examples should be submitted to Metro for guidance.
--------	--

Kim Bueno
Production Manager
Environmental Graphic Design
Metro
One Gateway Plaza
Mail Stop 99-19-1
Los Angeles CA 90012-2952
213.922.7695 (phone)
213.922.2719 (fax)
buenok@metro.net

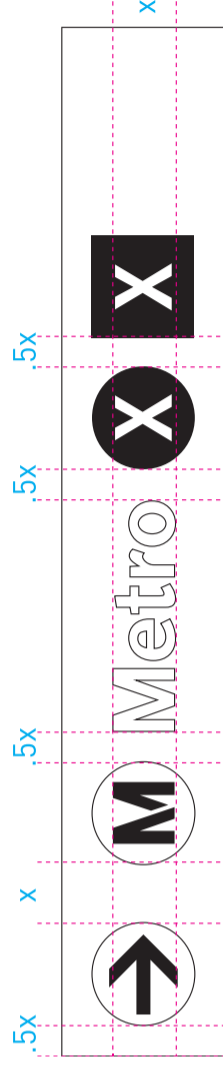
1.4 //	Copyright Information Copyright©2014 Los Angeles County Metropolitan Transportation Authority (Metro). All rights reserved. Any copyright and other intellectual property rights (such as, design rights, trademarks, etc.) of any material provided or contained on this/these page(s) remains the property of Metro.
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METRO LOGO AND METRO LINES

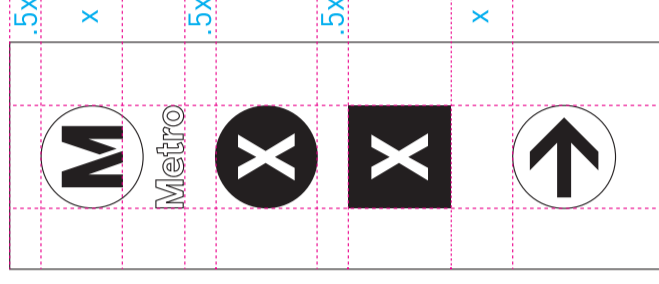
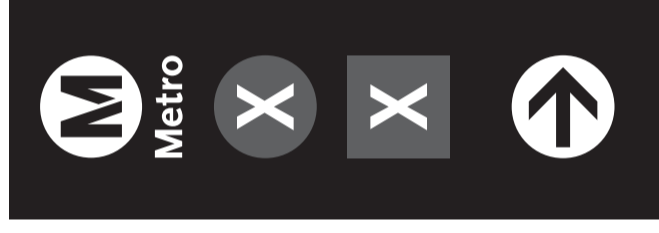
A full cap height must be used for spacing between the arrow and the Metro logo. Spacing between the Metro Circle M, logotype Metro, and service symbols is $\frac{1}{2}$ X, X is based on the height of the upper case letter "x".

Please note the Metro logo is a unique design and cannot be accurately reproduced with any existing typeface. It may not be hand drawn, scanned or modified in any way. It is important that the symbols are consistent in size and shape throughout the customer environments.

Horizontal Sample



Vertical Sample



METRO LOGO, METRO LINES AND STATION NAME

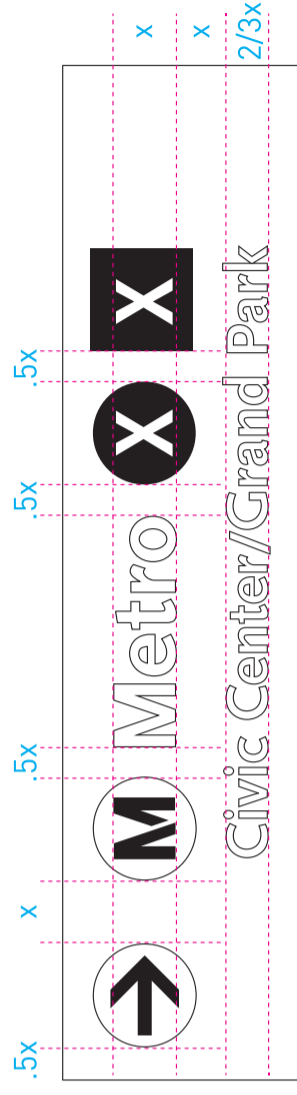
A full cap height must be used for spacing between the arrow and the Metro logo. Spacing between the Metro Circle M, Logotype Metro, and service symbols is $\frac{1}{2}X$, X is based on the height of the upper case letter "x".

For station names on horizontal sign, a full cap height must be used to separate lines from the Metro logo and service lines. Station names must be left aligned to the letter M of the Circle M and its cap height must be $\frac{2}{3}X$. On vertical sign, it is advised that type size for station names is $\frac{3}{4}X$, but size will vary depending on station names. ***

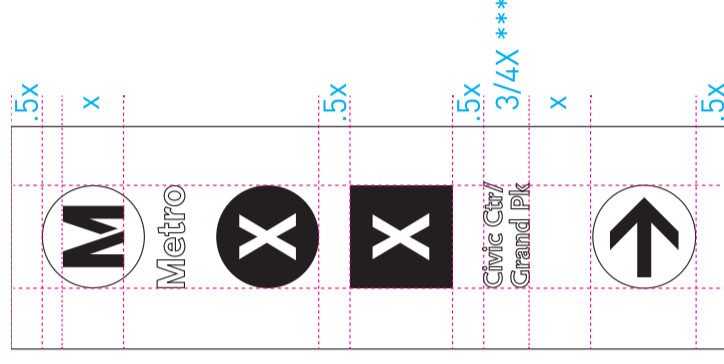
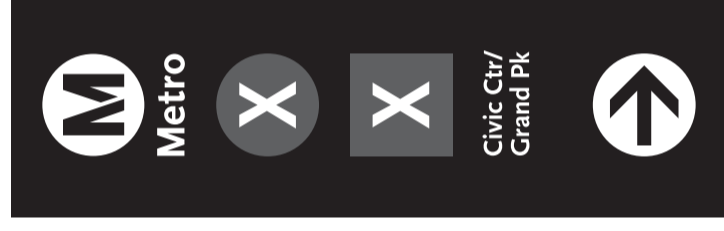
Please note the Metro logo is a unique design and cannot be accurately reproduced with any existing typeface. It may not be hand drawn, scanned or modified in any way. It is important that the symbols are consistent in size and shape throughout all customer environments.

Note: "Metro" is the proper term to be used when referring to our agency.

Horizontal Sample



Vertical Sample

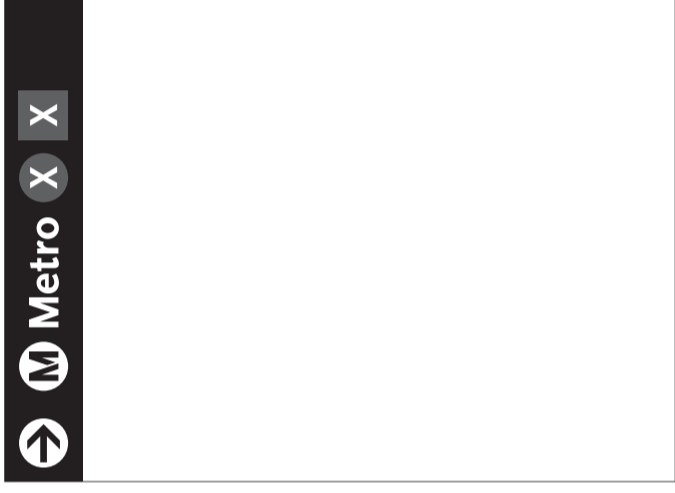


Type size for station names will vary

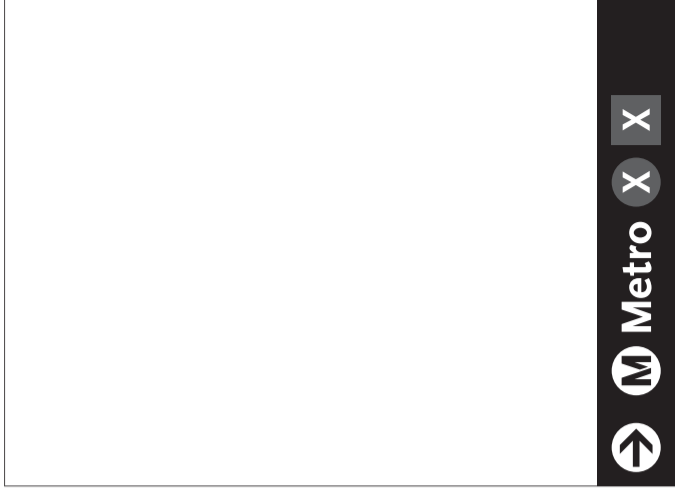
POSITIONING ON SIGN

The Metro logo and name shall be placed either on top or bottom of the sign as shown here.

Position Sample



Top of Sign



Bottom of Sign

SAMPLE SIGN-HORIZONTAL

Digital files of approved versions of the Metro logo, BRT/Rail color lines specifications, other pictograms and station names logotypes may be obtained by contacting our Metro Environmental Graphic Design Production Manager:

Kim Bueno

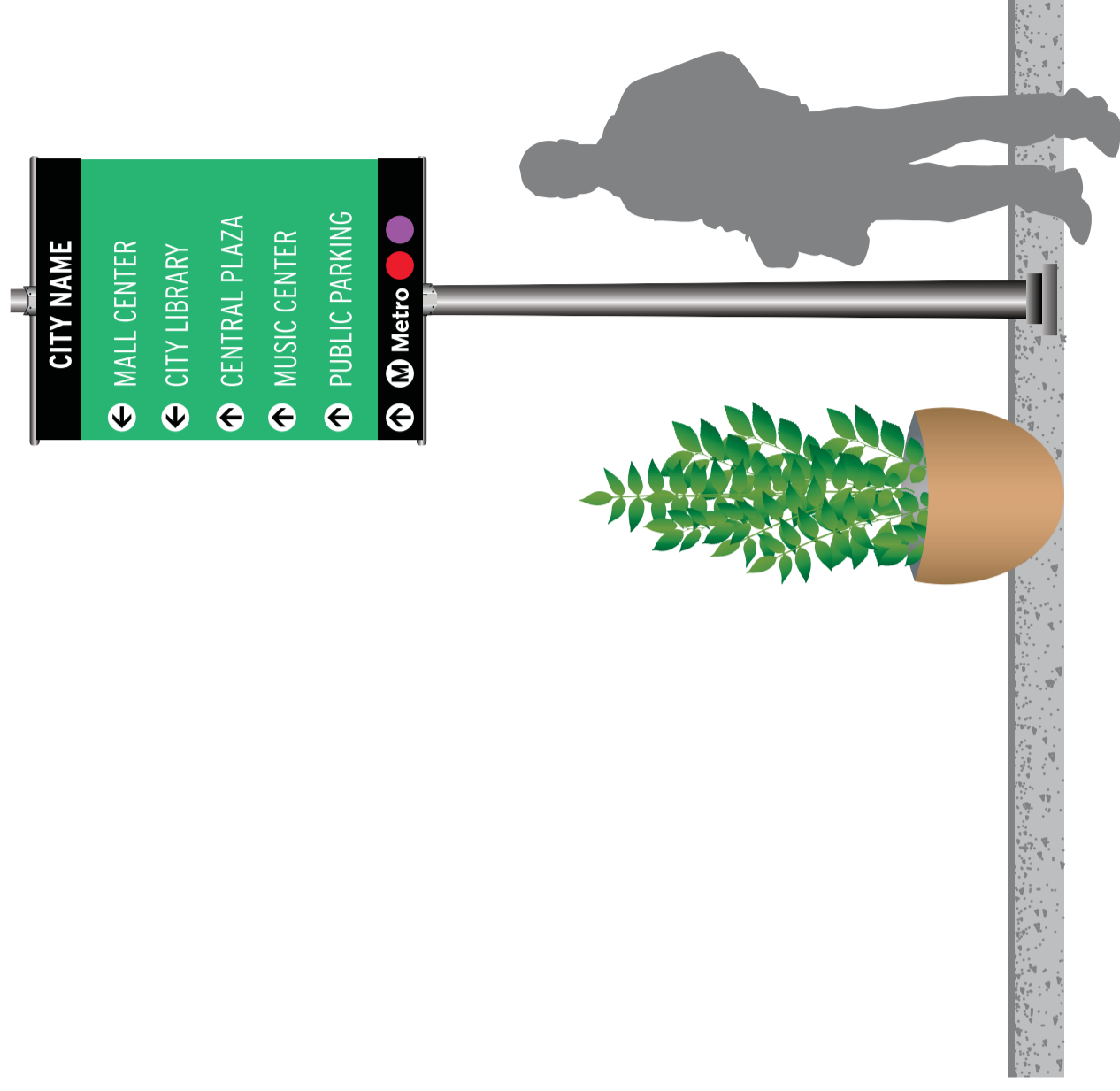
Production Manager
Environmental Graphic Design

Metro

One Gateway Plaza
Mail Stop 99-19-1
Los Angeles CA 90012-2952

213.922.7695 (phone)
213.922.2719 (fax)
buenok@metro.net

Sample_Horizontal Sign



SAMPLE SIGN - VERTICAL

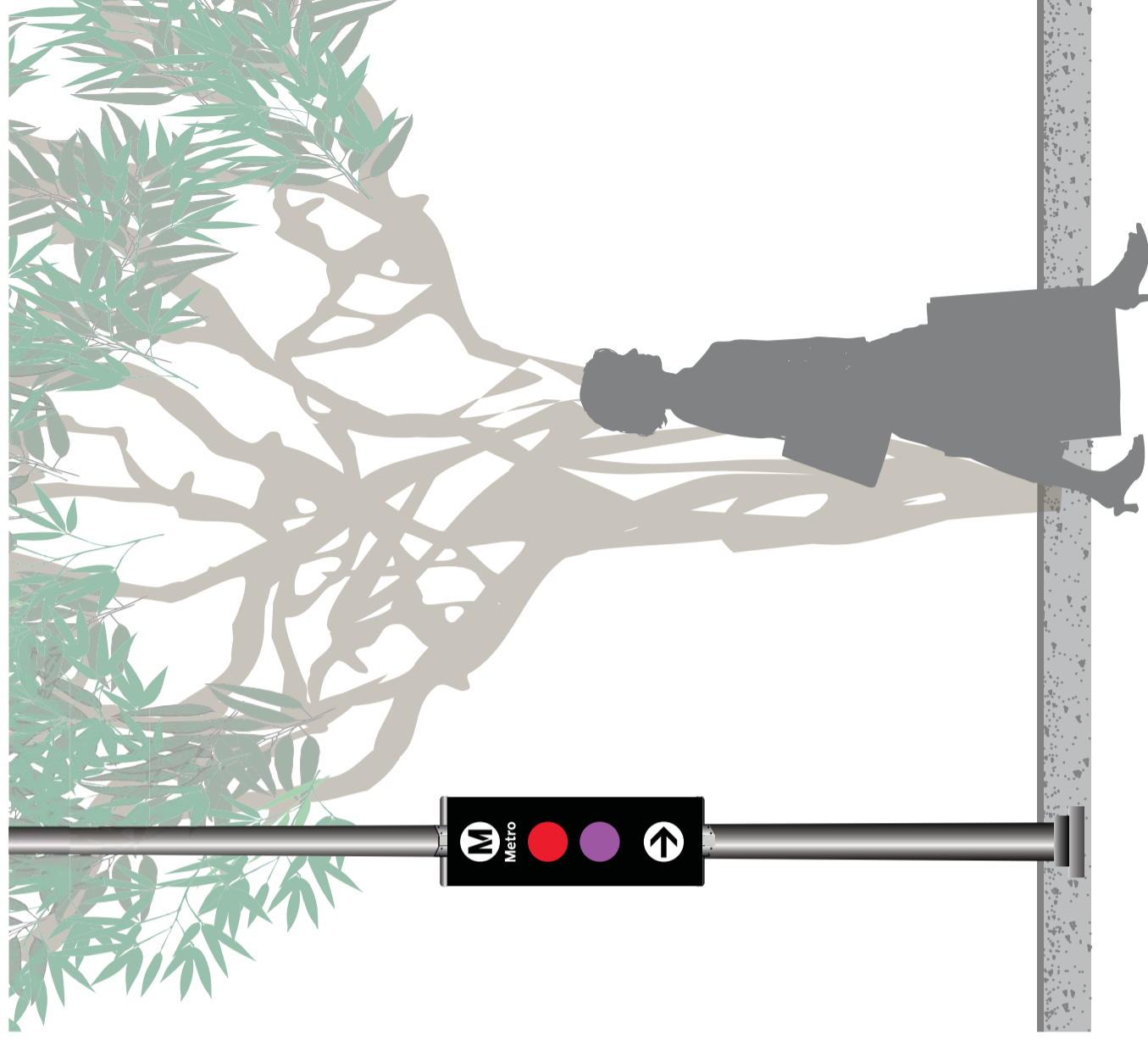
Digital files of approved versions of the Metro logo, BRT/Rail color lines specifications, other pictograms and station names logotypes may be obtained by contacting our Metro Environmental Graphic Design Production Manager:

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Production Manager
Environmental Graphic Design

Metro
One Gateway Plaza
Mail Stop 99-19-1
Los Angeles CA 90012-2952

213.922.7695 (phone)
213.922.2719 (fax)
buenok@metro.net

Sample_Vertical Sign





Board Report

File #: 2015-0680, File Type: Informational Report

Agenda Number: 21.

PLANNING AND PROGRAMMING COMMITTEE JUNE 18, 2015

SUBJECT: GOLD LINE FOOTHILL EXTENSION

ACTION: AMEND FUNDING AGREEMENT TO INCREASE FUNDING FOR CEQA AND NEPA COMPLIANCE, ENGINEERING AND PRECONSTRUCTION ACTIVITIES FOR PHASE 2B

RECOMMENDATION

APPROVED ON CONSENT CALENDAR amending the **Metro Gold Line Extension Phase 2A Funding Agreement** to increase funds for Phase 2B for environmental, engineering and preconstruction activities.

ISSUE

The October 2009 Long Range Transportation Plan (LRTP) identified \$810.5 million associated with the Foothill Extension project (Pasadena to Claremont). Based on this amount, the Funding Agreement and subsequent amendments established an LOP budget for the Foothill Extension Phase 2A (Pasadena to Azusa) of \$741 million. The balance of corridor funds remaining was \$69.5 million for use on Phase 2A or Phase 2B (Azusa to Montclair) if authorized by the Board.

In January 2013 the Board amended the Funding Agreement to allow the Authority reimbursement of up to \$36 million of the remaining \$69.5 million for CEQA/NEPA compliance, preliminary engineering and planning for Phase 2B (Board Report Attachment A). Use of these funds was dependent on the Authority demonstrating that all work for Phase 2A could be constructed within the established LOP Budget of \$741 million for Phase 2A. The Authority demonstrated that Phase 2A would be completed within the established LOP and was on schedule to achieve substantial completion in September 2015.

With the January 2013 Amendment, \$33.5 million was left in unallocated corridor funds and available

for Phase 2B upon Board approval.

DISCUSSION

The Gold Line Foothill Extension is managed cooperatively between Metro and the Authority wherein the Authority is responsible for the design and construction of the project and Metro is responsible for funding, assuring the design and construction are compliant with the Metro Design Criteria, and operating the line upon completion. The responsibilities and guidelines for management of the project by the two agencies are established by a Funding Agreement and a Master Cooperative Agreement (MCA) between the two agencies.

Project Definition

The Metro Gold Line Foothill Extension takes the existing Metro Gold Line east from the City of Pasadena to the City of Montclair. The Eastern portion of the line to Montclair requires partnering and coordination with San Bernardino County. Extension will be constructed in two phases: Phase 2A is currently under construction and reaches from the Pasadena Sierra Madre Villa Station to the Azusa-Citrus Station in Azusa. Phase 2A is scheduled for Substantial Completion in September 2015 and Revenue Operations in early 2016.

Phase 2B reaches from Azusa to Montclair, and is not currently a funded project. If funded and approved by the Metro Board, Phase 2B service will extend from the Azusa-Citrus Station in the City of Azusa in Los Angeles County to the City of Montclair Transcenter, located just east of Monte Vista Avenue in Montclair in San Bernardino County. Phase 2B will include six new stations in the cities of Glendora, San Dimas, Laverne, Pomona, Claremont, and Montclair.

In order to further advance the federal environmental document, engineering, planning and preconstruction activities needed to bring the Foothill Extension Phase 2B closer to a ready for bid condition, additional funds are required. This Board action will revise the Funding Agreement to allocate the remaining corridor funds in the amount of \$33.5 million for environmental, engineering, planning and preconstruction activities for Phase 2B. The total amount requested will not exceed \$810.5 million identified in the Metro LRTP.

This action will modify the language currently in the Funding Agreement with conditions for payment based upon the milestones below:

(Note, Milestones 1, 2 and 3 remain unchanged from January 2013 Board Report, Attachment A)

Milestone 4: Completion of all the following events: (i) LACMTA has begun revenue operations of Phase 2A with set aside amounts to pay Phase 2A claims outstanding as of the date revenue operations began, and (ii) there is at least a \$5M contingency remaining in Phase 2A to be set aside until project turnback as defined by the MCA. Upon the satisfaction of Milestone 4, the Authority

would be authorized to be reimbursed up to an additional \$15M (if there are sufficient funds remaining from the \$810.5 million) for environmental work and planning, design and preconstruction activities for the portion of Phase 2B located within Los Angeles County.

Milestone 5: Completion of a 60-day period after the Authority grants final acceptance (and the Authority files final completion notices with Los Angeles County) and turnback as defined in the Master Cooperative Agreement of all three design-build contracts used to complete Phase 2A. Upon the satisfaction of Milestone 5, the Authority would be authorized to be reimbursed up to an additional \$18.5M (if there are sufficient funds remaining from the \$810.5 million) for environmental work and planning, design and preconstruction activities for the portion of Phase 2B located within Los Angeles County.

Upon satisfaction of Milestones 4 and/or 5, Recipient shall be authorized to be reimbursed the corresponding amounts for environmental, engineering and preconstruction activities for Phase 2B (including administrative costs and overhead); provided no Measure R funds are used for environmental work, planning, design or preconstruction activities related to the portion of Phase 2B located outside of Los Angeles County. Nothing in this agreement prohibits Recipient from spending its own funds on environmental work, planning, design or preconstruction activities prior to meeting a Milestone. The milestones need not be completed sequentially.

Under the terms of the existing Funding Agreement, the Authority is prohibited from seeking federal New Start.

DETERMINATION OF SAFETY IMPACT

This report has no impact on safety.

FINANCIAL IMPACT

There is no increase in funding programmed for the Foothill Extension as a result of this action. The previously programmed funding for this project included the Proposition C 25% now proposed for use on Phase 2B. There is no impact to the approved FY16 budget and no impact is anticipated in FY 2017. This action would permit funding of future fiscal years, subject to the annual capital project budget process for Proposition C 25% funds. The Metro Board has not yet addressed a pre-existing capital program deficit in the amount of \$900 million forecasted through the end of the SRTP in FY24. In dollars terms the shortfall may seem large, but may remain manageable given that it is 1.6% of the entire \$54 billion forecasted in Metro controlled capital and operating funds embedded within the SRTP. While projects already under construction are not yet put at risk by the 1.6% shortfall, any project not yet awarded for construction could be deferred to help resolve the forecasted shortfall in the future. At this juncture, the Board has not set specific priorities that would enable Metro to defer any projects. If the shortfall appears in the future to be unmanageable without more concerted action, we will return to the Board with specific recommendations on how to proceed.

ALTERNATIVES CONSIDERED

The Board may choose not to approve the milestones for release of additional Foothill Extension Phase 2B funds until later in the development of Phase 2A. This may delay the ability of the Authority to obtain federal environmental clearance for Phase 2B

NEXT STEPS

Upon Board approval, staff will work with the Authority to amend the Funding Agreement.

ATTACHMENT

Attachement A - Gold Line Foothill Extension Phase 2B - January 2013 Board Item 25

Prepared by: Rick Meade, Executive Officer Projects Engineering (213) 922-7917
Julie Owen, Senior Project Control Manager (213) 922-7313

Reviewed by:

Nalini Ahuja, Executive Director, Finance and Budget (213) 922-3088
Bryan Pennington, Executive Director, Engineering and Construction (213) 922-7449



Phillip A. Washington
Chief Executive Officer

**Metro**

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metro.net

**PLANNING AND PROGRAMMING COMMITTEE
JANUARY 16, 2013
CONSTRUCTION COMMITTEE
JANUARY 17, 2013**

SUBJECT: GOLD LINE FOOTHILL EXTENSION PHASE 2B

**ACTION: AMEND FUNDING AGREEMENT TO INCREASE FUNDING FOR
CEQA/NEPA COMPLIANCE, PRELIMINARY ENGINEERING AND
PLANNING FOR PHASE 2B**

RECOMMENDATION

Amend the Funding Agreement between the Gold Line Construction Authority ("Authority") and the MTA for Phase 2A to increase funds associated with CEQA/NEPA compliance, preliminary engineering and planning for Phase 2B along with revised conditions for payment of such funds based upon milestones.

ISSUE

The October 2009 Long Range Transportation Plan (LRTP) identified \$810.5 million associated with the Foothill Extension project (Pasadena to Claremont). Based on this amount, the Funding Agreement and subsequent amendments established an LOP budget for the Foothill Extension (Phase 2A) from Pasadena to Azusa of \$741 million. Currently \$69.5 million is remaining for the Foothill Extension.

The Funding Agreement allows the Authority to be reimbursed up to \$6 million of the \$810.5 million for CEQA/NEPA compliance, preliminary engineering and planning for Phase 2B once the Authority demonstrates that Phase 2A can be constructed within the established LOP Budget (the "Phase 2B test"). The \$6 million currently allocated is insufficient to perform all of these activities and additional funds of \$30 million are being requested for a total of \$36M. The amount requested is comparable with similar activities on MTA projects. This would leave an additional \$33.5 million for future Foothill Extension costs (Phase 2A or 2B).

The California State Legislature has recently redefined Phase 2B to terminate in Montclair, rather than in Claremont. The Funding Agreement will be further amended to reflect the new limits for Phase 2B (Azusa to Montclair). No Measure R funds will be used for environmental, preliminary engineering, and planning work relating to the portion of Phase 2B located outside of Los Angeles County.

DISCUSSION

The Gold Line Foothill Extension is being managed cooperatively between MTA and the Authority wherein the Authority is responsible for the design and construction of the project while Metro is funding, overseeing the design and construction, and operating the project upon completion. The collaboration between the two agencies is guided by the Funding Agreement and MCA. The Funding Agreement provides the guidelines and mechanism by which Metro will fund the project while the MCA provides the guidelines and mechanism by which Metro oversees the design, construction, testing, and start-up of the project.

The Metro Gold Line system currently extends from Los Angeles to Pasadena serving cities and communities along the alignment corridor. The Metro Gold Line Foothill Extension is a phased project that extends the existing Metro Gold Line, from the City of Pasadena to the City of Montclair. The extension will be constructed in two phases. Construction of the first phase (Phase 2A) from the Pasadena Sierra Madre Villa Station to the Azusa-Citrus Station is underway with anticipated completion in 2016. The Gold Line Foothill Extension has three components: the I-210 bridge in Arcadia, alignment and O&M facility, and parking facilities. The I-210 bridge is complete. The alignment and O&M facility are in design and a design-build contract for the parking facilities is expected to be awarded in early 2013.

The second phase (Phase 2B) from Azusa to Montclair would extend the Gold Line alignment to the east and include six new stations in the cities of Glendora, San Dimas, Laverne, Pomona, Claremont, and Montclair. The project would provide service from the Azusa-Citrus Station in the City of Azusa in Los Angeles County to the City of Montclair Transcenter, located just east of Monte Vista Avenue in Montclair in San Bernardino County.

In August 2012, the Authority released the Phase 2B Draft EIR for public review and comment. MTA provided comments on the Draft EIR. The Authority currently plans to seek their board approval of the EIR in early 2013. In order to begin the federal environmental process in accordance with NEPA, as well as preliminary engineering and other planning activities additional funds are required.

This action seeks to revise the Funding Agreement to allocate a total of \$36 million, in lieu of the original \$6 million, to perform the CEQA/NEPA compliance, preliminary engineering and planning for Phase 2B. This would leave an additional \$33.5 million

for future Foothill Extension costs (Phase 2A or 2B). No Measure R funds will be used for environmental, preliminary engineering, and planning work relating to the portion of Phase 2B located outside of Los Angeles County. In addition, this action seeks to replace the "Phase 2B Test" language currently in the Funding Agreement with conditions for payment based upon the milestones set forth below. Consistent with "Phase 2B Test" language currently in the Funding Agreement, the milestones ensure that adequate funds exist for the completion of Phase 2A:

1. Milestone 1: Completion of all of the following events: (i) all Phase 2A design-build contracts are awarded, (ii) contingency for Phase 2A is equal to or greater than 7.5% of remaining Phase 2A design-build contract values, and (iii) the Final EIR for Phase 2B has been certified by the Construction Authority Board, Upon satisfaction of Milestone 1, the Authority would be authorized to be reimbursed up to \$6M (if there are sufficient funds remaining from the \$810.5 million) for CEQA/NEPA compliance, preliminary engineering and planning for Phase 2B (including retroactive reimbursement).
2. Milestone 2: Completion of all of the following events: (i) Phase 2A construction at 50% complete, and (ii) contingency for Phase 2A is equal to or greater than 5% of remaining Phase 2A design-build contract value.. Upon satisfaction of Milestone 2, the Authority would be authorized to be reimbursed up to an additional \$14M (if there are sufficient funds remaining from the \$810.5 million) for CEQA/NEPA compliance, preliminary engineering and planning for Phase 2B. The maximum the Authority would receive for CEQA/NEPA compliance, preliminary engineering and planning for Phase 2B once Authority meets Milestone 1 and Milestone 2 would be \$20M.
3. Milestone 3: Completion of all of the following events: (i) Phase 2A has achieved substantial completion with set aside amounts to pay Phase 2A outstanding claims , and (ii) there is at least a \$5M contingency remaining in Phase 2A until project turnback as defined by the Master Cooperative Agreement. . Upon the satisfaction of Milestone 3, the Authority would be authorized to be reimbursed up to an additional \$16M (if there are sufficient funds remaining from the \$810.5 million) for CEQA/NEPA compliance, preliminary engineering and planning for Phase 2B. The maximum the Authority would receive for CEQA/NEPA compliance, preliminary engineering and planning for Phase 2B once Authority meets Milestone 1, Milestone 2 and Milestone 3 would be \$36M.

Under the terms of the existing Funding Agreement, the Authority is prohibited from seeking federal New Start funds for Phase 2A or 2B of the Foothill Extension.

DETERMINATION OF SAFETY IMPACT

This report has no impact on safety.

FINANCIAL IMPACT

There is no increase in funding programmed for the Foothill Extension as a result of this action.

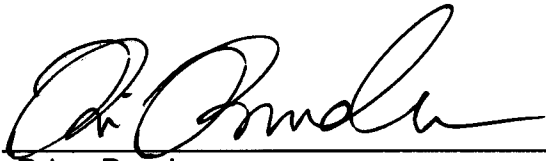
ALTERNATIVES CONSIDERED

The Board may choose not to approve the milestones for release of additional Foothill Extension Phase 2B funds until later in the development of Phase 2A. This may delay the ability of the Authority to obtain federal environmental clearance for Phase 2B.

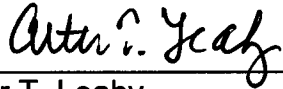
NEXT STEPS

Upon Board approval, staff will work with the Authority to amend the Funding Agreement.

Prepared by: Brian Boudreau, Executive Director Program Management
(213) 922-2474
Julie Owen, Senior Project Control Manager (213) 922-7313



Brian Boudreau
Executive Director, Program Management



Arthur T. Leahy
Chief Executive Officer

**Board Report**

File #: 2015-0454, **File Type:** Agreement

Agenda Number: 31.

**SYSTEM SAFETY, SECURITY AND OPERATIONS COMMITTEE
JUNE 18, 2015**

SUBJECT: ATU/MANAGEMENT JOINT APPRENTICESHIP COMMITTEE PROGRAM

ACTION: AUTHORIZE MEMORANDUM OF UNDERSTANDING WITH LOS ANGELES TRADE-TECHNICAL COLLEGE

RECOMMENDATION

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to execute a Memorandum of Understanding with the Los Angeles Trade Technical College for FY16 - FY18 to provide continuation services in support of the **Rail Technical Training and Rail Apprentice Programs**, for up to \$500,000 each year for a total value of \$1,500,000 to support Rail Technical Training for Metro's workforce.

ISSUE

Trained technical personnel are needed to operate Metro's rail lines. With the growth of the rail system, and the anticipated loss of personnel through retirements and attrition over the next several years, it is important that Metro partner with a technical community college to prepare our current and future workforce to meet Metro's needs.

DISCUSSION

On April 18, 2013, the Metro Board approved an MOU with LATTC to work with Metro management to develop and deliver a rail technical training pilot program. This agency-focused, job specific training has been provided to incumbent workers in Rail Fleet Services and Wayside Systems. Given the scope and pace of the planned expansion in rail operations, and with an increasing number of Rail Operations employees reaching eligibility for retirement, we can no longer rely on the past practice of incrementally filling and training for rail maintenance positions with employees from bus operations.

This MOU will authorize Metro to continue and strengthen the pilot program developed through Metro's partnership with LATTC. The partnership will develop and deliver a standardized training curriculum responsive to the requirements specified by management in Rail Operations.

ATU Local 1277 and Metro management previously agreed upon a Rail Apprentice Program called the Joint Apprenticeship Committee (JAC) Program (Attachment A). The pilot program was used to

give more structure and a standardized curriculum to JAC participants (Attachment B). Continuation of this program under the new MOU would provide a more clearly defined career pathway for current Metro employees, as well as future new hires interested in technical careers in rail maintenance.

In addition to providing training to incumbent workers through the JAC program, Metro management and the ATU are discussing how Metro might provide pathways to apprenticeship opportunities for veterans and young adults from under-represented communities. This training would focus on the disciplines listed below:

Job Title

- Rail Vehicle Maintenance Specialist
- Rail Signal Inspector
- Rail Traction Power Inspector
- Rail Track Inspector
- Rail Electronic Communications Inspector

In addition to its current work with Metro, LATTC is working to develop and offer a two-year degree in rail technology using virtual technology and on-line learning strategies supporting flexibility in apprenticeship training. This could provide a pipeline of well-trained potential employees who could be hired for rail technical positions.

DETERMINATION OF SAFETY IMPACT

Approval of this item will result in a positive impact on safety. Training personnel in the most up-to-date rail practices will ensure the safety of our patrons and employees.

FINANCIAL IMPACT

Funding of \$200,000 for the MOU is included in the FY16 budget in cost center 2041 - Office of Strategic Workforce Planning, project 300040 (Rail Operations Management and Administration). Additional funding as needed will come from various maintenance cost centers in project 300022 (Blue Line Operations), 300033 (Green Line Operations), 300044 (Red Line Operations), 300055 (Gold Line Operations), and 300066 (Expo Line Operations).

Since this is a multi-year MOU, the cost center manager and Executive Director will ensure that program funds are budgeted in future fiscal years.

Impact to Budget

The funding for this action will come from Enterprise Operating funds. No other sources of funds were considered for this activity because these funds are earmarked for rail operations. This project is part of Metro's on-going staff training program.

ALTERNATIVES CONSIDERED

The Board could reject the proposed program and address the individual elements of the program on an ad hoc basis as issues are identified. However, this is not recommended because Metro risks not

having sufficient personnel with the technical skills needed to support our rail system, and further widens the skills gap areas for technical expertise. In addition, not to continue the program could be a lost opportunity for the residents of Los Angeles County for job creation and careers in transportation.

NEXT STEPS

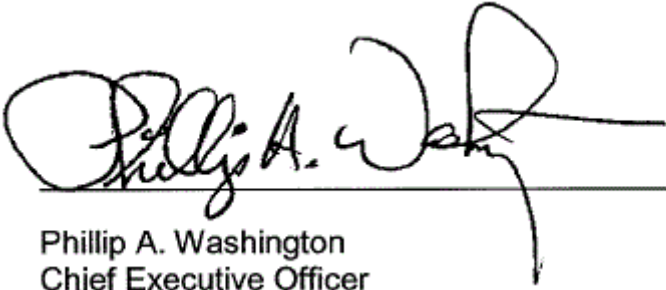
Upon approval, staff will execute an MOU with LATTC to continue with the JAC program as well as other opportunities to further develop incumbent workers' skill and knowledge, and a possible degree program in rail systems technology.

ATTACHMENTS

- A. ATU and LACMTA 2013 - 2017 Agreement - Article 8 Section G - Rail Apprentice Programs
- B. JAC Program Newsletter
- C. Metro Rail Operations Incumbent Worker Training Program Outline - Facilitated by LATTC

Prepared by: Marion Jane Colston, Director, Strategic & Organizational Planning
(213) 922-2260

Reviewed by: Donald E. Ott, Executive Director, Employee & Labor Relations
(213) 922-8864



Phillip A. Washington
Chief Executive Officer

SECTION G – RAIL APPRENTICE PROGRAMS

This section replaces Side Letter #97-03 – Joint Apprenticeship Committee (JAC).

The Authority has established a rail training program for employees in the ATU bargaining unit who desire to avail themselves of possible advancement to a higher classification in rail.

Training opportunities will be offered as a vacancy occurs in the following classifications: Maintenance Specialist, Traction Power Inspector, Track Inspector and Signal Inspector. Other classifications covered by Article 43 may be added by mutual consent of the parties. The program will be offered to all employees qualified as agreed to by the Authority and ATU. The employee will be considered qualified for the training after he/she successfully completes twenty four (24) units of electrical or electronics at an accredited college or trade school for those rail maintenance position as listed in Article 43 that require electrical qualifications. Eligibility lists will be established by the JAC for each applicable classification. Vacancies will be filled from the appropriate eligibility list.

For the position of Track Inspector, employee must have at least two (2) years' experience as a Laborer/Service Attendant, be physically fit and prepared to work outside in adverse weather conditions. Track Inspector applicants must demonstrate the adequate ability to perform basic math, (including decimals and fractions), to read and follow work instructions, to comprehend mechanical systems and to lift and move objects up to one hundred (100) pounds.

Entrance into the program will be by seniority order among applicants who meet minimum program criteria established by the JAC for the particular training. The JAC will have sole authority to determine applicant qualifications for the program. All applicants that meet the qualifications for the rail positions covered above, will be assigned to training in ATU seniority order. These positions will include substantial in the field training in the form of working with other qualified employees in the classification. Qualified applicants will be placed on a qualified candidate pool list for a period of twelve (12) months from the date of his/her acceptance. Applicants must have a good work record for the last one (1) year which will include good attendance and punctuality, and a good driving record as confirmed by the D.M.V. The JAC will determine the length of any training program.

Employees may be disqualified from the program if they are not demonstrating proficiency in the position during the training program. Such disqualification would be subject to the grievance procedure but not to the arbitration procedure. Trainees will receive a written evaluation by the Instructor or Supervisor, at least every two (2) months. Evaluations are not subject to grievance or arbitration. Employees in a training program will be paid the rate of pay for the classification for which they are being trained.

The present Joint Apprenticeship Committee will continue. The JAC will be composed of three members appointed by the LACMTA Chief Executive Officer and three (3) members appointed by the ATU President. If any committee member is unable or unwilling to serve he will be replaced. As to the LACMTA appointees, the LACMTA CEO or designee will name their replacements. As to the ATU appointees, the President of ATU Local 1277 or designee will name their replacements.

RAIL FLEET SERVICES JOINT APPRENTICESHIP COMMITTEE (JAC) COMMUNICATION BRIEF - GRADUATION PROGRAM MARCH 20, 2015



RAIL FLEET SERVICES
Joint Apprenticeship Committee (JAC)
Program Overview and Graduation Program
March 20, 2015

Metro, has established a Rail Technical Training Program to provide agency-focused, job-specific training in support of the Rail Expansion program. Given the scope and pace of the planned expansion in Rail Operations, we can no longer rely on the past practice of incrementally filling new rail maintenance positions with “just-in-time” training of current Metro bus maintenance employees. As part of this program, working in conjunction with the Amalgamated Transit Union Local 1277, Metro has instituted a rail apprentice program to provide a career pathway for current Metro employees, as well as future new hires, interested in a career in rail maintenance.

The pilot program course delivery began on August 18, 2014 and ended on March 20, 2015. It was the first ATU/Management Joint Apprenticeship Committee (JAC) training course, which included 12 ATU members including 1 one female ATU member. The program to partner with LATTC was Board-approved in April 2013, with a charter to design, develop, and deliver standardized training curriculum responsive to the requirements specified by management in Rail Operations.

To date, LATTC has trained 300 ATU incumbent workers participating in the Rail Technical Training Program in what for them was essentially a refresher course on technical aspects of working in the rail maintenance field. Additionally, as discussed above, a first cohort of 12 non-technical Metro employees completed

the introductory classroom training offered under the JAC program to qualify them for Rail Fleet Services Maintenance positions. They are now in the next phase of their training pipeline to become journeymen maintainers, receiving on-the-job training at Metro's Blue Line and Green Line Divisions on the requirements of maintaining vehicles specific to each line. Cohorts in succeeding Rail Technical Training classroom instruction will include Wayside Systems, as well as Rail Fleet Services.

Prepared by
OSWP
Lonnie Mitchell
M. J. Colston
D. Orduno

RAIL FLEET SERVICES
Joint Apprenticeship Committee (JAC)
JAC PROGRAM SCHEDULE
2014 - 2015

INCUMBENT WORKER TRAINING MODULES:

Module I	General Rail Safety
Module II	Measuring Devices & Tools
Module III	Technical Writing
Module IV	Schematic Training
Module V	Logic Schematics
Module VI	Microprocessor Functions
Module VII	Basic & Beginner Computer Software Training
Evaluation	Assessment & Participant Feedback

JAC TRAINING MODULES:

Module 1	Rail Safety
Module 2	Shop Tools
Module 3	Electrical Theory and Concepts
Module 4	Mechanical Systems
Module 5	Electronic Principles
Module 6	Advanced Diagnostic Equipment
Module 7	Car Monitoring & Communications





Board Report

File #: 2015-0688, File Type: Project

Agenda Number: 32.

**SYSTEM SAFETY, SECURITY AND OPERATIONS COMMITTEE
JUNE 18, 2015**

SUBJECT: MEMBERSHIP ON METRO SERVICE COUNCILS

ACTION: APPROVE NOMINEES FOR APPOINTMENT TO METRO SERVICE COUNCILS

RECOMMENDATION

APPROVED ON CONSENT CALENDAR nominees for **membership on Metro’s San Fernando Valley, San Gabriel Valley, South Bay, and Westside Central Service Councils.**

ISSUE

Each Metro Service Council is comprised of nine Representatives that serve a term of three years; terms are staggered so that the terms of three of each Council’s nine members expire annually on June 30. Incumbent Representatives can serve additional terms if re-nominated by the nominating authority and confirmed by the Metro Board.

DISCUSSION

Metro seeks to appoint Service Council members reflective of the demographics of each respective region. The 2010 Census demographics of each of the Service Council regions are as follows:

% Sector Total	Hispanic	White	Asian	Black	Other	Total Pop
SGV	50.0%	19.9%	24.9%	3.3%	2.0%	100.0%
SFV	41.0%	42.0%	10.7%	3.4%	2.9%	100.0%
South Bay	42.5%	23.8%	12.0%	18.3%	3.4%	100.0%
Westside/Central	43.5%	30.7%	13.0%	10.0%	2.8%	100.0%
Gateway Cities	63.9%	16.7%	8.5%	8.6%	2.3%	100.0%
Service Area Total	48.5%	26.8%	14.0%	8.2%	2.6%	100.0%

The individuals listed below have been nominated or re-nominated to serve by their respective Council’s appointing authorities. If approved by the Board, these appointments will serve a three-year term ending on June 30, 2018. A brief listing of qualifications for new nominees is provided along with the nomination letter(s) from the nominating authorities for all nominees:

- A. Michael Cano, San Fernando Valley Service Council, Re-Appointment

Nominated by: Fifth District Supervisor Michael D. Antonovich
Term Ending: June 30, 2018

The demographic makeup of the San Fernando Valley Service Council with the appointment of this nominee will consist of five (5) Latinos, and two (2) Caucasian members as self-identified by the members in terms of racial/ethnic identity. The gender breakdown of the Council will be six (6) males and no (0) females.

B. Roger Chandler, San Gabriel Valley Service Council, New Appointment
Nominated by: City of Arcadia
Term Ending: June 30, 2018

The demographic makeup of the San Gabriel Valley Service Council with the appointment of this nominee will consist of one (1) Latino, one (1) Asian, one (1) Native American, and four (4) Caucasian members as self-identified by the members in terms of racial/ethnic identity. The gender breakdown of the Council will be seven (7) males and no (0) females.

C. Charles Michael Deemer, South Bay Service Council, New Appointment
Nominated by: South Bay Cities Council of Governments
Term Ending: June 30, 2018

D. John Addleman, South Bay Service Council; Re-Appointment
Nominated by: South Bay Cities Council of Governments
Term Ending: June 30, 2018

E. Don Szerlip, South Bay Service Council, Re-Appointment
Nominated by: South Bay Cities Council of Governments
Term Ending: June 30, 2018

The demographic makeup of the South Bay Service Council with the appointment of these nominees will consist of one (1) Latino, two (2) Black, and six (6) Caucasian members as self-identified by the members in terms of racial/ethnic identity. The gender breakdown of the Council will be seven (7) males and two (2) females.

F. George Taule, Westside Central Service Council, Re-Appointment
Nominated by: City of Los Angeles Mayor Eric Garcetti
Term Ending: June 30, 2018

G. Elliot Petty, Westside Central Service Council, Re-Appointment
Nominated by: Second District Supervisor Mark Ridley-Thomas
Term Ending: June 30, 2018

The demographic makeup of the Westside Central Service Council with the appointment of these nominees will consist of one (1) Latino, one (1) Asian, two (2) Black, and three (3) Caucasian members as self-identified by the members in terms of racial/ethnic identity. The gender breakdown of the Council will be five (5) males and two (2) females.

DETERMINATION OF SAFETY IMPACT

Maintaining the full complement of representatives on each Service Council to represent each service area is important. As each representative is to be a regular user of public transit, and each Council is composed of people from diverse areas and backgrounds, this enables each Council to better understand the needs of transit consumers including the need for safe operation of transit service and safe location of bus stops.

FINANCIAL IMPACT

There is no financial impact imparted by approving the recommended action.

ALTERNATIVES CONSIDERED

The alternative to approving these appointments would be for these nominees to not be approved for appointment. To do so would result in reduced effectiveness of the Service Councils, as it would increase the difficulty of obtaining the quorum necessary to allow the Service Councils to: conduct public hearings to consider staff proposed major service changes to Metro's bus routes within their service region, to approve, modify, or revise major and minor service changes proposed by Metro staff. It would also result in each of the Service Councils having less diverse representation of their respective service areas.

NEXT STEPS

There are five (5) Service Council representatives with current terms of service that will expire at the end of June 30, 2015 and three (3) pre-existing vacancies for which no nominations to reappoint or replace have been received. Staff will continue to work closely with the nominating authorities for these eight (8) positions. The current representatives may continue to sit with their Service Council and participate in discussions but will not be eligible to vote on any matter before their Service Council after their terms expire on June 30, 2015. When the Board of Directors approves the nominating authority's candidate(s), those representatives will be eligible to vote at their Service Council meeting.

ATTACHMENTS

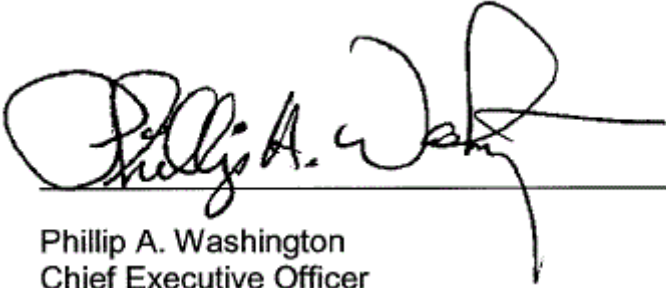
Attachment A - New Appointees Biographies and Listing of Qualifications
Attachment B - Appointing Authority Nomination Letters Attachment

Prepared by: Jon Hillmer, Executive Officer of Service Development, Scheduling & Analysis,

(213) 922-6972

Gary Spivack, DEO, Metro Regional Service Councils (213) 922-1241

Reviewed by: Robert Holland, Interim Chief Operations Officer



A handwritten signature in black ink, appearing to read "Phillip A. Washington", is written over a horizontal line. The signature is stylized and cursive.

Phillip A. Washington
Chief Executive Officer

NEW APPOINTEE BIOGRAPHY AND LISTING OF QUALIFICATIONS

Roger Chandler, Nominee for San Gabriel Service Council



Roger Chandler has dedicated much of his life to public service. Mr. Chandler worked for the Los Angeles County Sheriff's Department 24 years. After retiring from the Sheriff's Department, become the Chief of Police of the Los Angeles City Housing Authority and in 1994 he created the City of Hawaiian Gardens Police Department. Mr. Chandler and his wife Jane have lived in Arcadia for over 38 years and they have two sons. Elected to four terms on the Arcadia City Council and serving three times as Mayor, Roger has consistently demonstrated a commitment to ensuring Arcadia residents receive outstanding public service.

Public safety, water quality and the provision of effective and efficient municipal services are important to Mr. Chandler and he looks forward to continuing his work to maintain the high quality of life and traditions that Arcadians cherish. Mr. Chandler previously served on the San Gabriel Service Council from July 2006 to April 2012.

APPOINTING AUTHORITY NOMINATION LETTERS



City of
Arcadia

Dominic Lazzaretto
City Manager

May 7, 2015

Mr. Jon Hillmer
Executive Director, Regional Service Councils
One Gateway Plaza
Los Angeles, Ca 90012-2952

Dear Mr. Hillmer,

At its regular meeting on April 21, 2015, the Arcadia City Council took action to formally nominate Mayor Pro Tem Roger Chandler to the San Gabriel Valley Council.

I was informed that the Cities of El Monte and Temple City have also nominated Mayor Pro Tem Roger Chandler for the July 1, 2015 – June 30, 2018 term.

Please let me know if you need additional information.

Cordially,

Dominic Lazzaretto
City Manager



Board of Supervisors County of Los Angeles

MICHAEL D. ANTONOVICH
MAYOR

May 4, 2015

Mr. Jon Hillmer
Director, Metro Service Councils
Los Angeles County Metro
One Gateway Plaza
Los Angeles, CA 90012

RE: Recommendation to re-appoint Michael Cano to the San Fernando Valley Service Council

Dear Mr. Hillmer:

This letter serves as my recommendation to re-appoint Michael Cano as my representative for another term to the Los Angeles County Metro San Fernando Valley Service Council.

As my transportation deputy for the last decade, I appreciate his service to the 5th District of Los Angeles County and his leadership as Chair of the Service Council the past two years. Michael's knowledge and experience with transportation issues affecting the San Fernando Valley and the region will continue to serve the San Fernando Valley well.

Sincerely,


MICHAEL D. ANTONOVICH
Mayor

MDA:mco

ROOM 900 KENNETH HAHN HALL OF ADMINISTRATION, 500 WEST TEMPLE STREET, LOS ANGELES, CALIFORNIA 90012
TELEPHONE (213) 974-5555 • FAX (213) 974-1310 • WEBSITE <http://antonovich.ca.la.ca.us/> • E-MAIL 11ndistrict@laobos.org



**BOARD OF SUPERVISORS
COUNTY OF LOS ANGELES**

666 KENNETH HAHN HALL OF ADMINISTRATION / LOS ANGELES, CALIFORNIA 90012 / (213) 974-2222

MARK RIDLEY-THOMAS
SUPERVISOR, SECOND DISTRICT

May 7, 2015

Ms. Michelle Jackson
Board Secretary
Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012


Re: Reappointment of Mr. Elliott Petty to the Westside/Central Service Council

Dear Ms. Jackson:

I write in support of nominating Mr. Elliott Petty for reappointment to the Westside/Central Service Council (Council) for the seat which expires on June 30, 2018. Mr. Petty has served for over four years and continues to make positive contributions to the Council. Please place his nomination on the next Metro Board agenda for consideration.

If you have any questions, please contact Karly Katona from my office at (213) 974-2222.

With hope,


MARK RIDLEY-THOMAS
Supervisor, Second District



20285 Western Avenue, Suite 100
Torrance, California 90501
(310) 371-7222
sbccoog@southbaycities.org
www.southbaycities.org

May 29, 2015

The Honorable Eric Garcetti, Chair & Members of the Board
Los Angeles Metropolitan Transportation Authority
1 Gateway Plaza
Los Angeles, California 90012

Re: Nominations for the Members of the South Bay Service Council

The South Bay Service Council has been extremely successful since its inception. The dedicated people on our council have worked with Metro staff to make changes in service to improve efficiency and coordination of the transit services provided by the Metro in our sector.

The South Bay Cities Council of Governments (SBCCOG) takes its responsibility to nominate members to the council very seriously and with this letter we are submitting our nominees to fill the three seats whose terms are expiring. Recommended after receiving the approval of the SBCCOG Board of Directors at the meeting of May 28, 2015 are Don Szerlip (Redondo Beach businessman) and John Addleman (Rolling Hills Estates Mayor) for re-appointment and new member Charles Michel Deemer (Torrance resident & City Commissioner). These appointments are for 3 years.

We request that you agendize the appointment of these representatives for as soon as possible so that they may be seated in July, 2015.

Please notify us when the appointments are confirmed or if you have any questions.

Sincerely,

James F. Goodhart
Chair, South Bay Cities Council of Governments
Mayor, City of Palos Verdes Estates

cc: Phil Washington, CEO

LOCAL GOVERNMENTS IN ACTION

Carson El Segundo Gardena Hawthorne Hermosa Beach Inglewood Lawndale Lomita
Manhattan Beach Palos Verdes Estates Rancho Palos Verdes Redondo Beach Rolling Hills
Rolling Hills Estates Torrance Los Angeles District #15 Los Angeles County



ERIC GARÇETTI
Mayor

June 1, 2015

Jon Hillmer
Executive Director
Service Planning, Scheduling and Analysis
1 Gateway Plaza, MS 99-7-2
Los Angeles, CA 90012

Dear Mr. Hillmer:

I hereby reappoint Mr. George Taule to the Westside/Central Service Council for a term ending June 30, 2016. Mr. Taule's current term expires June 30, 2015. He may be contacted at:

5136 Highland View Avenue
Los Angeles, CA 90041
Cell: (305) 244-2967
Office: (213) 235-9603
gtaule@yahoo.com

If you have any questions please do not hesitate to contact my office.

Sincerely,

ERIC GARÇETTI
Mayor

EG:cg

cc: MTA Board Members
Arthur T. Leahy, Chief Executive Officer
Charles Safer, General Counsel
Karen Gorman, Inspector General and Chief Ethics Officer
Dolores Ramos, Governance Council Coordinator
George Taule



Board Report

File #: 2015-0532, File Type: Contract

Agenda Number: 43.

REVISED
CONSTRUCTION COMMITTEE
JUNE 18, 2015

SUBJECT: I-405 SEPULVEDA PASS IMPROVEMENTS PROJECT

ACTION: AUTHORIZATION FOR CHANGE ORDER

RECOMMENDATION

AUTHORIZED UNDER RECONSIDERATION the Chief Executive Officer to execute Change Order 195.00 to Contract No. C0882, with **Kiewit Infrastructure West Company, for settlement of Claim No.115 for the Additional Work for the Preparation of Fact Sheet Exceptions for Mandatory and Advisory Design Standards**, in the Agreed to amount of \$1,550,000, increasing the total contract value from \$911,755,372 to \$913,305,372. Requested funds are within the Life-of-Project (L-O-P) budget.

ISSUE

As part of the IFB package, preliminary plans and initial fact-sheets were provided by Caltrans to document several of the anticipated design exceptions at the end of the environmental phase in 2008. However, from 2009 to 2014, the final engineering design process for the I-405 Project included a rigorous review for each element of the project, performed by Caltrans Headquarters and District 7 staff, identifying a significant amount of additional design exceptions beyond those originally anticipated and required to complete the final engineering design work and achieve the State approvals for the project. These additional fact-sheets were required to facilitate any revised highway design features that (1) differed from the IFB base configuration, (2) resulted from a change order or other unforeseen condition in the field, and/or (3) required a supplemental or updated fact-sheet to document the design exceptions within the final construction drawings. Because this work was unforeseen, yet required to achieve State approval in order to facilitate construction, a change order is merited to compensate the contractor appropriately.

DISCUSSION

The I-405 Project required additional engineering design work by Kiewit to supply all required fact-sheets supporting the final design configuration of the Sepulveda Pass Widening Project for each of the Mandatory and Advisory design exceptions as required by Caltrans. As part of the preliminary

design information provided with the Invitation for Bid (IFB), Caltrans supplied an initial set of design exceptions that corresponded with the base project configuration for the proposed improvements on the project. However, through the design development process required to complete the final I-405 construction drawings, many more design exceptions to accommodate the project were identified by Caltrans and in turn, required a significant amount of additional design work to provide all Fact-Sheets for the Mandatory and Advisory features. These additional fact sheets were required to facilitate any revised highway design features that (1) differed from the IFB base configuration, (2) resulted from a change order or other unforeseen condition in the field, and/or (3) required a supplemental or updated fact sheet to document the design exceptions within the final construction drawings.

For each specific design exception, Kiewit is required to provide the following design, engineering analysis and drawings:

1. Identify non-standard feature
2. Identify location code
3. Identify location with alignment, station limits
4. Identify existing, proposed and standard criteria
5. Identify reason requesting exception
6. Identify constraints
7. Identify impacts to meeting standard design
8. Identify any mitigation efforts
9. Provide accident data analysis
10. Identify added costs to meet standard
11. Provide traffic volume data
12. Perform Safety analysis including accident data
13. Identify any incremental improvements feasible
14. Identify any future construction projects
15. Provide Accident Rate Calculations
16. Provide Location maps
17. Provide Exhibit layout plan/geometry plans
18. Provide Vertical profile, super elevation and typical section plans

A summary of the additional fact sheets required are approximately:

:

Advisory Fact Sheets

- 32 Modified/Updated Fact Sheets
- 179 New Fact Sheets Required

Mandatory Fact Sheets

62	Modified/Updated Fact Sheets
197	New Fact Sheets Required
470	Total Fact Sheets

Scope of Work Tasks are summarized as the following:

1. Technical Analysis / Identification of Design Exception
2. Advisory Exception - Design Analysis, Cost Estimate and Safety Analysis (as described above)
3. Mandatory Exception - Design Analysis, Cost Estimate and Safety Analysis (as described above)
4. QA/QC per Design Quality Management Plan (DQMP)
5. Submittal/ Approval by District & Headquarters Reviewers

This action will authorize the Chief Executive Officer to issue a change order in an Agreed-to Amount of \$1,550,000 to settle Claim No. 115 for the Additional Work for the Preparation of Fact-Sheet Exceptions for Mandatory and Advisory Design Standards. Costs were negotiated in accordance with Metro's procurement policies and procedures.

DETERMINATION OF SAFETY IMPACT

The changes identified in this board report will have no impact on safety of the overall I-405 Project at completion.

FINANCIAL IMPACT

The costs associated with the above recommended action will be covered within the approved LOP budget. Funding for this modification is included in the FY15 budget in cost center number 8510, Construction Contracts/Procurement under Project 405523, I-405 Sepulveda Pass Widening Projects, account 53101, Acquisition of Buildings and Structures.

IMPACT TO BUDGET

The source of funding for this work is FHWA funds, State of California Department of Transportation funds, and Local matching funds. These funds are not eligible for bus and rail operating and capital projects.

ALTERNATIVES CONSIDERED

Due to Multiple Change Orders affect areas Project wide, there could be no alternates considered for completion of additional Fact Sheets.

ATTACHMENTS

- A. Procurement Summary
- B. Contract Modification / Change Order Log

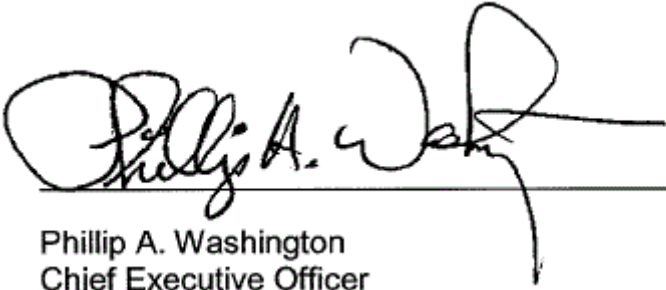
Prepared by: Michael A. Barbour
Executive Officer, Highway Project Delivery
310-846-3522

Reviewed by

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

Nalini Ahuja, Executive Director, Finance and Budget (213) 922-3088

Bryan Pennington, Executive Director, Engineering & Construction, (213) 922-7449



Phillip A. Washington
Chief Executive Officer

PROCUREMENT SUMMARY

I-405 SEPULVEDA PASS IMPROVEMENTS PROJECT

1.	Contract No.: C0882		
2.	Contractor: Kiewit Infrastructure West Company (Formerly Kiewit Pacific Company)		
3.	Mod. Work Description: Additional Work for the Preparation of Fact Sheets		
4.	Work Description: Add HOV Lane and improvements on I-405 Freeway		
5.	The following data is current as of :	May 1, 2015	
6.	Contract Completion Status -		
	Bids Opened	2/20/09	% Complete \$ 96.8%
	Contract Awarded	4/23/09	% Complete Time 86.7%
	NTP	6/2/09	Orig. Contract Days 1640
	Orig. Complete Date	11/27/13	Change Order Days 149
	Current Est. Comp Date	3/28/16	Suspended Days 0
			Total Revised Days 1789
7.	Financial Status -		
	Contract Award Amount	\$720,922,000	
	Total of Mods/Changes Issued to Date	\$190,833,372	
	Total of Mods/Changes Pending to Date (including this action)	\$7,776,285	
	Current Contract Value	\$911,755,372	
8.	Contract Administrator: Mike Holguin	Telephone Number: (310) 846-2400	
9.	Project Manager: Michael Barbour	Telephone Number: (310) 846-3522	

A. Procurement Background

This contract change was handled in accordance with the LACMTA approved procedures for contract modifications.

On April 23, 2009, Contract No. C0882 was awarded to Kiewit Pacific Company, the lowest responsive and responsible bidder, in the amount of \$720,922,000, including \$537,098,000 in base Contract Work, \$157,057,000 in Provisional Sum amounts to cover specified additional work that may be necessary during the performance of the work, and \$26,767,000 in Options.

Attachment B shows that 144 approved modifications/changes, totaling \$190,833,372 have been issued to date to add and/or delete work, and 31 pending modifications/changes, totaling \$7,776,285, are in-process for additional changes (including the recommended Board Action.)

B. Cost/Price Analysis

The price for these changes will be determined to be fair and reasonable in compliance with Metro Procurement Policies and Procedures. The final negotiated complies with all requirements of LACMTA's Procurement policies and procedures, including fact-finding, clarifications, cost analysis, and technical evaluation.

	Proposal Amount	MTA Construction ICE	Agreed-to-Amount
	\$2,057,352	\$965,539	\$1,550,000

C (1) Disadvantaged Business Participation - Design

DISADVANTAGED BUSINESS COMMITMENT	14% DESIGN	DISADVANTAGED BUSINESS PARTICIPATION	36.04% DESIGN
--	------------	---	---------------

Kiewit Infrastructure West Company made a 14% Disadvantaged Business Enterprise Anticipated Level of Participation (DALP) commitment for Design at the time of contract award. Kiewit is exceeding their commitment with a current amount paid to-date to DBEs of 36.04%, which is based on the total amount paid to-date to Kiewit, and the total amount paid to-date to DBE subcontractors. Twelve DBE subcontractors have performed to-date.

Current Contract Amount(Design)	\$96,430,005
Total Actual Amount Paid-to Date Prime	\$97,519,058
Total Actual Paid-to-Date to DBEs	\$35,146,840

DBE Subcontractors	Ethnicity	Participation
1. AP Engineering & Testing, Inc.	Asian Pacific American	0.13%
2. Bullock & Associates, Inc.	African American	12.19%
3. C2PM	Asian Pacific American	0.09%
4. Davis Blueprint	Hispanic American	0.17%
5. DC Engineering Group	Hispanic American	0.36%
6. Diaz-Yourman	Hispanic American	0.01%
7. Earth Mechanics, Inc.	Subcontinent Asian American	2.39%
8. FPL and Associates, Inc.	Asian Pacific American	7.05%
9. IDC Consulting Engineers	Asian Pacific American	0.22%
10. Jet Drilling, Inc.	Hispanic American	0.13%
11. Lynn Capouya, Inc.	Non-Minority Woman	1.22%

DBE Subcontractors	Ethnicity	Participation
12. Valle & Associates Civil Engineering	Hispanic American	12.06%
TOTAL		36.71%

C (2) Disadvantaged Business Participation – Construction

DISADVANTAGED BUSINESS COMMITMENT	25% CONSTRUCTION	DISADVANTAGED BUSINESS PARTICIPATION	6.18% CONSTRUCTION
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Kiewit Infrastructure West Company made a 25% Disadvantaged Business Enterprise (DBE) Anticipated Level of Participation[±] (DALP) commitment for Construction at the time of contract award. The current amount paid to-date to DBEs is 6.18%, which is based on the total amount paid to-date to Kiewit, and the total amount paid to-date to DBE subcontractors, representing an 18.82% shortfall. Kiewit listed thirty-nine DBE subcontractors that have performed to-date.

To achieve maximum DBE participation, Kiewit explained that they conducted ongoing post-bid outreach for construction scopes of work available for this highway project. Kiewit also explained outreach for construction contract opportunities began to diminish beginning early 2013, minimal bidding opportunities if any, remained in early 2014. Earlier in the project, Metro reviewed Kiewit's outreach efforts for specific scope items and found those to be acceptable. A letter, dated June 8, 2015, was mailed to Kiewit requesting documented steps taken to subcontract work items as identified in its Contracting Plan to DBEs and additional efforts taken to meet the shortfall.

Current Contract Amount (Construction)	\$769,775,369
Total Actual Amount Paid-to Date Prime	\$731,510,565
Total Actual Paid-to-Date to DBEs	\$45,176,823

DBE Subcontractors	Ethnicity	Participation
A & M Gentry Trucking	Non-Minority Woman	0.23%
Advantage Demolition & Grading	African American	0.01%
Arco Trucking	Hispanic American	0.06%
ARM Trucking	Hispanic American	0.02%
Blue Heaven Trucking	Hispanic American	0.01%
Carbajal Trucking	Hispanic American	0.03%
Castillo Trucking	Hispanic American	0.01%
Chepe's Trucking	Hispanic American	0.03%
Columbo Trucking	Hispanic American	0.01%
Etzalan Trucking	Hispanic American	0.07%

Fernandez Trucking	Hispanic American	0.04%
GC Trucking	Hispanic American	0.01%
H&L Dump Service	Hispanic American	0.03%
Hornet Trucking	Hispanic American	0.01%
JoJos Trucking	Hispanic American	0.01%
Leinaia's Transportation	Non-Minority Woman	0.01%
Pruitt Trucking	African American	0.01%
RDL Trucking	African American	0.00%
S Thompson Trucking	African American	0.00%
Telekinesis	African American	0.01%
Villanueva & Son's Trucking	Hispanic American	0.05%
Vision Trucking	African American	0.00%
AC Dike Co	Non-Minority Woman	0.00%
Alameda Construction Services, Inc.	African American	0.31%
Environmental Treatment & Technology, Inc.	Hispanic American	0.01%
AP Engineering & Testing, Inc.	Asian Pacific American	0.01%
Axiom	Asian Pacific American	0.01%
BA, Inc.	African American	0.11%
California Grinding Specialties dba Austin Enterprises	Hispanic American	0.02%
Cindy Trump, Inc.	Non-Minority Woman	0.19%
Clean Up America	African American	0.27%
Deborah Dyson Electrical, Inc.	African American	0.02%
Diversified Landscape	Non-Minority Woman	0.04%
Esparza's Welding & Machine Shop	Hispanic American	1.40%
First Fuel Incorporated	Non-Minority Woman	0.00%
G & F Concrete Cutting	Hispanic American	0.95%
Strive Concrete	Hispanic American	0.02%
Galvin Preservation Associates, Inc.	Hispanic American	0.00%
Global Business Solutions	Asian Subcontinent American	0.11%
Global Road Sealing	Asian Pacific American	0.01%
Integrity Rebar Placers	Hispanic American	0.07%
Julie-Rene's Cleaning Service	Hispanic American	0.03%
Lightcap Industries, Inc.	Non-Minority Woman	0.05%

Los Angeles Signal	Hispanic American	0.07%
Morgner Construction Inc.	Hispanic American	0.05%
National Group Security	African American	0.12%
O.C. Vacuum Inc.	Hispanic American	1.29%
Ortiz Asphalt Paving	Hispanic American	0.00%
PacRim Engineering, Inc.	Asian Pacific American	0.03%
Precon Products	Non-Minority Woman	0.00%
Rivera Trucking	Hispanic American	0.00%
Sand Materials & Aggregate Sales	Non-Minority Woman	0.10%
TGR Geotechnical, Inc.	Asian Subcontinent American	0.06%
The Lange Group, Inc.	African American	0.17%
UltraSystems	Non-Minority Woman	0.01%
TOTAL		6.18%

³Participation = Total actual amount paid to date to Prime ÷ the total actual amount paid to date to DBE subs.

D(1) Design Subconsultants – All

	Design Subconsultants	Scope of Work
1	American Integrated Services	Waste Disposal Services
2	AP Engineering & Testing (DBE)	Engineering and Lab Testing Services
3	Applied Research Associates, Inc.	Geotechnical Engineering Services
4	B.A., Inc. (formerly Bullock & Associates) (DBE)	Utility Design - Data Sheets
5	Belshire Environmental Service	Transport and Dispose of Waste Drums
6	C ₂ PM (DBE)	Document Control Services
7	Cal Pac Drilling	Drilling Services
8	Cascade Drilling	Drilling & Sampling Services for Geotechnical Exploration
9	Cell-Crete	Structural Design for Animal Crossing
10	CH2M Hill	CADD Services
11	Consultant Engineering	Structural Independent check for Wilshire Boulevard UC Bridge
12	Corrpro	Corrosion Engineering Services
13	Crux Subsurface	COBOL and Logging Services for Boreholes
14	Davis Blueprint Company	Reprographic Equipment
15	DC Engineering	IDR Review, IDF and FDC Support, Facilitate City Task Force Meetings
16	Diaz-Yourman (DBE)	Peer Review landslid issue at RW 2004
17	Dot.Dat	Data Input of Boring Logs
18	Drill Tech Drilling and Shoring	Working/Design Drawings

	Design Subconsultants	Scope of Work
19	Earth Consultants	Peer review landslide issue at RW 2004
20	Earth Mechanics, Inc. (DBE)	Geotechnical Services for Bridge Portion of Project
21	Enviro-Chem	Environmental Lab Testing
22	Environment Recovery Service	Transport and Dispose of Non-Hazardous Waste
23	FPL & Associates (DBE)	Highway Metering, Lighting, ITS and Freeway Sign Plans
24	Geovision	Geophysical Investigation
25	Greenmeme	Design Aesthetic Finish for Walls 1720 & 1730
26	Gregg Drilling & Testing	Provide Drill & Testing Services
27	HNTB Corporation	Designer
28	IDC Consulting Engineers (DBE)	Structural Independent Check - Bridge
29	Jet Drilling (DBE)	Drilling & Sampling Services
30	Kehoe Testing & Engineering	CPT Sounding Services
31	Kleinfelder West, Inc.	Geotechnical Services
32	Lynn Capouya, Inc. (DBE)	Design Landscape, Planting and Irrigation
33	Malcolm Drilling Co Inc.	Micro-Pile Plans
34	Middle Earth Geo Testing	Cone Penetration Services for Geotechnical Site Investigation
35	Pacific Drilling	Boreholing for Geotechnical Site Investigation
36	PB&A	Peer Review for Retaining Walls
37	PQM	Prepare QA/QC Program
38	Psomas	Mobil LIDAR Scanning of NB and SB Sections of I-405 Mainline Pavement & Retaining Walls
39	2R Drilling, Inc.	Advance 3 borings, take SPT and California Samples
40	Schnabel	Design Tie-Back Retaining Walls 1720 & 1730
41	Schiff	Identify and Mitigate Corrosive Soils
42	Simply Stated (Kathy Hamilton)	Technical Editing and Writing Services
43	SoCal Drilling	Drilling & Sampling Services for Geotechnical Borings
44	SSL	MSE Wall Working Plans
45	SubSurface Survey & Associates	Underground Utility Geophysical Location Services
46	Sun Engineering Services, Inc.	Demo Report on Mulholland Br. w/o gas pipeline disruption
47	Towill Corporation	Produce Microstation map files
48	Unison Electric	J Paul Getty Utility Relocation
49	Valle & Associates (DBE)	Design for Local Street Improvements

	Design Subconsultants	Scope of Work
50	WH Pacific	Mobil LIDAR Scanning and Data Reduction Services
51	WKE	Structural Design of Bridges
52	Zeiser Kling	Lab Testing Services

D(2) Construction Subcontractors – All

	Construction Subcontractors	Scope of Work
1	A&C Trucking	Trucking Services
2	A&M Gentry Trucking (DBE)	Trucking Services, onsite/offsite backfill haul trucking operation
3	A&S Cement Contractors	Minor Concrete at Sunset Bridge
4	AC Dike (DBE)	Place Asphalt
5	Accu Bore	Direction Drilling & Installation of Conduits Under Roadways
6	ACL Construction	Concrete Barrier Rails
7	Advantage Demolition & Grading, Inc. (DBE)	Demolition of Residential Structures
8	Advocet	Aerially-Deposited Lead (ADL) Investigations
9	Aero Graphics	Fly Photography
10	Alameda Construction Services	Form, Place and Finish Msc Concrete Structures
11	Alcorn Fence	Install Permanent Crash Cushions
12	Alfred D Foley, Foley Construction Services	Quality Assurance Consulting Services
13	Allied Environmental	Aerially-Deposited Lead (ADL) Investigations
14	Allstate Boring	Pipe Jacking and Boring
15	American Integrated Services	Aerially-Deposited Lead (ADL) Investigations
16	AmeriSci Los Angeles	Asbestos & Lead Paint Analytical Services
17	A.P. Engineering & Testing (P.O.) (DBE)	Test Samples - MSE Walls
18	Applied Liquid Pollimer	Epoxy in Retaining Walls
19	Arc-Lyte Welding	Erect and Weld Column Casings
20	Arco Trucking (DBE)	Trucking
21	ARM Trucking	Trucking
22	ASTI Transportation Systems	AWIS Equipment & Software
23	ATC Associates	Hazardous Assessment for Bridges
24	Avar Construction Systems	Shotcrete Placement
25	Avocet	Aerially-Deposited Lead (ADL) Investigations

	Construction Subcontractors	Scope of Work
26	Axiom (DBE)	Temporary Striping Inspection & Construction Area Sign Inspection
27	BA Inc.	Utility Encroachment Exceptions
28	Behrens and Associates	Construction Sound Monitoring
29	BK Signs, Inc.	Design columns & footings for CMS Signs
30	Blois Construction	Underground Utilities Verizon/AT&T Conduit, Sanitary Sewer Encasement
31	Blue Heaven Trucking (DBE)	Trucking Services
32	Bragg Crane and Rigging Co.	Steel Girder & Metal Deck Erection
33	Brutoco Engineering & Construction	Bridge Construction
34	C&W Construction Specialties	Fence & Guard Railing
35	Cal Neva	Supply Bearing Pads
36	California Cold Planing	Cold Planer Rental for Grinding Asphalt
37	California Grinding Specialties dba Austin Enterprises (DBE)	Saw Concrete Pavement/Seal Pavement Joints
38	Carbajal Trucking	Trucking
39	Castillo Trucking	Trucking
40	Cell-Crete Corp	Construct Animal Crossing
41	Cemex, Inc. dba Cemex Construction Materials Pacific, LLC	Supply Ready-Mix, Slurry & Jointed Plain Concrete Paving (JPCP)
42	Chambers Group, Inc	Plant Survey, Tree Inventory, Jurisdiction Delineation
43	Chepe's Trucking	Trucking
44	Cindy Trump, Inc. (DBE)	Cold Planing/Asphalt Milling
45	Clean-Up America (DBE)	Containers
46	CMC Steel Fabricators Inc. dba CMC Regional Steel	Furnish & Install Reinforcing Steel
47	CNSB Inc.	Pipe Jacking & Boring
48	Coffman Specialties	JPCP & LCB Phase II
49	Columbo Trucking (DBE)	Trucking
50	Comet Electric, Inc.	Temporary and Permanent Traffic Signals
51	Cooper Engineering, Inc.	Installation of Type 60 Concrete Barrier Rail
52	CorrPro Companies	Cathodic Protection
53	Con Fab	Install Precast Girders; Supply Pre-cast Deck Panels
54	Concrete Coring Company	Rock Drilling/Core Drilling/Concrete Saw Cutting, Chipping, & Roughing
55	Conestoga-Rovers & Associates	SWPPP & SPCC Plans
56	C.P.R. Trucking	Dump Trucking
57	Crest Steel	Supply H-Pile
58	Crosstown Electrical & Data, Inc.	ITS Equipment & Devices
59	Crown Fence	Install Fences & Gates

	Construction Subcontractors	Scope of Work
60	CTI Environmental, Inc. (WBE/MBE)	ADL Haul-off/Disposal; Bird/Bat Management/Control
61	DB Digital Documentation	Production Service Agreement
62	D H Charles Engineering	Design/Detailing Services
63	Dale Hinkle	Geotechnical Analysis
64	Dayton Certified Welding	Certified RIG Welders
65	Deborah Dyson Electrical (DBE)	UG Power Service Feed/Residential Electrical
66	Delcan	Caltrans IT Software
67	Dezurik	Butterfly Valves
68	Diverscape Inc. dba Diversified Landscape Co.	Vegetation Control/Weed Abatement
69	Diversified Asphalt	Place Asphalt Emulsion Tack Coat
70	Drill Tech Drilling & Shoring, Inc.	Install Permanent & Temporary Soil Nail Walls
71	Elmore Pipe Jacking	Jack & Bore
72	Environmental Management Technologies	Vacuum Truck Services and Transportation
73	Environmental Resource Transportation	Vacuum Truck and Roll-Off Transportation
74	Environmental Treatment & Technology, Inc. dba Advanced Technology, Inc. (DBE)	Analytical Support Services; Stormwater Sample Analysis
75	EW Corporation dba Esparza's Welding & Machine Shop (DBE)	Supply Steel Beams
76	Eztatlan Trucking (DBE)	Trucking Services
77	FBD Vanguard Construction, Inc.	Jointed Plain Concrete Paving (JPCP)/& Lean Concrete Base (ICB)
78	Fernandez Trucking	Trucking Services
79	First Fuel, Inc. (DBE)	Supply Clear & Dyed Diesel
80	Foundation Pile	Drive HP Steel & PCC Concrete Pile
81	G&F Concrete Cutting, Inc. (DBE)	Mobilization (Pre-construction) Saw-Cutting; Concrete Saw Cutting, Rock Drilling, Roughening of Surface
82	Galvin Preservation Associates, Inc. (DBE)	Historical Recordation of Mulholland Bridge
83	GC Trucking	Trucking Services
84	Giroux Glass	Furnish & Install Glass Sound Walls
85	Global Business Solutions (DBE)	Document Control Services
86	Global Road Sealing (DBE)	Crack and Joint Sealant
87	Golden State Boring and Pipe Jacking	Jack and Bore Drain 48" Casing
88	Graffiti Control Systems	Graffiti Cleanup
89	Griffith Company	Retrofit, Structural Bridges, Excavation, Backfill, Misc Bridge Metals, Misc Demo

	Construction Subcontractors	Scope of Work
90	H&L Dump Service (DBE)	Trucking
91	Harber Companies, Inc.	Concrete Saw Cutting, Concrete Grind
92	Hayward Baker (formerly Anderson Drilling)	Drill Shafts for CIDH Pile Installation
93	High Tech Rockfall	CIDH Piles and Catchment Fence
94	Hornet Trucking	Trucking Services
95	Hydrosprout, Inc.	Hydro Mulching/Hydro Seeding
96	Infra-Structures Aggregates, Inc.	Furnish & Delivery Sand & Rock, Provide Onsite Crushing
97	Integrity Rebar Placers (DBE)	Structural & Masonry Wall Rebar
98	Imperial Pipe Services	Furnish and Install Cement Mortar Lined and Coated Pipe
99	Jack Barry & Associates, Inc.	Vibration & Noise Consulting & Monitoring
100	Jensen Enterprises DBA Jensen Precast	Furnish and Deliver Components for BMP Infiltration System
101	Jezowski and Markel	Corridor Wide Textured Paving
102	Jifco	6" Welded Steel Pipe Fittings
103	JLS Concrete Pumping	Concrete Pumping
104	Jo Jos Trucking	Trucking Services
105	JM Turner Engineering, Inc.	Engineering, Consulting, & Detailing
106	Julie-Rene's Cleaning (DBE)	Project Office Janitorial Services
107	K-Vac Environmental	Vacuum Truck -Disposal of Water, Soil and Mud
108	Koppl	Pipe Tapping Services
109	L Johnson Construction Inc.	Masonry Walls
110	Lange Group, Inc. (DBE)	Excavate/Haul Z3 Material
111	Leinaia's Transportation (DBE)	Trucking Services
112	Lightcap Industries, Inc., dba JC Supply & Manufacturing (DBE)	Manufacture/Supply Epoxy-Coated Dowels & Tie Bars
113	Lindy's Cold Planing (DBE)	Asphalt Grinder
114	Los Angeles Signal Construction, Inc. (DBE)	Furnish/Install Traffic Loops
115	LVI Environmental Services, Inc. dba LVI Facility Services	Remove/Dispose Hazardous Materials from Residential Structures
116	Malcolm Drilling	CIDH Piles & Solder Piles
117	Marina Landscape	Install Getty Fire Suppression System
118	Mass Electric Co.	Electrical Construction Services
119	Matt Chlor	Disinfect Pipe
120	McCain, Inc.	Lighting, ITS, & Traffic Signal Supply
121	McCormack-Busse Inc.dba MBI Media	Photography Services
122	Morgner Technology Management dba Morgner Construction Management (DBE)	Preconstruction Survey
123	Morris Engineering	Temporary Falsework/Shoring Design Consultant

	Construction Subcontractors	Scope of Work
124	National Group Security (DBE)	Unarmed Site Security
125	National Ready Mix	Concrete Services
126	Niagara Testing	CWI Inspection Services for Fabrication of PTFE Spherical Bearings
127	Nor Cal Pipeline	CCTV/Sewer Clean
128	Northwest Excavating, Inc.	Relocation of AT&T and Verizon Services
129	Northwest Pipe Co.	Supply CML Pipe
130	O.C. Vacuum Environmental Service (DBE)	Bin Maintenance/Haul-off/Disposal
131	Ortiz Asphalt (DBE)	Yard Development - AC Paving
132	Pacific Coast Steel	Supply/Install Concrete Reinforcing Steel
133	Pac Rim Engineering (DBE)	Cantilever Temporary Shoring Design
134	Pavement Recycling	Grind Asphalt
135	PB&A, Inc.	Soldier Pile/Tie-Back Shoring Design
136	Penhall Company	Bridge/Ramp Demolition and Haul Off, Sawcutting
137	Pipe Service Inc	Form Decking
138	Pre-Con Products (DBE)	Supply 48-inch Sewer Manhole Shaft Material
139	Pressure Grout Company	Annular Space Grout/Fille for Area 7 24" Waterline
140	Procast Products	Precast Inlets and Structures
141	Pruitt Trucking	Trucking Services
142	Psomas	1720/1730 Survey Monitoring
143	RDL Trucking	Trucking Services
144	Redlands Transport Inc.	Trucking - Equipment & Supplies
145	Reycon	Install CMU Block
146	Reinforced Earth Co.	Mse Wall Panels/Soil Reinforcement
147	Rialto Concrete	Furnish & Deliver Concrete Pipe
148	Rivera Trucking (DBE)	Transport Rock, Sand, Gravel, Asphalt, and Dirt
149	RJ Watson	Provide Bride 7 PTFE Spherical Bearings
150	RMA Group	Off-Site Testing for MSE Walls/On-Site Testing for Ductbank
151	Robert B Longway	CIP Storm Drains & Catch Basins
152	Rock Bottom	Landscaping and Irrigation
153	Rone Engineering Services	Certified Welding Inspectors for the Fabrication of Overhead Signs
154	Royer Engineering	Lead Based Paint & Asbestos Surveys
155	Saf-T-Co	Supply PVC and GRC Conduit and Fittings
156	Sand Material & Aggregate Sales, Inc. dba SM Sales (DBE)	Supply & Deliver CLII & CLIII
157	Santa Fe Springs Winwater dba Santa Fe Winwater	Provide Corrigated HDPE Pipe and Flared Ends

	Construction Subcontractors	Scope of Work
158	Schaf Photo	Location Photograph
159	Schwager Davis	Install Multi-Strand Post Tensioning System for Concrete Bridges
160	Seven Elk Ranch	Tree Survey
161	Seville Construction Services	QC Inspectors - MSE Walls/DOT, and Cast-in-Place
162	Skyline Steel	H-Pile and Steel Casings
163	Smith Monroe Gray	Engineering Design, Consulting, & Detail Services
164	Soncorp Builders	Furnish and Install Secondary Containment
165	Southern Inspection, Inc.	NDE & NDT Testing of Fabricated Girders
166	SSL	Supply Precast Panels
167	Statewide Traffic Safety & Signs, Inc. (formerly Flashco, Inc.)	Traffic Management
168	Sterndahl	Striping
169	Steve Bubalo Construction Company, Inc.	UG Utilities - Sanitary Sewer; Portable Crushing
170	S. Thompson Trucking	Trucking Services
171	Strive Concrete (DBE)	Sawcutting
172	Superior Gunnite	Class II Sunite Surface Finish
173	Techno Coatings, Inc.	Abrasive-Blast & Zinc-Coat Column Casings
174	Techno West Co.	Provide Blast and Prime Wide Flange Piles
175	Techtonex Corp. dba Precision Shotcrete Innovations	Top of Wall Gutters & V-Ditches
176	Telekinesis	Trucking Services
177	TGR Geotechnical	Vibration Mointoring
178	The Barber Webb Company	Furnish and Install Expanded Polystyrene Blocks
179	The Culver Group	Provide Survey and Scanning Technicians
180	The Lange Group, Inc.	Excavate/ Haul-Off Z3 Material
181	The Pressure Grout Company	Annular Space Grout Fill for Area 7- 24" Waterline
182	The Reinforced Earth Co.	MSE Wall Panels/ Soil Reinforcement
183	The Truesdell Co	Furnish and Install Polyester Concrete Overlay
184	Traffic Solutions, Inc.	Overhead & Roadside Signs
185	Twining Inc.	Quality Assurance Validation of the Quality Control Testing

	Construction Subcontractors	Scope of Work
186	UFP Western Division	Provide Lumber and Plywood Products
187	Ultrasystems Environmental (DBE)	Noise Abatement Plan
188	Ultra Welding	Pipe Welding
189	Unison Electric	Demolition and Temporary Relocation of Utilities
190	United Pumping	Emergency Response Crew & Equipment
191	US Demolition Inc.	Tree Removal & Clearing
192	Valley Concrete & Framing	Construct Round Bottom Concrete V-Ditch at Mulholland
193	Villanueva and Sons Trucking (DBE)	Trucking
194	Vision Trucking (DBE)	Trucking
195	W.A. Rasic Construction Co. Inc.	Sanitary Sewer Work
196	Western Paving Constructors, Inc.	Hot Mix Asphalt Paving
197	West SWPPP Services	Clear and Grub/ Dispose of Debris
198	Winefield & Associates dba Alta Environmental (formerly Coffey Environmental)	Air Monitoring and Asbestos Pipe Removal
199	Woods Maintenance Services Inc dba Graffiti Control Systems	Graffiti Control

ATTACHMENT B

Data Date: May 1, 2015

Item No.	MOD No.	Description	Status (Approved or Pending)	Approved Cost (Issued to Kiewit)	Pending Cost (to be Issued to Kiewit)
1	MOD 1	I-405 Provisional Sum Fund Adjustment - Utility Work	Approved	\$0	
2	MOD 2	TP # (Utilities) Changes to Design Builder Requirements	Approved	\$0	
3	MOD 3	Revision to Technical Provisional 19 (TP 19)	Approved	\$0	
4	MOD 4	Revisions to Contract C0882 Article 9.5(d)(2) (A)	Approved	\$0	
5	MOD 5 UCO-5	I-405 Provisional Sum Fund Adjustment - Hazardous Material	Approved	\$0	
6	MOD 6	Cancelled	Cancelled	\$0	
7	MOD 7	Cancelled	Cancelled	\$0	
8	MOD 8	Changed to Unilateral CO 6.02	Superseded		
9	MOD 9.01	Realign I-405 between Stations 1754+00 and 1839+75 - 0-30% Design (See CO-22 for 30% to RFC Design)	Approved	\$1,261,970	
10	MOD 10	Realign Mulholland Drive - Design	Approved	\$825,556	
11	MOD 11.01	Study to Determine Future Alignment Between Getty Center Drive and Sunset	Approved	\$99,542	
12	MOD 12.02	Revision of Base TOPO Drawings/Reversible Lane Temporary Lights and Signals	Approved	\$180,643	

Item No.	MOD No.	Description	Status (Approved or Pending)	Approved Cost (Issued to Kiewit)	Pending Cost (to be Issued to Kiewit)
13	MOD 13	I-405 Provisional Sum Adjustment - Local Area Drainage	Approved	\$0	
14	MOD 14	I-405 Provisional Sum Adjustment - Schedule C Item 7 (Hazardous Material)	Approved	\$0	
15	MOD 15	Artists Project Renderings	Approved	\$111,052	
16	MOD 16	I-405 Provisional Sum Adjustment - Schedule C- Utility Work	Approved	\$0	
17	MOD 17	SWPPP Compensation	Approved	\$6,998,666	
18	MOD 18.02	Sunset Bridge 16 Foundation Redesign (to accommodate temporary shoring)	Approved	\$157,325	
19	MOD 19	Traffic Calming Measures - Installation of Speed Bumps at Roscomare	Approved	\$38,654	
20	MOD 20	Acceleration of Demolition of Mulholland Drive Overcrossing - Opening Full Freeway Closure Early	Approved	\$300,000	
21	MOD 21	Changed to Unilateral CO 14.02	Superseded		
22	MOD 22	Changed to Unilateral CO 33.02	Superseded		
23	MOD 23	Changed to Unilateral CO 9.02	Superseded		
24	MOD 24	Title 23 CFR 635.410 Buy America Certificate	Approved	\$0	
25	MOD 25	Changed to Unilateral CO 37	Superseded		
Item	MOD No.	Description	Status	Approved Cost	Pending Cost

m No.			(Approved or Pending)	(Issued to Kiewit)	(to be Issued to Kiewit)
26	MOD 26	Changed to Unilateral CO 34.02	Superseded		
27	MOD 27	Changed to Unilateral CO 38.03	Superseded		
28	MOD 28	Increase Schedule C Provisional Sum Value	Approved	\$39,950,000	
29	MOD 29	Design to Widen the Eastside of Sepulveda Boulevard South of Wilshire Boulevard	Approved	\$136,166	
30	MOD 30	Design Change to Wilshire Boulevard West of I-405 Based on County of LA Comments	Approved	\$143,653	
31	MOD 31	Increase Schedule C Provisional Sum Value	Approved	\$16,550,000	
32	MOD 32	Design to Mitigate the Landslide Condition at Wall 1868 Station 1879+20 - Bel Air Crest	Approved	\$285,657	
33	MOD 33	Changed to Unilateral CO 52.01	Superseded		
34	MOD 34	Changed to Unilateral CO 10.03	Superseded		
35	MOD 35	Changed to Unilateral CO 39.02	Superseded		
36	MOD 36	Changed to Unilateral CO 53.01	Superseded		
37	MOD 37	Changed to Unilateral CO 55.03	Superseded		
38	MOD 38	Design Work Performed Prior to Cancellation of Mission Dump Road Relocation	Approved	\$8,252	
39	MOD 39	Changed to Unilateral CO 46.02	Superseded		

Item No.	MOD No.	Description	Status (Approved or Pending)	Approved Cost (Issued to Kiewit)	Pending Cost (to be Issued to Kiewit)
40	MOD 40.01	Demolish and Remove Veterans Administration Storage Shed (BLDG 314) in Work Zone of Wall 1675	Approved	\$42,675	
41	MOD 41.01	Design Westbound Dual Left-Turn on Mulholland Drive	Approved	\$99,544	
42	MOD 42.02	Changed to Unilateral CO 26.05	Superseded		
43	MOD 43	Changed to Unilateral CO 57.02	Superseded		
44	MOD 44	Cancelled	Cancelled		
45	MOD 45	Cancelled	Cancelled		
46	MOD 46	Changed to Unilateral CO 60.01	Superseded		
47	MOD 47.01	Design Change to Southbound On-Ramp from EB Wilshire due to Solar Panel Conflict	Approved	\$25,716	
48	MOD 48.01	Redesign and Construction of the Overhead Sign Pedestal Foundation at Wall 1782 South of Getty Center Drive	Approved	\$54,925	
49	MOD 49	Cancelled	Cancelled		
50	MOD 50.02	Settlement for Claim 46 - Hard Material Encountered at Wall 1738B	Approved	\$30,000	
51	MOD 51	Cancelled	Cancelled		
52	MOD 52	Cancelled	Cancelled		
53	MOD 53	Changed to Unilateral CO 79.01	Superseded		

Item No.	MOD No.	Description	Status (Approved or Pending)	Approved Cost (Issued to Kiewit)	Pending Cost (to be Issued to Kiewit)
54	MOD 54	I-405 Provisional Sum Adjustment - Utility Work	Approved	\$0	
55	MOD 55.01	Total Ramp Closure Incentives for Wilshire boulevard Ramps Bridges 10 and 11	Approved	\$314,000	
56	MOD 56	I-405 Provisional Sum Adjustment - Utility Work	Approved	\$0	
57	MOD 57	Changed to Unilateral CO 84.02	Superseded		
58	MOD 58.03	Temporary Outfall for Drainage System 1824-3 in place of BMP 22 at Getty Center Drive due to Giro Property Impacts	Approved	\$37,189	
59	MOD 59.01	Redesign W-1836 at Giro Property, Perform Traffic Study, and Prepare Signal Plan	Approved	\$158,757	
60	MOD 60	Changed to Unilateral CO 74.01	Superseded		
61	MOD 61	Changed to Unilateral CO 69.01	Superseded		
62	MOD 62	Increase Budget Schedule C Provisional Sum	Approved	\$15,000,000	
63	MOD 63	Changed to Unilateral CO 35.03	Superseded		
64	MOD 64.01	Settlement for Claim No. 50 - Design the Extension of Soundwall 1599 per NDC #224	Approved	\$45,773	
65	MOD 65	Changed to Unilateral CO 95.02	Superseded		

Item No.	MOD No.	Description	Status (Approved or Pending)	Approved Cost (Issued to Kiewit)	Pending Cost (to be Issued to Kiewit)
66	MOD 66.01	Settlement for Claim No. 50 - Construct the Extension of Soundwall 1599 per NDC #224	Approved	\$108,549	
67	MOD 67	Seismic Design Calculations for City of Los Angeles Reinforced Concrete Wall Standard Plans	Approved	\$35,063	
68	MOD 68	Changed to Unilateral CO 65.03	Superseded		
69	MOD 69	Changed to Unilateral CO 32.04	Superseded		
70	MOD 70	Changed to Unilateral CO 83.02	Superseded		
71	MOD 71	Changed to Unilateral CO 99.02	Superseded		
72	MOD 72	Permit Fee for Entry Permit for Clearing and Grubbing above Wall 1921	Approved	\$1,500	
73	MOD 73	Furnish and Install Type 1 GRS Power Conduit for Caltrans Lighting Facilities	Approved	\$126,758	
74	MOD 74	Construction - Clear and Grub for RW 1921 Landslide and Slope Mitigation	Approved	\$393,000	
75	MOD 75	Changed to Unilateral CO 73.04	Superseded		
76	MOD 76	Settlement for Claim No. 04 - Existing Inclinator Wells	Approved	\$78,650	
77	MOD 77.01	Design Builder Insurance	Approved	\$0	

Item No.	MOD No.	Description	Status (Approved or Pending)	Approved Cost (Issued to Kiewit)	Pending Cost (to be Issued to Kiewit)
78	MOD 78	Redesign Northbound Getty on and off Ramp to Remain in Place (due to Giro Easement)	Approved	\$749,478	
79	MOD 79	Settlement for Claim No. 57 Unsuitable Material at MSE Wall 1672	Approved	\$31,294	
80	MOD 80	Design - Add/Revise Concrete Barriers in Accordance with Getty MOU	Approved	\$127,786	
81	MOD 81	Changed to Unilateral CO 97.02	Superseded		
82	MOD 82	Credit for Deletion of ADA Ramps	Approved	(\$22,651)	
83	MOD 83	Increase Schedule C Provisional Sum Value	Approved	\$55,871,261	
84	MOD 84	Changed to Unilateral CO 113.01	Superseded		
85	MOD 85.01	Unilateral - Design Modifications for Area 5 in the Vicinity of Getty Center Drive and Getty Center	Approved	\$178,867	
86	MOD 86	Changed to Unilateral CO 114.01	Superseded		
87	MOD 88	Temporary/Work Shift Ramp Closure Incentive for the Northbound I-405 to Eastbound Wilshire Off-Ramp (Bridge 7)	Approved	\$207,900	

Item No.	MOD No.	Description	Status (Approved or Pending)	Approved Cost (Issued to Kiewit)	Pending Cost (to be Issued to Kiewit)
88	MOD 89	Temporary/Work Shift Ramp Closure Incentive for the Southbound I-405 On-Ramp from Westbound Wilshire Blvd (W3)	Approved	\$448,000	
89	MOD 90	Temporary/Work Shift Ramp Closure Incentive for the Northbound I-405 Olympic Blvd On-Ramp (OL2)	Approved	\$44,100	
90	MOD 91	Temporary/Work Shift Ramp Closure Incentive for the Southbound I-405 Santa Monica On-Ramp (SM4)	Approved	\$112,000	
91	MOD 92	Temporary/Work Shift Ramp Closure Incentive for the Southbound I-405 to Eastbound Wilshire Off-Ramp (Bridge 6)	Approved	\$153,000	
92	MOD 93	Temporary/Work Shift Ramp Closure Incentive for the Southbound I-405 to Santa Monica Blvd Off- Ramp (SM5)	Approved	\$47,600	
93	MOD 94	Temporary/Work Shift Ramp Closure Incentive for the Southbound I-405 from Eastbound Wilshire Blvd On-Ramp (W1)	Approved	\$112,000	

Item No.	MOD No.	Description	Status (Approved or Pending)	Approved Cost (Issued to Kiewit)	Pending Cost (to be Issued to Kiewit)
94	MOD 95	Temporary/Work Shift Ramp Closure Incentive for the Northbound I-405 On-Ramp from Eastbound Sunset Blvd (Bridge 15)	Approved	\$810,000	
95	MOD 96	Temporary/Work Shift Ramp Closure Incentive for the Northbound I-405 On-Ramp from Santa Monica Blvd (SM2)	Approved	\$49,000	
96	MOD 97	Changed to Unilateral CO 119.01	Superseded		
97	MOD 98	Changed to Unilateral CO 125.01	Superseded		
98	MOD 99	Changed to Unilateral CO 109.01	Superseded		
99	MOD 100	Temporary/Work Shift Ramp Closure Incentive for the Southbound I-405 On-Ramp from Westbound Sunset Blvd	Approved	\$1,971,000	
100	MOD 101	Increase Budget for Provisional Sum Schedule C Item 12 Disputes Review Board	Approved	\$250,000	
101	MOD 102	Changed to Unilateral CO 145.01	Superseded		
102	MOD 103	Changed to Unilateral CO 153.01	Superseded		

Item No.	MOD No.	Description	Status (Approved or Pending)	Approved Cost (Issued to Kiewit)	Pending Cost (to be Issued to Kiewit)
103	CO 6.02	Unilateral - Widening of Sepulveda Between Station 1719+75 and 1756+50 and Design Options 1720 and 1730 Retaining Walls - Design at Agreed Price	Approved	\$1,404,158	
104	CO 9.03	Unilateral - City of Los Angeles Reversible Lane Project	Approved	\$108,600	
105	CO 10.03	Unilateral - Construct Soundwall #104 Associated with Height and Limit Revisions	Approved	\$304,285	
106	CO 14.02	Unilateral - Redesign Bridges 10 and 11 - Change Attributes to L.A. County Request	Approved	\$1,192,985	
107	CO 22.03	Unilateral - Realign I-405 Freeway between Stations 1754+00 and 1839+75 - 30% to Released for Construction (Design Only)	Approved	\$5,516,561	
108	CO 26.05	Unilateral - Segment 3 Drainage Repairs in Caltrans ROW (at Station 1900, 1905 and 1884+50)	Approved	\$148,990	
109	CO 31.01	Unilateral - Furnish and Install Sunset Bridge 16 Temporary Shoring - Construction Portion	Approved	\$76,573	

Item No.	MOD No.	Description	Status (Approved or Pending)	Approved Cost (Issued to Kiewit)	Pending Cost (to be Issued to Kiewit)
110	CO 31.02	Unilateral - Furnish and Install Sunset Bridge 16 Temporary Shoring - Design Portion	Pending		\$68,427
111	CO 32.04	Unilateral - Redesign Mulholland Drive (Bridge 22) to Rephase Demolition and Construction	Approved	\$1,424,811	
112	CO 33.02	Unilateral - Construct I-405 Realignment between Stations 1754+00 and 1839+75 including Getty Center Improvements - Area 5	Approved	\$30,800,000	
113	CO 34.02	Unilateral - Construct Sepulveda Widening from Montana to Church, including Walls 1720, 1730, and 1746	Approved	(\$3,192,196)	
114	CO 35.03	Unilateral - Additional Construction Work due to the Rephasing of Mulholland Drive OC (Bridge 22) Demolition	Approved	\$1,296,317	
115	CO 37	Unilateral - Provisional Sum Credit for Utility Work	Approved	(\$16,750,000)	
116	CO 38.03	Unilateral - Betterment LADWP Conduits at Mulholland Bridge	Approved	\$441,399	

Item No.	MOD No.	Description	Status (Approved or Pending)	Approved Cost (Issued to Kiewit)	Pending Cost (to be Issued to Kiewit)
117	CO 39.02	Unilateral - Design Extension of the Auxiliary Lane on Sepulveda Blvd Between the New SB Skirball Ramps and Skirball Bridge - Auxiliary Lane Only	Approved	\$77,789	
118	CO 46.03	Unilateral Phase 1 Redesign - Southern Portion of Northbound Getty Center Drive On-Ramp (Eastside) to Avoid Giro Property Easement	Approved	\$429,724	
119	CO 52.01	Unilateral - Design to Add Dual Left-Turn Lanes on Sepulveda Boulevard to Wilshire Boulevard	Approved	\$21,616	
120	CO 53.01	Unilateral - Design RT-Turn Lane of the City Reversible/Bike Lane on Sepulveda to Skirball	Approved	\$128,402	
121	CO 55.03	Unilateral CO 55.03 - Construct Redesigned Bridges 10 and 11 and Right-Turn Lane	Approved	\$1,545,800	
122	CO 57.02	Unilateral - Construct Removal of Landslide at Wall 1868 Station 1879+20 (Bel Air Crest)	Approved	\$1,349,878	

Item No.	MOD No.	Description	Status (Approved or Pending)	Approved Cost (Issued to Kiewit)	Pending Cost (to be Issued to Kiewit)
123	CO 60.01	Unilateral - Redesign of Soundwall #104 Height and Limit Revisions	Approved	\$169,135	
124	CO 65.03	Unilateral - Construct Redesign Southbound On-Ramp from EB Wilshire due to Solar Panel Conflict	Approved	\$17,164	
125	CO 68.01	Unilateral - Design to Remove Landslide and Slope Mitigation Above Wall 1921	Approved	\$707,704	
126	CO 69.01	Unilateral - Construct the Sepulveda/Wilshire intersection Including Dual Left-Turn Lanes	Approved	\$478,453	
127	CO 72.01	Unilateral - Design Additional NB Lane and Park and Ride Facility on Skirball Center Drive	Approved	\$397,717	
128	CO 73.04	Unilateral - Construction - Removal of Landslide and Slope Mitigation above Wall 1921	Approved	\$3,533,295	
129	CO 74.01	Unilateral - Design Two Additional Left Lanes at Intersection of N Sepulveda Blvd and Moraga Drive	Approved	\$14,706	
130	CO 79.01	Unilateral - Close Existing Northbound Getty Center Drive On-Ramp due to Giro Property Easement	Approved	\$0	

Item No.	MOD No.	Description	Status (Approved or Pending)	Approved Cost (Issued to Kiewit)	Pending Cost (to be Issued to Kiewit)
131	CO 82.01	Unilateral - Construct Redesigned RW-1836 and Delete Construction of Northbound Getty On and Off-Ramp	Approved	(\$3,114,583)	
132	CO 83.02	Unilateral - Design and Implement Traffic Plan to Close and Reopen Getty NB On-Ramp and Perform Necessary Traffic Studies	Approved	\$174,806	
133	CO 84.02	Unilateral - Design and Construct ADA Curb Ramps at Massachusetts/Cotner and S. Gate/Cotner	Approved	\$51,942	
134	CO 86.00	Unilateral - Settlement of Claim 58 - Construction of the Redesigned W I-10 to NB I-405 Ramp	Approved	\$511,756	
135	CO 95.02	Unilateral - Mark-ups on Provisional Sum Work	Approved	\$0	
136	CO 96.01	Unilateral - Pre and Post Construction Survey of Getty Parking Structure and Architectural Finish of Walls Near Getty	Approved	\$35,486	
137	CO 97.02	Unilateral - Design - Study for Continental Crosswalks at Specified Locations	Approved	\$24,372	

Item No.	MOD No.	Description	Status (Approved or Pending)	Approved Cost (Issued to Kiewit)	Pending Cost (to be Issued to Kiewit)
138	CO 99.02	Unilateral - Partial Compensation in lieu of Settlement for Claim 49 Differing Site Condition - Groundwater at Wall 1836 Drain - Design Only	Approved	\$38,008	
139	CO 100	Unilateral - Settlement for Claim No. 49 - Differing Site Condition - Groundwater at Wall 1836 - Drain CONSTRUCTION	Approved	\$601,000	
140	CO 102	Unilateral - Construction for Extension of the Auxiliary Lane on Sepulveda Blvd between the New SB Skirball Ramps and Skirball Bridge	Approved	\$387,701	
141	CO 103	Unilateral - Construction of the Right-Turn Lane of the City of LA Reversible Lane at the New Skirball Ramps on Sepulveda Blvd	Approved	\$362,720	
142	CO 105	Unilateral - Modify Substantial Completion Deadline for Excusable Delays	Approved	\$0	

Item No.	MOD No.	Description	Status (Approved or Pending)	Approved Cost (Issued to Kiewit)	Pending Cost (to be Issued to Kiewit)
143	CO 108	Unilateral - Settlement for Claim No. 51 - Construction - Differing Site Condition Landslide at SPW 2004	Approved	\$2,747,763	
144	CO 109.01	Unilateral - Settlement for Claim No. 51 - Design - Differing Site Condition Landslide at SPW 2004	Approved	\$1,338,964	
145	CO 110	Unilateral - Settlement for Claim No. 48 - Differing Site Condition Water at NB Sta 1960 to 1979 - Design and Construction	Approved	\$74,464	
146	CO 112.01	Unilateral - Construction - Additional Northbound Lane on Skirball Center Drive	Approved	\$392,551	
147	CO 113.01	Unilateral - Construct Westbound Dual Left-Turn Lanes on Mulholland Drive	Approved	\$31,200	
148	CO 114.01	Unilateral - Settlement for Claim 68 - Construction of Additional Ramp Capacity to Meet 2031 Traffic Volumes	Approved	\$2,399,736	
149	CO 116.01	Unilateral - Delete the Bus Stop on Skirball Center Drive	Approved	(\$388,654)	

Item No.	MOD No.	Description	Status (Approved or Pending)	Approved Cost (Issued to Kiewit)	Pending Cost (to be Issued to Kiewit)
150	CO 119.01	Unilateral - Add/Revise Concrete Barriers and Maintenance Vehicle Pullout (MVP) area in Accordance with Getty MOU - Construction	Approved	\$984,612	
151	CO 120.02	Unilateral - Design of Area 5 Access Control Fencing in Property Transfer Areas near Getty	Approved	\$28,226	
152	CO 121	Unilateral - Construction of Area 5 Access Control Fencing in Property Transfer Areas near Getty	Approved	\$145,432	
153	CO 122.01	Unilateral - Design and Construct a Signal at the Intersection of Sepulveda Blvd and I-405 NB Getty On-Ramp	Approved	\$335,027	
154	CO 124	Settlement for Claim No. 72 - Redesigned and Associated Construction for SB Valley Vista Off-Ramp	Approved	\$759,469	
155	CO 125.01	Unilateral - Settlement for Claim No. 65 - Additional GRS Power Conduit for ITS and RMS	Approved	\$80,000	
156	CO 136	Unilateral - Revised Right-of-Way at Getty	Pending		\$158,466

Item No.	MOD No.	Description	Status (Approved or Pending)	Approved Cost (Issued to Kiewit)	Pending Cost (to be Issued to Kiewit)
157	CO 137	Unilateral - Install Getty CMS Signs Along Sepulveda Blvd in the Vicinity of Getty Center Drive	Approved	\$151,641	
158	CO 138	Unilateral - Compensation for Claim No. 60 - Redesign of On-Ramps for 2031 Traffic Volumes	Approved	\$820,000	
159	CO 139	Unilateral - Design and Construction of Battery Backup System for Two (2) Intersections	Approved	\$26,047	
160	CO 140	Unilateral - Design and Construction of Traffic Signals for Two (2) Intersections	Approved	\$626,121	
161	CO 141	Differing Site Condition - Sinkhole Encountered while Excavating for Retaining Wall 1756 (RFC 206)	Approved	\$34,602	
162	CO 142	Unilateral - Design and Construct Pavement Delineation Changes due to Wilshire & Sepulveda Intersection Traffic Study	Approved	\$3,537	
163	CO 143	Unilateral - Settlement for Claim No. 68 - Added Auxiliary Lane for SB Valley Vista On-Ramp	Approved	\$1,040,000	

Item No.	MOD No.	Description	Status (Approved or Pending)	Approved Cost (Issued to Kiewit)	Pending Cost (to be Issued to Kiewit)
164	CO 144	Unilateral - Remove Crosswalk at Fiume Walk and Sepulveda Blvd	Approved	\$23,184	
165	CO 145.01	Unilateral - Compensation for Claim No. 53 - Additional Services for the Visual Quality Management Concept Plan and Public Meetings	Approved	\$121,001	
166	CO 146	Unilateral - Installation of Continental Crosswalks at Specified Locations	Approved	\$40,153	
167	CO 147.01	Time and Material - Remove Stockpile of Dirt at the Getty North Parking Lot	Approved	\$578,681	
168	CO 148.00	Time and Material - Grading and Testing at Catrans Staging Areas and Parking Lots at the Getty	Approved	\$585,814	
169	CO 149	Unilateral - Construct Modified Southbound Concrete Barriers North of Getty Center Drive	Approved	\$463,197	
170	CO 150	Construction - Realignment of Wall 1921	Approved	\$1,231,185	
171	CO 150.01	Construction - Realignment of Wall 1921	Pending		\$380,743
Item No.	MOD No.	Description	Status (Approved or Pending)	Approved Cost (Issued to Kiewit)	Pending Cost (to be Issued to Kiewit)

172	CO 151	Settlement Claim 80 - Design & Construction of Bridge 23 from single-span to two-span	Pending		\$3,487,554
173	CO 152	Unilateral - Design and Construction - Deletion of Wall 1919 and Associated Grading	Approved	(\$179,497)	
174	CO 153	Unilateral - I-405 Provisional Sum Adjustment - General Services Administration Restoration	Approved	\$0	
175	CO 154	Design and Construct the Overhead Sign on Sepulveda Blvd near Bridge 23 as Requested by the LADOT (RFC 66/RFC 255/Claim 107)	Approved	\$292,649	
176	CO 155	Settlement for Claim 63 - Sepulveda Design Speed at Skirball Hook Ramps (RFC 151/Claim 63)	Pending		\$375,276
177	CO 156	DSC - Groundwater and Pea Gravel Encountered at the I-405 Median between Stations 1958+00 and 1968+49 (RFC 269)	Approved	\$75,255	
178	CO 157	Settlement for Claim No. 95 - Design and Construction of the Approach Slab at Bridge 20	Approved	\$36,000	
Item No.	MOD No.	Description	Status (Approved or Pending)	Approved Cost (Issued to Kiewit)	Pending Cost (to be Issued to Kiewit)
179	CO 158	Settlement for Claim No. 88 - Unsuitable Soil at Retaining Wall	Approved	\$12,800	

		1766			
180	CO 159	Settlement for Claim No. 91 - Redesign and Construction of Driveway at 11430 Thurston Drive	Approved	\$10,000	
181	CO 160	Unilateral - Installation of Ladder Style Crosswalks at Wilshire Ramps	Approved	\$16,572	
182	CO 160	Unilateral - Installation of Ladder Style Crosswalks at Wilshire Ramps	Pending		\$8,428
183	CO 161	Unilateral - Settlement for Claim No. 10 Redesign and Associated Construction due to Skirball Phase II Widening Project	Pending		\$96,240
184	CO 162	Settlement for Claim Nos. 61 and 63 - Redesigned and Associated Construction for 7' Sidewalk on Skirball Bridge	Approved	\$163,916	
185	CO 163.01	Redesign & Associated Construction of the Additional Landscaping at Royal Ridge & Valley Vista Area (RFC 256)	Approved	\$34,933	
Item No.	MOD No.	Description	Status (Approved or Pending)	Approved Cost (Issued to Kiewit)	Pending Cost (to be Issued to Kiewit)

186	CO 164	Place Additional Trees and Ground Cover within Caltrans Property EB I-10 to SB I-405 Connector	Approved	\$31,478	
187	CO 165	Corridorwide Civil Improvements for City of Los Angeles	Pending		\$119,000
188	CO 166	Deletion of Work on North Canyon Road & Picnic Canyon Road (Issued under CO 33)	Approved	(\$222,075)	
189	CO 167	Additional Artist Project Renderings (RFC 246)	Pending		\$41,000
190	CO 168	Seismic Retrofit Assessment work associated with Bridges 2 & 9 (RFC 146)	Pending		\$151,011
191	CO 170	Conflict Bridge 21 Abutment 1 with 48" CMP Caltrans Drainage System 1983-2 (RFC 181/Claim 79)	Pending		\$66,000
192	CO 171	Unsuitable Material at subgrade along W3 line Acceleration Lane between SB stations 1657+50 and 1660+00 (RFC 221/Claim 90)	Pending		\$14,226
193	CO 172	Standardization of NB Moraga Off-Ramp (RFC 224/Claim 93) - Design & Construction	Pending		\$104,500
Item No.	MOD No.	Description	Status (Approved or Pending)	Approved Cost (Issued to Kiewit)	Pending Cost (to be Issued to Kiewit)
194	CO 173	Crack in JPCP Seg 1 Area 3 (RFC 226/Claim 94)	Approved	\$155,000	

195	CO 174	New LABSL Light Pole Spread Foundation Design along East curb lane of Beloit (RFC 231/Claim 98)	Approved	\$14,220	
196	CO 175	Inaccurate slope survey at station 2009+00 on SB Shoulder (RFC 228/Claim 96) - Design & Construction	Pending		\$34,000
197	CO 176	Differing Site Condition - Groundwater Discovered at Caltrans Drainage System 1914-3 (RFC 145/Claim 55)	Pending		\$140,153
198	CO 177	LACMTA direction to implement signing and striping changes prior to NB HOV lane opening (RFC 285)	Approved	\$24,923	
199	CO 178	Revisions to RFC Plans due to Caltrans DS 1859 As-Built Issues (RFC 133/Claim 69)	Approved	\$129,355	
200	CO 179	DSC Groundwater Encountered During excavation of SB Roadway Stations 1695 to 1979 (RFC 118)	Approved	\$91,090	
201	CO 180	Direction to Perform Additional Landscaping and Fencing at BMP No. 33 (RFC 322)	Pending		\$8,128
Item No.	MOD No.	Description	Status (Approved or Pending)	Approved Cost (Issued to Kiewit)	Pending Cost (to be Issued to Kiewit)
202	CO 181	Construction of City Street Improvements (RFC 289)	Pending		\$204,772

203	CO 182	Provisional Sum Adjustment - Item 8	Approved	\$0	
204	CO 183	DSC Groundwater Encountered while Excavating the Drainage Structure at Bridge 21 Abutment 1 (RFC 193/Claim 84)	Pending		\$77,500
205	CO 184	DSC - Jack & Bore operation at Caltrans Drainage System 1950-1 Line B (RFC 222/Claim 89)	Pending		\$124,696
206	CO 185	Additional Geotechnical Inspection at Walls 1791, 1797, and 1807 (RFC 241)	Pending		\$127,172
207	CO 186	Additional Work to Design Bridge Pendant Soffit Lights (RFC 261)	Pending		\$17,630
208	CO 187	Additional MBGR near NW3 EB I-10 to SB I-405 connector (RFC 280)	Pending		\$39,900
209	CO 188	Remove ITS Pull Boxes from NB Getty On-Ramp (RFC 306)	Pending		\$43,650
210	CO 189	Deletion of work on North Canyon Road Due to Elimination of Irrigation Line	Pending		(\$131,849)
211	CO 190	Deletion of SW 202 at the EB I-10 to SB I-405 Connector	Pending		\$244,000
Item No.	MOD No.	Description	Status (Approved or Pending)	Approved Cost (Issued to Kiewit)	Pending Cost (to be Issued to Kiewit)

212	CO 191	RFC 131 Caltrans Drainage System 1979-1 Removal & Replacement	Pending		\$11,328
213	CO 192	Design Six foot High Catchment Fence above Wall 1921	Pending		\$55,000
214	CO 193	RFC 355 Project Wide Use of Type III Communication	Pending		\$27,485
215	CO 194	Provisional Sum Adjustment - Item 6	Pending		\$0
216	CO 195	Settlement of Claim 115 Add'l Work for the Preparation of Fact Sheets	Pending		\$1,550,000
Subtotal - Approved and Pending Modifications/Changes				\$190,833,372 3,	\$7,776,285 ,
Total MODs and Pending Changes (including this change)				\$198,609,657	
Prior Board Authorized CMA (including base award and other MODs)				\$212,466,365	
Increased CMA for this Recommended Action				\$1,550,000	
Total CMA including this action				\$214,016,365	
Remaining CMA for Future Changes				\$15,422,563	



Board Report

File #: 2015-0741, File Type: Policy

Agenda Number: 53.

EXECUTIVE MANAGEMENT COMMITTEE
JUNE 18, 2015

SUBJECT: PERSONNEL MATTER

ACTION: AUTHORIZE CHIEF EXECUTIVE OFFICER TO NEGOTIATE SALARIES

RECOMMENDATION

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer (CEO) to **negotiate salaries within the pay range** for the following positions:

- A. Chief Operations Officer, pay grade CC (\$215,987 - \$265,907 - \$315,868)
- B. Chief Communications Officer, pay grade BB (\$161,616 - \$202,030 - \$242,424)

ISSUE

Executive-level recruiting is extremely sensitive and sometimes difficult if the potential candidate is considering leaving current employment. Delegating authority for salary negotiation to the CEO for the positions of Chief Operations Officer and Chief Communications Officer will speed up the process and ameliorate any concerns the potential candidates may have regarding confidentiality.

DISCUSSION

These key executive positions are responsible for major functional areas of the agency and need to be filled with personnel whose salaries are competitive and reflect the level of their responsibilities and qualifications.

Chief Operations Officer

The Chief Operations Officer position has been filled using Interim appointments since October 2013. A regular appointment needs to be made to provide stable leadership during this critical time in the agency's history. With ongoing efforts to improve bus service and operate it efficiently, along with new rail line extensions opening in 2016 and new rail line extensions under construction, strong, longer term leadership is needed.

Chief Communications Officer

The Chief Communications Officer (CCO) position is currently filled with an Interim appointment until the position is filled. This position is of vital importance in communicating with our customers and

maintaining a positive perception of Metro with the public. It is also responsible for managing Customer Services including Customer Information, Customer Service Centers, TAP service and receiving and tracking customer complaints. Government Relations is also a key and critical unit at Metro that also reports to the CCO.

FINANCIAL IMPACT

No additional FTEs are being added to the FY16 Budget.

Funds for the Chief Operations Officer position are included in the FY16 budget in cost center 3010, project 306006 (System-wide Operations Management and Administration).

Funds for the Chief Communications Officer position are included in the FY16 budget in cost center 7010, Executive Office, Communications in the following projects; 100001 (General Overhead), 100002 (Government and Oversight), 100055 (Admin - Measure R) and 306006 (System-wide Operations Management and Administration).

Impact to Budget

FY16 funding for these positions will use Project 100001, General Overhead, which is allocated to projects according to the federally approved Cost Allocation Plan and funded accordingly, including bus and rail operating and capital projects; Project 100002, Government and Oversight, which are not eligible for bus or rail operating projects, Project 100055, Admin - Measure R, which uses funds that are eligible for Measure R projects and Project 306006, System-wide Bus Operations Management and Administration, which uses funds that are eligible for bus and rail operations.

ALTERNATIVES CONSIDERED

An alternative would be not to authorize the CEO to negotiate salaries within the pay range for the positions and come back to the Board of Directors for approval. Staff does not recommend this alternative as Executive-level recruiting is extremely sensitive and sometimes difficult if the potential candidate is considering leaving current employment. By delegating the authority for salary negotiation to the CEO for these positions will expedite the process and ameliorate any concerns the potential candidates may have regarding confidentiality.

NEXT STEPS

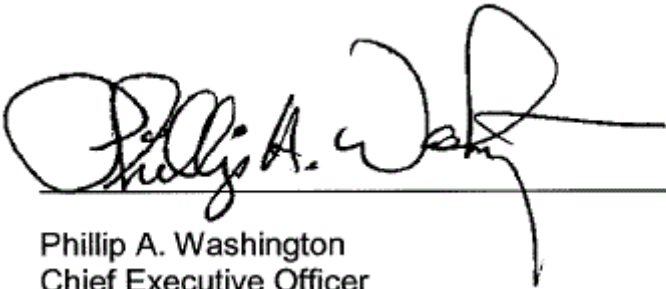
Staff will continue to recruit for these positions with negotiations being conducted within the CEO's authorization.

ATTACHMENTS

- A. Job Spec for Chief Operations Officer
- B. Job Spec for Chief Communications Officer

Prepared by: Donald E. Ott, Executive Director, Employee and Labor Relations
(213) 922-8864

Reviewed by: Stephanie Wiggins, Interim Deputy Chief Executive Officer
(213) 922-1023



Phillip A. Washington
Chief Executive Officer

Los Angeles County Metropolitan Transportation Authority

Job Class Specification

CHIEF OPERATIONS OFFICER

Pay Grade HCC

(\$215,987.20 - \$265,907.20 - \$315,868.80)

Basic Function

To oversee and direct the overall activities of Metro's transit operations delivery.

Classification Characteristics

This classification is exempt/at-will and the incumbent serves at the pleasure of the hiring authority.

Supervised by: Chief Executive Officer

Supervises: Deputy Chief Operations Officer; General Manager; Executive Director, Rail Operations; Executive Director, Maintenance; Executive Director, Transportation; DEO, Operations Administration & Financial Management Services; Executive Secretary/COO

FLSA: Exempt

Work Environment

In order to achieve the Agency's goals in support of its mission, potential candidates are required to commit and continuously practice and demonstrate the following work values:

- **Safety** – To ensure that our employees, passengers and the general public's safety is always our first consideration.
- **Services Excellence** – To provide safe, clean, reliable, on-time, courteous service for our clients and customers.
- **Workforce Development** – To make Metro a learning organization that attracts, develops, motivates and retains a world-class workforce.
- **Fiscal Responsibility** – To manage every taxpayer and customer-generated dollar as if it were coming from our own pocket.
- **Innovation and Technology** – To actively participate in identifying best practices for continuous improvement.
- **Sustainability** – To reduce, reuse and recycle all internal resources and reduce green house gas emissions.
- **Integrity** – To rely on the professional ethics and honesty of every Metro employee.

CHIEF OPERATIONS OFFICER

(Continued)

- **Teamwork** - To actively blend our individual talents to achieve world-class performance and service.
- **Civil Rights** - To actively promote compliance with all civil rights statutes, regulations and policies.
- **Community** - To actively engage with the Community as it relates to Metro interest/services.

Examples of Duties

- Develops, implements, and directs budgets, goals, and business plans within assigned work units.
- Provides direction and support to all transit operations functions to ensure attainment of Metro and departmental objectives within established policies and parameters.
- Coordinates activities within transit operations to assure peak performance and productivity, as well as conformance with established or mandated external regulations and policies affecting Metro operations.
- Develops and implements strategic business plans focusing on transportation needs in cooperation and coordination with all Metro departments involved in regional decisions.
- Provides counsel to the CEO on significant matters affecting Metro transit operations and policies.
- Assists the CEO in developing and implementing short-range and long-range goals and business plans.
- Formulates policy recommendations for the Board of Directors, attends Board meetings, and advises Board.
- Formulates and recommends operating policies and procedures or changes in existing policies or procedures.
- Chairs and serves as a member of interdepartmental and interagency committees.
- Represents Metro and the CEO as designated in meetings, as committee member, and before community and business groups.
- Provides policy direction for the External Affairs function of Metro.
- Monitors activities of assigned departments to ensure conformance with goals and objectives of reporting unit and eliminate impediments to peak performance.
- Directs the conduct of studies, investigations, and analyses at the direction of the CEO, presenting oral and written reports of findings and recommendations.
- Supervises subordinate department heads and managerial staff.
- Creates Metro's safety vision; approves and adopts the agency's safety rules, policies, and procedures; communicates safety expectations; and maintains accountability for the safety performance of the entire agency.
- Contributes to ensuring that the EEO policies and programs of Metro are carried out.

CHIEF OPERATIONS OFFICER

(Continued)

Essential Knowledge and Abilities

Knowledge of:

- Administrative principles and methods, including goal setting, program and budget development and implementation.
- Capital and operating budgets.
- Principles, practices, and program areas related to transit operations.
- Social, political, and environmental issues influencing transit programs.
- Applicable local, state, and federal laws, rules, and regulations.
- Principles and practices of public administration.
- Modern management theory.

Ability to:

- Assist in planning, organizing, and controlling the integrated work of a multi-tiered public transit organization.
- Develop and implement objectives, policies, procedures, work standards, and internal controls.
- Determine strategies to achieve goals.
- Understand, interpret, and apply laws, rules, regulations, policies, procedures, budgets, contracts, and labor/management agreements.
- Represent Metro before elected officials and the public.
- Analyze situations, identify problems, implement solutions, and evaluate outcome.
- Prepare reports and correspondence.
- Establish and maintain cooperative working relationships.
- Exercise judgment and creativity in making decisions.
- Communicate effectively orally and in writing.
- Interact professionally with various levels of Metro employees, outside representatives, and public officials.
- Read, write, speak, and understand English.

Minimum Qualifications

Potential candidates interested in the CHIEF OPERATIONS OFFICER position MUST meet the following requirements:

- Bachelor's degree - Business, Public Administration, or other related field.
- 8 years' senior management-level experience in public transit operations.
- Valid California Class C driver license.
- Master's degree - Business, Public Administration, or other related field desirable.

Special Conditions

- None.

CHIEF OPERATIONS OFFICER

(Continued)

Disclaimer

This job specification is not to be construed as an exhaustive statement of duties, responsibilities, or requirements. Employees may be required to perform any other job-related instructions as requested by their supervisor.

Los Angeles County Metropolitan Transportation Authority

Job Class Specification

CHIEF COMMUNICATIONS OFFICER

Pay Grade HBB

(\$161,616.00 - \$202,030.40 - \$242,424.00)

Basic Function

To direct and implement Metro's overall communications efforts, and to oversee the activities of the Communications departments.

Classification Characteristics

This classification is exempt/at-will and the incumbent serves at the pleasure of the hiring authority.

Supervised by: Chief Executive Officer

Supervises: DEO, Public Relations; DEO, Community Relations; DEO, Communications; DEO, Government Relations; Director, Social Media; Director, Customer Relations; Director, Customer Programs And Services; Communications Manager; Administration & Financial Services Manager; Sr Administrative Analyst; Administrative Analyst; Asst Public Communications Officer; Administrative Aide

FLSA: Exempt

Work Environment

In order to achieve the Agency's goals in support of its mission, potential candidates are required to commit and continuously practice and demonstrate the following work values:

- **Safety** - To ensure that our employees, passengers and the general public's safety is always our first consideration.
- **Services Excellence** - To provide safe, clean, reliable, on-time, courteous service for our clients and customers.
- **Workforce Development** - To make Metro a learning organization that attracts, develops, motivates and retains a world-class workforce.
- **Fiscal Responsibility** - To manage every taxpayer and customer-generated dollar as if it were coming from our own pocket.
- **Innovation and Technology** - To actively participate in identifying best practices for continuous improvement.

CHIEF COMMUNICATIONS OFFICER

(Continued)

- **Sustainability** - To reduce, reuse and recycle all internal resources and reduce green house gas emissions.
- **Integrity** - To rely on the professional ethics and honesty of every Metro employee.
- **Teamwork** - To actively blend our individual talents to achieve world-class performance and service.
- **Civil Rights** - To actively promote compliance with all civil rights statutes, regulations and policies.
- **Community** - To actively engage with the Community as it relates to Metro interest/services.

Examples of Duties

- Develops, directs, and implements communications programs in support of Metro's marketing, community relations, public relations, intergovernmental relations, and multi-modal and local government relations programs consistent with Metro goals and objectives.
- Consults with and recommends to CEO and management effective legislative and communications programs to enhance Metro's image.
- Represents the department and Metro before the CEO, Board of Directors, public officials, other governmental agencies, community groups, and on inter-agency committees.
- Prepares and presents written and oral reports to Metro Management and the Board of Directors.
- Plans, develops, and administers departmental policies and procedures.
- Establishes priorities for department tasks and special projects.
- Oversees preparation and administration of department's budget.
- Discusses, informs, and advises management on department operations and special projects.
- Supervises subordinate staff.
- Creates Metro's safety vision; approves and adopts the agency's safety rules, policies, procedures; communicates safety expectations; and maintains accountability for the safety performance of the entire agency.
- Contributes to ensuring that the EEO policies and programs of Metro are carried out.

Essential Knowledge and Abilities

Knowledge of:

- Theories, principles, and practices of communications programs.
- Applicable local, state, and federal laws, rules, and regulations.

CHIEF COMMUNICATIONS OFFICER

(Continued)

- Public agency protocol, procurement procedures, and contract administration.
- Modern management theory.
- Social, political, and environmental issues influencing transit programs.
- Modern social media practices and processes.

Ability to:

- Plan, organize, and direct the work of communications departments.
- Prepare comprehensive reports and correspondence.
- Interact professionally with various levels of Metro employees and outside representatives.
- Represent Metro before the Board of Directors, elected officials, and the public.
- Understand, interpret, and apply laws, rules, regulations, policies, procedures, contracts, budgets, and labor/management agreements.
- Analyze situations, identify problems, recommend solutions, and evaluate outcome.
- Determine strategies to achieve goals.
- Establish and implement policies and procedures.
- Communicate effectively orally and in writing.
- Exercise judgment and creativity in making decisions.
- Plan financial and staffing needs.
- Make financial decisions within a budget.
- Supervise subordinate staff.
- Travel to offsite locations within a reasonable timeframe.
- Read, write, speak, and understand English.

Minimum Qualifications

Potential candidates interested in the CHIEF COMMUNICATIONS OFFICER position MUST meet the following requirements:

- Bachelor's degree - Public Administration, Communications, Marketing, Public Affairs, Journalism, or other related field.
- 8 years' senior management-level experience administering communications, marketing, public relations, community relations, legislative affairs, or advertising programs.
- Master's degree - Communications, Marketing, Journalism, Public Affairs, or other related field desirable.
- Valid California Class C driver's license.

Special Conditions

- None.

CHIEF COMMUNICATIONS OFFICER

(Continued)

Disclaimer

This job specification is not to be construed as an exhaustive statement of duties, responsibilities, or requirements. Employees may be required to perform any other job-related instructions as requested by their supervisor.



Board Report

File #: 2015-0750, **File Type:** Informational Report

Agenda Number: 61.

2nd REVISED
AD HOC TRANSIT POLICING OVERSIGHT COMMITTEE
JUNE 18, 2015

SUBJECT: METRO TRANSIT POLICING AND SECURITY WORKLOAD/STAFFING ANALYSIS

ACTION: RECEIVE AND FILE AND APPROVE RECOMMENDED CHANGES TO METRO'S STATE LEGISLATIVE PROGRAM

RECOMMENDATION

APPROVED ON CONSENT CALENDAR:

- A. receiving and filing **response to Motion by Director James Butts**; and
- B. directing the CEO to pursue in the 2016 State Legislative Session legislation that would clarify the status of Transit Security Officers and their authority.

ISSUE

At the April 30, 2015 Board Meeting, Director James Butts approved a motion (Attachment A) to have staff return to the Ad-Hoc Transit Policing Oversight Committee in June regarding:

- A. An update of the Transit Security Officers Equipment issues;
- B. The progress of the discussions with the Sheriff as they pertain to an MOU under PC 830.7 (e); and
- C. The procurement of an outside consultant for the implementation of the next steps recommended in the I.G.'s report.

DISCUSSION

At the April 30, 2015 Board Meeting, the Metro Board directed the Inspector General to move forward and implement the next steps as described in the April 2015 report (Attachment B) and initiate the procurement of a qualified outside consultant to assist Metro staff in the creation of a Metro Transit Policing and Security Workload Model. Additionally, the motion requested status updates on the Transit Security Equipment issues and the progress of the discussions with the Sheriff as they pertain to an MOU under PC 830.7(e). Below are the status updates:

- A. An update of the Transit Security Officers Equipment issues and PC 830.7 (e):

- Discussions have been held with LASD management, Teamsters and AFSCME representatives on the path forward. LASD concerns remain regarding the issues associated with an MOU pursuant to PC 830.7 (e). However, all parties desire clarity on the “status while on duty” for the Transit Security Officers. This will address the powers of arrest and protective equipment issue. As a result, all parties have expressed an interest in Metro pursuing legislation to clarify these issues. Attachments C, ~~D~~, D, and E reflects correspondence from the Teamsters ~~and LASD~~, LASD, and AFSCME concurring with this approach.

B. The procurement of an outside consultant for the implementation of the next steps recommended in the I.G.’s report.

- The Inspector General’s Office prepared a Statement of Work (SOW) to hire a consultant. Staff anticipates release of the RFP by ~~July~~ June 15, 2015.

NEXT STEPS

Office of the Inspector General will hire a consultant for the implementation of the next steps as recommended in the I.G.s report (Attachment B). Staff will also return to the Board with status updates on the Transit Security Officer Equipment issues as well as the discussions with the Sheriff regarding the MOU under PC 830.7 (e).

The preliminary development of the membership of the working group and their tasks has commenced pending the hiring of the consultant and the new Executive Officer, who is anticipated to be hired by July 30th.

ATTACHMENTS

Attachment A - A Motion by Director James Butts

Attachment B - Report on the Review of Metro Law Enforcement and Security Option


Attachment C - Correspondence from Teamsters

Attachment D - Correspondence from LASD

Attachment E - Correspondence from AFSCME

Prepared by: Duane Martin, DEO, Project Management, (213) 922-7460
Karen Gorman, Inspector General, (213) 922-2975
Michael Turner, DEO, Government Relations, (213) 922-2122

Reviewed by: Stephanie Wiggins, Interim Deputy Chief Executive Officer,
(213) 922-1023



Phillip A. Washington
Chief Executive Officer

A Motion by Director James Butts

In the latest Board Box reports to the Board from the Interim Deputy CEO, it appears that progress is being made in regards to the issues of the Transit Security Officers Security Equipment and the discussions of an MOU with the Sherriff relating to Penal Code Section 830.7(e).

As it pertains to the Office of the Inspector General's report on the review of Law Enforcement and Security Options, I believe it would be timely for this Board to take the next steps regarding the recommendations contained in the report.

In order to adequately assess an efficient deployment and work force strategy a qualified consultant team should be brought in. This team must have the necessary Community Transit policing experience, both Bus and Rail to conduct this assessment.

This consultant should be required to assemble a working group of current security service providers, a representative of the incoming CEO and a member of the Ad Hoc Transit Policing Oversight Committee to provide input on the organizational enforcement philosophy and priorities.

This study should make recommendations after reviewing crime statistics, ridership, fare evasion, graffiti, and vandalism. It should then recommend a deployment concept of operations using a mix of fare inspectors and law enforcement.

I, THEREFORE, MOVE that this Board instruct the Inspector General to move forward and implement the recommended Next Steps as described in the report and initiate the procurement of a qualified outside consultant.

I further Move that the Metro staff and Sheriff report back to the Ad Hoc Transit Policing Oversight Committee in June on these issues; specifically in regards to:

- A** An update of the Transit Security Officers Equipment issues;
- B** The progress of the discussions with the Sherriff as they pertain to an MOU under PC 830.7(e); and
- C** The procurement of an outside consultant for the implementation of the next steps recommended in the I.G.'s report.



Metro

Los Angeles County
Metropolitan Transportation Authority

Office of the Inspector General
818 West 7th Street, Suite 500
Los Angeles, CA 90017

213.244.7300
213.244.7343

28

REVISED
AD HOC TRANSIT POLICING OVERSIGHT
April 16, 2015

SUBJECT: REPORT ON THE REVIEW OF METRO LAW ENFORCEMENT AND SECURITY OPTIONS

ISSUE

In January, the Office of the Inspector General (OIG) was asked by the Board Chair's Office to obtain a consultant to analyze various options presented to the Ad Hoc Transit Policing Oversight Committee and for providing law enforcement and security services for the Metro transit system.

DISCUSSION

The review analyzed four law enforcement and security options. The review found that the three options (1, 2, and 3 discussed below) presented by Metro staff are less desirable given proposed mix of law enforcement to Metro transit security and the size of the Metro transit system, both in ridership and geographical areas covered. The review found that the fourth option identified by Board staff is the most desirable from a security standpoint. This option would maintain the current model of a single law enforcement agency being supplemented by Metro transit security officers. In this regard, Metro management needs to ensure that appropriate deployment, community policing, and operational strategies for buses and rail are in place, and that management has input into the deployment strategy of law enforcement agency personnel. This input, combined with continual oversight and effective management, and coordination are crucial to the success of the next contract.

1. Scope of the Review

The OIG prepared a scope of work for the Request for Proposal to obtain an expert consultant to perform this review. Bazilio Cobb Associates (BCA), the consulting firm that conducted the prior review of the contract with the Los Angeles County Sheriff's Department (LASD) was hired to perform the review. The review team was augmented by two transit policing experts – Robert Wasserman, lead consultant for the former Bratton Group, and Paul MacMillan former Chief of the Massachusetts Bay Transportation Authority. The scope of this review focused on three options presented on the proposed structure for the future law enforcement contract and a fourth option identified by the Board staff.

- Option 1. Use a single law enforcement agency to provide police officers; reduce the number of sworn officers from current levels; and direct Metro employed Transit Security Officers (TSOs) to conduct fare checks and increase safety presence.
- Option 2. Use multiple law enforcement agencies to provide police officers; reduce the number of sworn officers from current levels; and direct Metro employed TSOs to conduct fare checks and increase safety presence.
- Option 3. Use only Metro police and TSOs; security staff will be allocated by Metro.
- Option 4. Maintain the same level of sworn officers, but deploy them differently to enhance security, and increase the number of Metro TSOs. (This option was not presented by Metro staff, but was developed through Board staff discussion.)

Other options may be adopted after a deployment analysis is conducted.

2. Background

The current contract with LASD includes personnel at a total annual cost of \$88.7 million. Current sworn staffing is budgeted at 468 positions, with 425 actual filled sworn positions. Civilian or professional staffing is currently budgeted at 176 (includes security assistants), with 138 actual filled staff. Metro also directly employs transit security officers to provide security over Metro facilities. Metro is in the process of developing and issuing a Request for Proposals to select and award a contract for law enforcement and security services.

3. Results of the Review

The consultant completed the review and issued a report on the law enforcement and security options (Attachment A).

a. Analysis of Security Service Options

The options were presented with preliminary cost estimates made by Metro staff that allowed some comparison based on the financial implications of the various options. However, those cost estimates need to be more fully vetted to ensure they contain accurate cost information including ancillary or hidden costs that may accrue over the length of the contract. In addition, the analysis was based on the average in-service staffing by LASD rather than the total number of LASD staff actually assigned to the Metro contract so an appropriate cost comparison was problematic. Cost should always be a consideration when deciding the ultimate security and policing strategy; however, it should not be the deciding factor. The Consultant's conclusions and perspectives on the four options presented to and discussed by Board staff are summarized below:

- **Option 1** proposes using a single law enforcement agency to police the system, reducing the number of sworn officers and deploying additional Metro security to provide a visible presence on the system. The consultant does not recommend significant reductions in sworn officer staffing levels prior to conducting an in-depth deployment analysis based on the needs to provide law enforcement coverage and response. The assignment of Metro TSOs could provide a visible presence that would allow for the perception of enhanced security.
- **Option 2** proposes using multiple law enforcements agencies to police the Metro system, with the sworn officer staffing below sworn staffing currently provided. The management and oversight of this option would be difficult to maintain, and would divide the entire system in a number of contracts that must be managed separately. This might not be practicable because of factors such as the increased contract oversight nor would it provide a consistent level of security throughout the system. That being said, the contracting out of some of the service areas should not be totally discounted.
- **Option 3** proposes the creation of a distinct police force dedicated to Metro. This option would require large startup costs over an extended period of time. It would also limit the involvement of specialized ~~assets~~ assets and training that a large law enforcement agency has to offer. Ongoing recruitment, training, and equipment costs make this option less desirable. This option was originally used to police the Metro system and was discontinued. Metro should also maximize the use of basic services that should be provided at no cost by local law enforcement agencies.
- **Option 4** intends to maintain the current sworn officer staffing levels and augment them with Metro security. In order to implement a full community and operational policing strategy for the Metro system, the current level of sworn officers could be revised based on risk, staffing, and deployment analysis. Further research and data analysis would be necessary to determine the optimum number and mix of personnel. This option is the most desirable from a system safety perspective of the four options, but it does not provide for any cost savings.

b. Considerations Moving Forward

The review identified key issues that should be considered, discussed, and resolved to the extent possible to most effectively move forward.

Current Staffing and Deployment of services provided by LASD have evolved over time and are not based on an in-depth analysis of workload (crime, calls for service, coverage, etc.) or the risk and mitigation strategies needed to address those risks. Moving forward, an in-depth analysis of workload, a risk assessment, identifying risk

mitigation strategies, and identifying staffing and deployment needs and approach to implement these strategies should be conducted to provide a foundation for evaluating future options and to arrive at the optimum number and mix of law enforcement and security personnel.

The Role of Security Officers needs to be made clear to provide a visible deterrence as well as to observe and report any unlawful activity to law enforcement personnel. Metro security officers are not sworn or certified law enforcement officers and do not have authority to detain or arrest. They cannot be made responsible for responding to law enforcement incidents. While Metro security officers may play an effective role in expanded fare enforcement efforts, replacing large numbers of sworn law enforcement personnel would likely result in a significant reduction in the level of public safety and security within the system and slower response times to incidents throughout the system.

Local Law Enforcement Agencies have a responsibility to provide basic services to Metro buses and trains within their jurisdictions consistent with the service provided to all others within their jurisdiction. Metro should not have to contract with these agencies for these basic services, but may choose to contract for dedicated or supplemental resources from local agencies. It is important that Metro and local jurisdictions understand that the current staffing provided by LASD cannot provide complete police coverage of the entire transit system spread over many square miles, particularly with regard to buses. Local law enforcement should respond unless a Metro contracted law enforcement unit is nearby.

Management and Oversight of law enforcement services are keys to the safety and security of the Metro system regardless of the structure. Establishing short and long-term priorities for law enforcement services is a critical role for Metro management. The current law enforcement contract provides opportunities for Metro to accomplish this, including development of bus and rail policing strategies which should provide specific guidance on how the contracted law enforcement agency will use its resources to impact priority problems on the transit system. Directing actual law enforcement personnel and resources will not be effective until priorities are clearly identified and communicated.

4. Recommended Next Steps

- Conduct an in-depth deployment analysis of workload, a risk assessment, risk mitigation strategies, and staffing and deployment needs and approach to implement these strategies to provide a foundation for evaluating future options, and to arrive at the optimum number and mix of law enforcement and security personnel.
- Work with local law enforcement agencies to identify the level of basic services these agencies can provide to Metro buses and trains within their jurisdictions consistent with the service provided to all others within their jurisdictions.

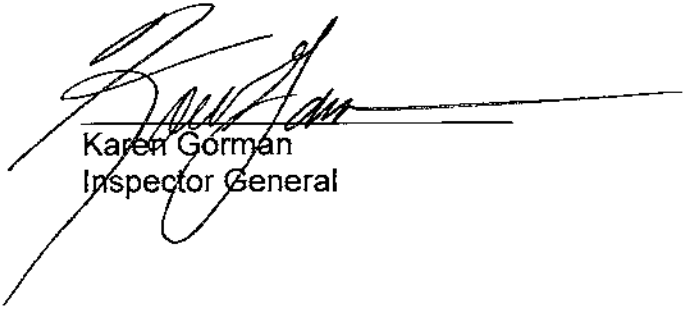
Develop agreements with these agencies to both improve service to Metro and reduce the need for contracted law enforcement services.

- Regarding the timing for selecting future law enforcement contract services, either:
 - Extend the current law enforcement services contract until such time as the in-depth deployment analysis of workload risk assessment, risk mitigation strategies, and staffing and deployment needs and approach to implement these strategies is completed, or
 - Issue the Request for Proposals for law enforcement services assuming continuation for the current service levels, with the caveat that the level of services would be adjusted upon completion of the risk assessment and staffing and deployment analysis.
 - If budget constraints dictate that the budget for law enforcement services be reduced, request the LASD to provide options and the impact for varying levels of budget reductions.
 - Clearly define the appropriate role for Metro security personnel based on their level of authority, and ensure training, weaponry, and equipment is consistent with that role.
 - Establish short and long-term priorities for law enforcement services and develop effective means for providing oversight to ensure contract services are provided consistent with priorities.
 - Continue to move forward on implementation of the recommendations made in the LASD Contract Audit and APTA Peer Review report issued in 2014.
5. The consultant discussed the draft report with Metro management and considered their input in finalizing the report. Management is in agreement with the content and recommended next steps contained in the report.

ATTACHMENT

Report on Review of Metro Law Enforcement and Security Options

Prepared by Jack Shigetomi, Deputy Inspector General - Audits
(213) 244-7305



Karen Gorman
Inspector General



Metro Office of the Inspector General

**Review of Metro Law Enforcement
and Security Options**

April 2015

Submitted by

BCA Watson Rice LLP
in association with
Strategic Policy Partnership, LLC
and
Chief Paul MacMillan (Retired)
Massachusetts Bay Transportation Authority

April 3, 2015

Karen Gorman, Inspector General
Office of the Inspector General
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza, MS 99-4-5
Los Angeles, CA 90012

RE: REVIEW OF METRO LAW ENFORCEMENT AND SECURITY OPTIONS

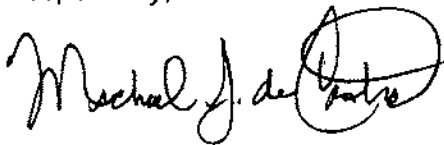
Dear Ms. Gorman,

BCA Watson Rice LLP is pleased to submit this report on our review of Metro Law Enforcement and Security Options. This report was prepared with assistance from Robert Wasserman and Paul MacMillan. Robert Wasserman is the Chairman of Strategic Policy Partnership, LLC, and was the lead consultant for The Bratton Group during our recent audit of Metro's contract with the Los Angeles Sheriff's Department. Paul MacMillan was the Chief of Police of the Massachusetts Bay Transportation Authority (MBTA) Police Department until November 2014.

Our report provides analysis of the advantages and disadvantages of each of the four law enforcement and security options. Our report also provides considerations for review, discussion and resolution moving forward.

We appreciate the cooperation and assistance we received from Metro management and the management of the Los Angeles Sheriff's Department. We reviewed and discussed the draft report with Metro staff and made changes based on their input and suggestions. They are in agreement with the content and recommendations contained in this report.

Respectfully,



Michael J. de Castro
Managing Partner

Robert Wasserman

Robert Wasserman, Chairman
Strategic Policy Partnership, LLC



Paul MacMillan, Chief of Police (Retired)
Massachusetts Bay Transportation Authority



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1. Executive Summary

Background

Metro's current contract with the Los Angeles County Sheriff's Department (LASD) includes personnel at a total annual cost of \$88.7 million. Current sworn staffing is budgeted at 468 positions, with 425 actual filled sworn positions. Civilian or professional staffing is currently budgeted at 176, with 138 actual filled staff positions. (The civilian positions include 106 budgeted security assistant (fare enforcement) positions, with 89 actual filled security assistant positions.)

Metro also directly employs transit security officers to provide security over Metro facilities. Metro is in the process of developing and issuing a request for proposals (RFP), selecting and awarding a contract for the law enforcement and security services currently provided by the LASD. In January 2015, Metro staff presented information on three potential options on the structure for the future law enforcement and security services during a briefing of the Board staff. During this meeting the Board staff identified a fourth potential option.

Objective and Scope

The objective and scope of work for this project was to examine four options for providing law enforcement and security services to the Metro system. Three of the options were presented to the Board staff and the Ad Hoc Transit Policing Committee in January 2015, and Board staff added the fourth option.

As Metro continues to expand its services and the perception of safety and good order continue to be a concern to the Board, the customers and the employees, important decisions need to be made relative to the best way to provide for law enforcement and security.

Analysis of Security Service Options

The options were presented with preliminary cost estimates made by Metro staff that allowed some comparison based on the financial implications of the various options. However, those cost estimates need to be more fully vetted to ensure they contain accurate cost information including ancillary or hidden costs that may accrue over the length of the contract. In addition, the analysis was based on the average in-service staffing by LASD rather than the total number of LASD staff so an appropriate cost comparison was problematic. Cost should always be a consideration when deciding the ultimate security and policing strategy, however, it should not be the deciding factor.

Transit agencies throughout the country use various policing strategies to provide for the safety and security of their employees and customers. Some have their own dedicated police forces and others use their city police department to police the system when no jurisdictional issues are of concern. Others use a hybrid system of local police and security officers while some contract out the entire security policing function to private security officers. There is no one model that can be used as a comparison for the LA Metro system. Each system has developed their policing strategy over time based on historical precedence and the political environment at any given time.



Regardless, most, if not all, rely on cooperation of local law enforcement agencies to respond to incidents that require immediate police action.

The discussions that follow are based on the consultants' collective experience and understanding of current LASD staffing levels. Based on industry best practices the reduction in law enforcement staffing levels in the three options presented by Metro staff would not be appropriate given the size of the Metro transit system, both in ridership and geographical area covered.

The following summarizes our perspectives of the four options presented to and discussed by Board staff.

- **Option 1** proposes using a single law enforcement agency to police the system, reducing the number of sworn officers and deploying additional LA Metro security to provide a visible presence on the system. While we do not recommend reductions in sworn officer staffing levels based on the need to provide law enforcement coverage and response, the assignment of security officers that fall under the direction of Metro staff could provide a visible presence that would allow for the perception of enhanced security.
- **Option 2** proposes using multiple law enforcement agencies to police the system, with sworn staffing below what is currently provided. The management and oversight of this option would be difficult to maintain. It would divide the entire system in a number of contracts that must be managed separately. This would not be practicable nor would it provide a consistent level of security throughout the system. That being said, the contracting out of some of the service areas (e.g., Los Angeles, Long Beach, Pasadena) should not be totally discounted. Metro should also maximize the use of basic services that should be provided at no cost by local law enforcement agencies.
- **Option 3** proposes the creation of a distinct police force dedicated to Metro. This option would require large startup costs over an extended period of time. It would also limit the involvement of the specialized assets and training that a larger law enforcement agency has to offer. Ongoing recruitment, training and equipment costs make this option impractical. It should be pointed out that this option was originally used to police the Metro system and was abandoned several years ago.
- **Option 4** maintains current sworn officer staffing levels and augments them with Metro security. In order to implement a full community and operational policing strategy for the Metro system, the current level of sworn officers could be revised based on risk, staffing, and deployment analysis. Further research and data analysis would be necessary to determine the optimum number and mix of personnel. This option is the most reasonable from a system safety perspective of the four options.

With an appropriate deployment and community policing strategy and operational strategies for buses and rail in place, the current model of a single law enforcement agency being supplemented by Metro security staff seems to be the most viable option



to provide security for LA Metro. Financial considerations notwithstanding, it would appear to be the most effective strategy as the system continues to expand.

Metro staff needs to ensure that they have input into the deployment strategy of LASD personnel and deployment of Metro security personnel. This input, combined with continual oversight and effective management and coordination are crucial to the success of the next contract.

Considerations Moving Forward

The following are key realities and issues that should be considered, discussed, and resolved to the extent possible to most effectively move forward.

- **Current Staffing and Deployment** of services provided by LASD have evolved over time and are not based on an in-depth analysis of workload (crime, calls for service, coverage, etc.) or the risks and risk mitigation strategies needed to address those risks. Moving forward, conducting an in-depth analysis of workload, a risk assessment, identifying risk mitigation strategies, and identifying the staffing and deployment needs and approach to implement these strategies should be accomplished to provide a foundation for evaluating future options, and to arrive at the optimum number and mix of law enforcement and security personnel.
- **The Role of Security Officers** is to provide a visible deterrence, as well as to observe and report any unlawful activity to law enforcement. Metro security officers are not sworn or certified law-enforcement officers and do not have authority to detain or arrest. They cannot be responsible for responding to law enforcement incidents. While Metro security officers may play an effective role in expanded fare enforcement efforts, replacing large numbers of sworn law enforcement personnel with security personnel would likely result in a severe reduction in the level of public safety and security within the system and slower response times to incidents throughout the system.
- **Local Law Enforcement Agencies** have a responsibility to provide basic services to Metro buses and trains within their jurisdictions consistent with the service provided to all others within their jurisdictions. Metro should not have to contract with these agencies for these basic services, but may choose to contract for dedicated or supplemental resources from local agencies. It is important that Metro and local jurisdictions understand that the current staffing provided by LASD can in no way provide complete police coverage of the transit system spread over many square miles, particularly with regard to buses. Local law enforcement should provide first response unless a Metro contracted law enforcement unit is nearby.
- **Management and Oversight** of law enforcement services is key to the safety and security of the Metro system regardless of the structure. Establishing short and long-term priorities for law enforcement services is a critical role for Metro management. The current contract provides opportunities for Metro to accomplish this, including development of the bus and rail policing strategies with



the contracted law enforcement agency, which should provide specific guidance on how the contracted law enforcement agency will use its resources to impact priority problems on the transit system. Directing actual law enforcement personnel and resources will not be effective until priorities are clearly identified and communicated.

Recommended Next Steps

The following are the next steps we recommend be taken by Metro management to most effectively move forward:

- Conduct an in-depth analysis of workload, a risk assessment, risk mitigation strategies, and the staffing and deployment needs and approach to implement these strategies to provide a foundation for evaluating future options, and to arrive at the optimum number and mix of law enforcement and security personnel.
- Work with local law enforcement agencies to identify the level of basic services these agencies can provide to Metro buses and trains within their jurisdictions consistent with the service provided to all others within their jurisdictions. Develop agreements with these agencies to both improve service to Metro and reduce the need for contracted law enforcement services.
- Regarding the timing for selecting future law enforcement contract services, either:
 - Extend the current law enforcement services contract until such time as the in-depth analysis of workload, risk assessment, risk mitigation strategies, and the staffing and deployment needs and approach to implement these strategies is completed, or
 - Issue the Request for Proposals (RFP) for law enforcement services assuming continuation of the current service levels, with the caveat that the level of services would be adjusted upon completion of the risk assessment and staffing and deployment analysis.
- Clearly define the appropriate role for Metro security personnel based on their level of authority, and ensure training, weaponry, and equipment is consistent with that role.
- Establish short and long-term priorities for law enforcement services and develop an effective means of providing oversight to ensure contract services are provided consistent with these priorities.
- If budget constraints dictate that the budget for law enforcement services be reduced, request the LASD to provide options and impact for varying levels (10%, 20% 30%) of budget reductions.
- Continue to move forward on implementation of the recommendations made in the LASD Contract Audit and the APTA Peer Review issued in 2014.



2. Background

The Los Angeles County Metropolitan Transportation Authority (Metro) contracted with the Los Angeles County Sheriff's Department (LASD) to provide Metro with transit law enforcement services on July 1, 2009. The initial contract was for 3 years, and provided for a renewal for two additional years. The contract has been extended to cover the current fiscal year, at a total annual cost of \$88.7 million. Under this extension, current sworn staffing is budgeted at 468 positions, with 425 actual filled sworn positions. Civilian or professional staffing is currently budgeted at 176, with 138 actual filled staff positions. (The civilian positions include 106 budgeted security assistant (fare enforcement) positions, with 89 actual filled security assistant positions.)¹

Metro also directly employs transit security officers. Metro Security's primary role is to provide security for Metro facilities. This includes the Gateway Building, parking lots, bus division facilities, and similar operations. It also includes providing security over Metro revenue collection and cash counting operations. In these roles, Metro Security has the role of providing a visible deterrence, as well as to observe and report any unlawful activity to law enforcement.

Metro is in the process of developing and issuing a request for proposals (RFP), selecting and awarding a contract for the law enforcement services currently provided by the LASD. In January 2015, Metro staff presented the Board staff with information on three potential options on the structure for the future law enforcement contract. During this meeting the Board staff identified a fourth potential option. These options are:

- Option 1. Use a single law enforcement agency to allocate police officers/deputies as guided and defined by Metro. Reduce the number of sworn officers, and direct deployment of Metro employed Transit Security Officers (TSOs) to conduct fare checks and increase safety presence.
- Option 2. Use multiple law enforcement agencies as guided and defined by Metro. Reduce the number of sworn officers, and direct deployment of Metro employed TSOs to conduct fare checks and increase safety presence.

¹ LASD Full Time Equivalent (FTE) Staffing and Minutes of Service Provided - The contracting and billing approach used by the LASD is based on providing and billing for line level units of service. Examples include a 40-hour one-deputy unit, a 56-hour two-deputy unit. The amount of line level service units contracted for is developed into a staffing plan, which includes the number of full-time equivalent (FTE) LASD personnel needed to both provide the line level units, and to provide the management, supervision, and support for these units. The FTE staffing in the current LASD contract extension includes a total of 468 budgeted FTE sworn positions, and a total of 176 budgeted professional or civilian FTE positions. The contract requires the LASD to provide the contracted service units (tracked and billed in minutes) rather than the FTE employees. In this way, the service is intended to be consistent, regardless of vacancies within the FTE staffing due to turnover, extended sick time, or workers compensation absences. It is also important to note that law enforcement services are provided 24 hours each day, 7 days a week, and 365 days each year. As a result, the actual number of sworn staff on duty at any given time will range from about 140 to 180 sworn personnel.



- Option 3. Use only Metro police and TSOs. Allocation of security staff established by Metro.
- Option 4. Maintain the same level of sworn officers, but deploy them differently to enhance security; and increase the number of Metro TSOs. (Note: this option was not presented by Metro staff, but was developed through Board staff discussion.)



3. Objectives, Scope and Methodology

The objective of this review was to evaluate the four options discussed during the January 2015 Board staff briefing regarding the Metro Law Enforcement Services Contract as outlined in the Statement of Work provided by Metro Office of the Inspector General. The Statement of Work for this review specifically required the following tasks be completed:

- A. Review relevant portions concerning deployment and staffing only of:
 1. Audit report on the LASD contract
 2. Transit Community Policing Plan prepared by LASD
 3. APTA peer review report on transit security
 4. Power point on Metro Security Contract
- B. Interview (via telephone/webcam):
 1. LASD management, and
 2. Metro management and other appropriate staff, and
 3. Other persons who might have information or input helpful to the analysis.
- C. Analyze the four options concerning deployment and staffing discussed above and as set forth in Metro Staff's presentation, and any other options that the consultant might recommend for the future Metro Security Contract considering the following:
 - Consistent with industry and/or APTA best practices,
 - Consultant's experience and expertise with transit community policing,
 - Maximizing security and safety while achieving efficiency and cost effectiveness,
 - Providing effective and efficient bus security and safety, and
 - Recommendations and findings made in the audit report on the LASD contract and the APTA peer review report.
- D. Provide a written analysis of the pros and cons of each security contract Option analyzed in terms of deployment, staffing (i.e., ratio of law enforcement to Metro transit security), and use of one or multiple law enforcement entities, and recommend which option would provide the best path forward considering the areas described in Section C above.



4. Analysis of Law Enforcement and Security Service Options

Below we provide our analysis of the four options presented and discussed at the January Board staff meeting. This discussion includes an overview of each, as well as analysis of each using the following five criteria:

- Law Enforcement Response and Service Effectiveness
- Control and Oversight over Service Delivery
- Fare Enforcement Effectiveness
- Legal Liability Potential

Option 1: Single Law Enforcement Agency at Reduced Staffing Level, Supplemented by Metro Security Officers

This option increased the level of non-law enforcement security coverage, especially to the bus system. This was accomplished by reducing the number of sworn personnel currently being provided by the LASD. Metro Security staffing would be increased. These Metro Security personnel would be deployed throughout the bus and rail system in teams with supervision by Transit Security Sergeants.

Exhibit 1		
Option 1: Advantages and Disadvantages		
Criteria	Advantages	Disadvantages
Law Enforcement Response and Service Effectiveness	Deployment of sworn personnel by Division could improve system coverage.	Reduction in the level of law enforcement personnel staffing and deployment would have a substantial negative impact on the ability to respond to and address incidents or crimes throughout the system. It is unlikely the contract law enforcement agency would accept responsibility for providing the current level of law enforcement services to the Metro system with the reduced staffing levels.
Control and Oversight over Service Delivery	Metro would exercise increased control and oversight over the fare enforcement efforts and outcomes through direct authority over added Metro Security personnel.	The security and law enforcement personnel deployed throughout the system would be divided or split between two organizations, each with their own independent organization structure and chain of command.



Exhibit 1		
Option 1: Advantages and Disadvantages		
Criteria	Advantages	Disadvantages
		Command, control, and coordination of personnel in the field would be more complicated and difficult.
Fare Enforcement Service Effectiveness	The role of the Metro Security Officers would be limited to providing a sense of security within the system through their presence, observing and reporting to law enforcement any incidents or issues requiring law enforcement, and performing fare enforcement activities. Given this, the level of fare enforcement and effectiveness would likely be substantially increased.	To be effective, Security Officers would need to be empowered with some sort of fare enforcement authority, which will require some type of lengthy administrative action to occur (e.g. legislation, board approval, union negotiations, etc.). These actions will be time consuming and may have political implications. Security personnel would not be permitted to issue penal code based citations to minors unless the law is changed, resulting in fewer citations for minors. Currently only law enforcement personnel can issue penal code based citations to minors.
Legal Liability Potential	None	Metro Security Officers might appear to the public to be able to respond to crimes in progress and other law enforcement incidents, without having the authority to provide that response. Metro Security Officers, to be helpful, could potentially respond to such incidents, resulting in liability exposure for themselves and Metro.

Option 1, as presented, is not recommended. While there is potential to deploy law enforcement personnel differently and more efficiently, reduction in sworn-personnel provided by the LASD is not realistic without a severe reduction in the level of safety and security within the system. In addition, response times to incidents throughout the



system that require a law enforcement action would likely prove to be unacceptable to the Metro Board and management.

While there may be some advantages to Metro using its own security force to handle fare enforcement and other minor infractions, (e.g. homeless, loitering, smoking, etc.); they need legal authority to conduct these types of interactions. There would also be related training and other ancillary costs that may be difficult to accurately capture for the basis of this report. Despite these costs under this option, it does allow for the deployment of Metro employees at Metro's discretion and under their direct control. More importantly, it provides additional security throughout the system.

Law enforcement personnel duties concerning fare enforcement responsibility could become secondary as a guiding metric. Fare enforcement by the law enforcement agency would then be used more as crime prevention and management strategy, rather than a revenue generating strategy.



Option 2: Multiple Law Enforcement Agencies at Reduced Staffing Level, Supplemented by Metro Security Officers

This option splits the law enforcement contract among multiple agencies, and increases the level of non-law enforcement security coverage, especially to the bus system. This was accomplished by reducing the number of personnel currently provided by the LASD, adding other law enforcement agency personnel, and additional transit security personnel.

Exhibit 2		
Option 2: Advantages and Disadvantages		
Criteria	Advantages	Disadvantages
Law Enforcement Response and Service Effectiveness	For those locations where local law enforcement agencies would be providing service, response times might be improved due to a concentration of law enforcement personnel dedicated to Metro in those areas.	<p>Reduction in the level of law enforcement personnel staffing and deployment would have a substantial negative impact on the ability to respond to and address incidents or crimes throughout the system in those areas where no local law enforcement agency is under contract to Metro because contract law enforcement personnel would be spread too thinly over a large geographic area.</p> <p>Law enforcement would play a limited role in the overall effectiveness of a community policing strategy.</p> <p>Coordination among multiple organizations and clarity over responsibility for response to individual incidents could potentially negatively impact response and service.</p> <p>It is unlikely the contract law enforcement agencies would accept responsibility for providing dedicated law enforcement services to the Metro system with the staffing levels outlined.</p>



Exhibit 2		
Option 2: Advantages and Disadvantages		
Criteria	Advantages	Disadvantages
Control and Oversight over Service Delivery	Metro would exercise increased control and oversight over the fare enforcement efforts and outcomes through direct authority over added Metro Security personnel.	The security and law enforcement personnel deployed throughout the system would be divided or split among multiple organizations depending on the number of local law enforcement agencies contracted with, each with their independent organization structure and chain of command. Command, control and coordination of personnel in the field would be much more complicated and difficult.
Fare Enforcement Service Effectiveness	The role of the Metro Security Officers would be limited to providing a sense of security within the system through their presence, observing and reporting to law enforcement any incidents or issues requiring law enforcement, and performing fare enforcement activities. Given this, the level of fare enforcement and effectiveness would likely be substantially increased.	To be effective, Security Officers would need to be empowered with some sort of fare enforcement authority, which will require some type of lengthy administrative action to occur (e.g. legislation, board approval, union negotiations, etc.). These actions will be time consuming and may have political implications. Security personnel would not be permitted to issue penal code based citations to minors unless the law is changed, resulting in fewer citations for minors. Currently only law enforcement personnel can issue penal code based citations to minors.
Legal Liability Potential	None	Placing Security Officers in a position where they appear to the public to be able to provide the appropriate response to crimes in progress and other incidents, without them having the authority to provide that



Exhibit 2		
Option 2: Advantages and Disadvantages		
Criteria	Advantages	Disadvantages
		response, puts them in a very difficult position. Metro Security would potentially respond in a manner outside their authority resulting in substantial liability exposure for themselves and Metro.

Option 2, as presented, is not recommended. There is potential to deploy law enforcement personnel differently and more efficiently. There is also potential to supplement the current contract law enforcement services with local police. However, the proposed reduction in the law enforcement services currently provided by the LASD is not realistic without a severe reduction in the level of safety within the system and unacceptable response times to incidents throughout the system.

Under this option, each law enforcement agency would be responsible for coverage in their jurisdiction and the command and control by Metro would be extremely difficult to maintain. The oversight of each individual contract will ultimately prove problematic and unmanageable. Splitting the contract between law enforcement agencies creates an environment where no one has complete ownership of the overall policing strategy. Security effectiveness becomes disjointed and accountability is difficult to maintain.

If the Metro Security force is expanded and law enforcement personnel are reduced the contract law enforcement agency could only react to some of the calls for service. It would be much more limited in undertaking proactive, problem-solving operational services and establishing a strong community policing presence. This is contrary to the current best practice in policing strategies that advocate for a more visible presence and interaction with the community.



Option 3: Establish Metro Police Supplemented by Metro Security Officers

Under this option the Metro Police agency would be reconstituted at reduced sworn staffing levels. Law enforcement personnel would be hired as direct employees of Metro. Metro Police would be supplemented by an increase in the number of Metro Security personnel.

Exhibit 3		
Option 3: Advantages and Disadvantages		
Criteria	Advantages	Disadvantages
Law Enforcement Response and Service Effectiveness	None	<p>Significant reduction in the level of law enforcement personnel staffing and deployment would have a substantial negative impact on the ability to respond to and address incidents or crimes throughout the system.</p> <p>Direct access to specialized units such as tactical teams, explosive detection assets, etc. would be reduced if not eliminated.</p>
Control and Oversight over Service Delivery	<p>Metro would exercise increased control and oversight over the fare enforcement efforts and outcomes through direct authority over added Metro Security personnel.</p> <p>The security and law enforcement personnel deployed throughout the system would be combined into one organization. Command and control and coordination of personnel in the field would potentially be more direct.</p>	<p>Metro would lose the ability it currently has to remove law enforcement personnel at will by directing the contract law enforcement agency to reassign individuals. Disciplining and discharging Metro Police personnel could potentially be difficult.</p>
Fare Enforcement Service Effectiveness	<p>The role of the Metro Security Officers would be limited to providing a sense of security within the system through their presence, observing and reporting to law enforcement any</p>	<p>To be effective, Security Officers would need to be empowered with some sort of fare enforcement authority, which will require some type of lengthy administrative action to occur</p>



Exhibit 3		
Option 3: Advantages and Disadvantages		
Criteria	Advantages	Disadvantages
	incidents or issues requiring law enforcement, and performing fare enforcement activities. Given this, the level of fare enforcement and effectiveness would likely be substantially increased.	(e.g. legislation, board approval, union negotiations, etc.). These actions will be time consuming and may have political implications. Security personnel would not be permitted to issue penal code based citations to minors unless the law is changed, resulting in fewer citations for minors. Currently only law enforcement personnel can issue penal code based citations to minors.
Legal Liability Potential	None	Metro Police under this option would have the authority to address law enforcement issues. However, this option relies heavily on the presence of Metro security officers. Placing security officers in a position where they appear to the public to be able to provide the appropriate response to crimes in progress and other incidents, without them having the authority to provide that response, puts them in a very difficult position. Metro Security would potentially respond in a manner outside their authority resulting in substantial liability exposure for themselves and Metro.

Option 3, as presented, is not recommended. The level of Metro Police staffing presented would be lower than the level currently provided by LASD under contract. This reduction in law enforcement services provided is not realistic without a severe reduction in the level of safety and security within the system and unacceptable response times to incidents throughout the system. In addition, the total number of officers is not conducive to a viable community policing strategy for a transit system that continues to expand.



Rebuilding the Metro Police would be a major and lengthy undertaking. There would be a significant transition period while this option is implemented. The costs of this transition have not been factored into this option by Metro staff.

While a Metro Police force would allow for continuous command and oversight, the long-term disadvantages such as personnel issues, liability, union and supervisory concerns would create an increased burden on Metro.



Option 4: Maintain Current Law Enforcement Staffing Deployed Differently, Increase Number of Metro Security Officers

Option 4 was not presented to the Board staff. The Board Staff identified this option through discussion and it was presented to the Ad Hoc Transit Policing Committee. This option maintains the current level of law enforcement services, and increases the level of non-law enforcement security coverage system-wide.

The LASD currently conducts fare enforcement using security assistants. These personnel and costs could potentially be eliminated or reduced given the fare enforcement efforts of the increased Metro Security personnel.

Exhibit 4		
Option 4: Advantages and Disadvantages		
Criteria	Advantages	Disadvantages
Law Enforcement Response and Service Effectiveness	Service could be enhanced by more effectively deploying LASD personnel as a part of an operational transit policing strategy, as well as specific bus and rail policing plans.	None
Control and Oversight over Service Delivery	Metro would exercise increased control and oversight over the fare enforcement efforts and outcomes through direct authority over added Metro Security personnel.	The dedicated law enforcement agency or agencies may discount Metro input relative to deployment citing the ability of Metro to assign security to affected areas
Fare Enforcement Service Effectiveness	The role of the Metro Security Officers would be limited to providing a sense of security within the system through their presence, observing and reporting to law enforcement any incidents or issues requiring law enforcement, and performing fare enforcement activities. Given this, the level of fare enforcement and effectiveness would likely be substantially increased.	The dedicated law enforcement agency or agencies may limit responsibility for fare enforcement due to Metro security involvement.
Legal Liability Potential	None	Placing Security Officers in a position where they appear to the public to be able to provide



Exhibit 4		
Option 4: Advantages and Disadvantages		
Criteria	Advantages	Disadvantages
		the appropriate response to crimes in progress and other incidents, without them having the authority to provide that response, puts them in a very difficult position. Metro Security would potentially respond in a manner outside their authority resulting in substantial liability exposure for themselves and Metro.

This option allows for current staffing levels to be maintained and allows for better control and deployment of Metro Security personnel. Once a deployment and staffing analysis is performed, it may allow for reduction in certain staffing levels within the contract law enforcement agency or agencies when Metro security officers are empowered to perform fare enforcement. Determining an appropriate mix of sworn and non-sworn personnel to police the system should be performed. Creative ways to improve safety and fare compliance at minimum increased cost is a reasonable objective as the Metro system expands. Option 4 could provide a step toward that objective.



5. Considerations Moving Forward – Next Steps

Option 4, maintaining the current law enforcement resources deployed differently, is the most viable option of the four options presented and/or discussed. Determining how these resources should be deployed differently is key to moving forward with providing law enforcement and security services for the Metro System. The following are key issues that should be considered, discussed, resolved and clarified to the extent possible in order to most effectively move forward.

Staffing and Deployment Based on Risks and Risk Mitigation Strategies

Ideally, the current staffing and deployment of LASD law enforcement services should be based on a detailed analysis of the safety and security needs of the Metro system. This would include clear identification of the various risks that face the Metro system followed by a discussion and identification of a set of strategies for mitigating these risks, and clear staffing and deployment needs to implement these risk mitigation strategies.

The current staffing and deployment of the law enforcement services provided by LASD to the Metro System have evolved over time, and does not appear to be fully articulated based on risk and risk mitigation strategies. While deployments in an overarching community policing strategy can be based solely on risk, there are times that other considerations for deployment should be employed. This is especially true in the mass transit environment where high visibility patrols are an effective use of personnel to provide reassurance to the riding public in a reserved fashion, and where civilian personnel can perform the more close-up fare inspection work. Consideration should be given to total ridership by line or by station, crime within a certain distance outside of the station, the location of the station itself (e.g. near a tourist attraction, a hospital, large business, historical landmark, etc.) and political or customer input.

Some of this could have been accomplished through the development of an overall Transit Policing Plan, a Bus Operations Policing Plan, and a Rail Operations Policing Plan. The requirements for these plans in the current law enforcement contract provided the opportunity for Metro to clearly articulate its safety and security priorities and for the LASD to clearly outline strategies to meet these priorities.

Moving forward, conducting a risk assessment, identifying risk mitigation strategies, and then identifying the staffing and deployment needs and approach to implement these strategies should be accomplished to provide a foundation for evaluating future options.

Role of Metro Security

Each of the three options presented to the Board staff included substantial expansion of the use of Metro Security personnel to provide safety and security throughout the system. These three options also included reductions in sworn law enforcement staffing, whether provided by LASD, local law enforcement agencies, or a newly reconstituted Metro Police agency.



Metro Security has the role of providing a visible deterrence, as well as to observe and report an unlawful activity to law enforcement. Metro Security officers are not sworn or certified law-enforcement officers and do not have authority to detain or arrest. They therefore cannot be made responsible for responding to law enforcement incidents.

Metro Security Officers need to be provided training that clearly indicates the limits of their authority to avoid liability concerns. This will allow them to take positive actions when they confront problematic situations. Their role is not minimal; they provide an important adjunct to the law enforcement roles performed by a contracted law enforcement agency as well as local police in meeting Metro's security needs. It is important, however, that they not be expected to take actions that would place them in danger or face liability challenges.

While Metro Security may play an effective role in expanded fare enforcement efforts, security personnel cannot replace law enforcement in areas that require the authority to detain and arrest. A reduction in the level of sworn personnel may reduce safety and security within the system and result in slower response times to incidents throughout the system.

Role of Local Law Enforcement Agencies

The contract with LASD required development of a Memoranda of Understanding (MOU) with police agencies throughout the Metro service area. The intent of the MOU's was to ensure that these agencies would be used to augment or supplement the law enforcement services provided under contract.

Local law enforcement agencies have a responsibility to provide basic services to Metro buses and trains within their jurisdictions consistent with the service provided to all others within their jurisdictions. Particularly with buses, which travel completely above ground and are a part of the urban neighborhood, local law enforcement can best be a first responder to incidents on those buses, just as they are to other situations in the neighborhood. Sharing responsibility with these local law enforcement agencies for responding to some types of incidents on buses and trains is appropriate.

The LASD has been developing MOU's with local police agencies. However, the primary purpose of the MOU's developed appears to be clarifying that the Metro buses and trains are the jurisdiction of the LASD rather than attempting to leverage these local resources to augment and improve law enforcement response to incidents on buses and trains.

It is important that Metro and local jurisdictions understand that the current staffing provided to LASD can in no way provide complete police coverage of the transit system spread over many square miles, particularly with regard to buses. Local law enforcement must provide first response unless an LASD unit is nearby. In those situations, the LASD Transit Services follow-up on the incident will help understand whether it is a part of a pattern requiring strategic responses to prevent future occurrences.



Metro is funding transit policing services so that coverage is provided beyond that which local law enforcement can provide. This is particularly true with regard to rail, which is often very separate from the neighborhood through which it runs. But local law enforcement has a core responsibility to respond to many incidents involving transit in their neighborhoods. This immediate and sometimes dual response should be articulated in any MOU's that are implemented with local law enforcement.

Management and Oversight of Law Enforcement Services

The presentation to the Board staff and Ad Hoc Transit Policing Committee stated that under the current model "LASD establishes priorities for resource allocation and deployment of personnel throughout the system." This expresses a need for increased control over law enforcement resources and services by Metro management. Efforts have been occurring to improve the coordination between LASD and Metro management in the past six months, moving toward a more collaborative approach.

In some areas Metro can exercise more control over contracted law enforcement services than if it directly employed law enforcement resources. For example, under the contract Metro can request specific LASD personnel be removed from the Transit Services Division and reassigned immediately. This can be requested without cause or discussion. Metro would have much more difficulty removing directly employed law enforcement personnel.

It may be helpful to distinguish between the functions and roles of establishing priorities, and directing law enforcement resources. Establishing short and long-term priorities for law enforcement services is a critical role for Metro management. The current contract provides opportunities for Metro to accomplish this, including development of the bus and rail policing strategies with the Metro law enforcement provider and expectations on specific performance indicators. These strategies should clearly outline the priorities for law enforcement services. They are far different from the Community Policing Strategy that has been developed, as they provide specific guidance on how the LASD will use its resources to impact priority problems on the transit system. At a minimum, any new contract should provide these requirements and enforcement of the terms should be a priority.

Directing actual law enforcement resources is, and should be, a role reserved to the command structure of the Metro contracted law enforcement agency, consistent with the priorities established by Metro management. In cities, it is the role of the Mayor or City Manager to establish priorities and provide direction regarding what they need. It is the role of the police chief to decide how to deploy law enforcement resources to accomplish those priorities. The Metro Board and management should be able to exercise the same control over priorities and direction.



Appendix:
Review Team Members' Background Information

Robert Wasserman (Strategic Policy Partnership, LLC), served as the Lead Consultant for The Bratton Group's role in the Metro LASD Contract Audit completed for the Metro Office of the Inspector General in 2014. Mr. Wasserman has been intimately involved in transit policing activities for some years, with work including the assessment and design of the transit policing strategy for Transport for London (UK), has served as Interim Director of Transport Policing and Enforcement for Transport for London, developed the performance management (CompStat) initiatives for that agency, and developed the strategic policing plan for the Transit Police in Boston, among many other engagements over the years. He recently served as the lead consultant to the Department of Homeland Security on Suspicious Activity Reporting on rail systems throughout the United States. He is presently serving as a senior advisor to Commissioner William Bratton of the New York Police Department.

Paul MacMillan, Chief of Police (Retired), Massachusetts Bay Transportation Authority, joined the MBTA Transit Police Department in November 1983. He worked in various positions within the department including Patrol, Investigative Services, Accreditation, and Field Training. He was promoted through the ranks and on November 6, 2008, the MBTA Board of Directors appointed then Deputy Chief MacMillan as the Chief of the Department. Chief MacMillan was the first MBTA Transit Police Officer to rise through the ranks to become Chief in the history of the agency. He received a B.S. in Criminal Justice from Northeastern University, a Graduate Certificate in Dispute Resolution from the University of Massachusetts, Boston and a M.A. Degree in Criminal Justice from Western New England College. He is also a graduate of the FBI National Academy and the Senior Management Institute for Police. He was Chair of the Transit Police and Security Peer Advisory Group and Chair of the Committee for Public Safety for the American Public Transportation Association and has participated in numerous peer reviews of transit police and security departments. In addition, he was an assessor and Team leader for the Commission on Accreditation for Law Enforcement Agencies, Inc. (CALEA).

Scott Bryant, BCA Watson Rice Management Consulting Partner, served as the project manager for the Metro LASD Contract Audit completed for the Metro Office of the Inspector General in 2014. He has worked extensively with law enforcement and public safety organizations and agencies. Scott recently led a review of the staffing and services of the Port Police for the Port of Los Angeles. He also conducted a review of staffing of the Los Angeles Sheriff's Department for the County Auditor/Controller. Scott served as Special Assistant to the Chief of Police in Oakland California. For the Orange County Sheriff, Scott was responsible for developing a strategic management approach including a focus on specific outcome oriented goals and developing specific outcome indicators to monitor progress toward these goals. In Long Beach, Scott was responsible for evaluating a proposal by the Los Angeles County Sheriff to provide police services citywide. He also evaluated contracted law enforcement services for the cities of Compton and Elk Grove.



CALIFORNIA TEAMSTERS LOCAL 911

PUBLIC, PROFESSIONAL & MEDICAL EMPLOYEES UNION, THE COUNTIES OF LOS ANGELES,
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Raymond B. Whitmer
Secretary-Treasurer

June 5, 2015

Phillip A. Washington, CEO
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012

Dear Mr. Washington:

Teamsters Local 911 would like to extend a very warm welcome to you in your new role heading the Los Angeles County MTA. Teamster is aware that you bring to this very important office a wealth of knowledge, experience, and dedication. We are committed to working with you and your team in the delivery of the best public services to the residents of Los Angeles County.

As you may be aware, Teamsters have been supportive of seeking legislation that will grant limited status while on duty under the California Penal Code to the personnel of the Department of Security and Law Enforcement of the Metro Transit Authority.

Thank you in advance for your support and I look forward to hearing back from you. Should you have any questions, I can be contacted at (213) 926-6305.

Sincerely,

A handwritten signature in black ink that reads "Judith Bustamante".

Judith Bustamante
Business Representative



County of Los Angeles
Sheriff's Department Headquarters
4700 Ramona Boulevard
Monterey Park, California 91754-2169



JIM McDONNELL, SHERIFF

June 9, 2015

Phillip A. Washington
Chief Executive Officer
Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, California 90012

Dear Mr. Washington:

With a transportation system that moves approximately 1.5 million persons a day, the need for a properly equipped policing and security force is paramount to system security and the public's perception of safety. Authority, in conjunction with the scope of work personnel perform, is a cornerstone in any force's effectiveness. I would like to express my support of Metro management and Teamsters Local 911's joint interest in pursuing legislation aimed at enhancing Metro Security authority. Such codified authority would ensure personnel have the requisite tools to perform tasks associated within their scope of work in maintaining the safety and security within the Metro system.

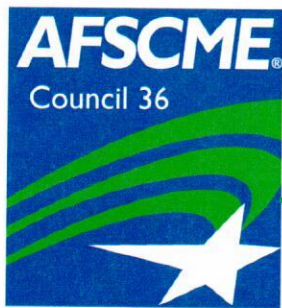
Legislation aimed at this tenet holds value and is a course of action I support Metro in pursuing.

If you have any questions or require additional information, please contact Chief Ronene Anda, Transit Policing Division, at (213) 922-5219.

Sincerely,

JIM McDONNELL
SHERIFF

A Tradition of Service



American Federation of STATE, COUNTY and MUNICIPAL EMPLOYEES, AFL-CIO

Headquarters: 514 SHATTO PLACE, 2RD FLOOR, SUITE 215 • LOS ANGELES, CALIFORNIA 90020

PHONE: (213) 487-9887

Ext. 395

FAX: (213) 263-9884

AFSCME Local 3634
MTA Supervisors

June 11, 2015

To: Mr. Phillip A. Washington
CEO Los Angeles County Metropolitan Transportation Authority (LACMTA)
1 Gateway Plaza
Los Angeles, Ca. 90012

Dear Mr. Washington,

The American Federation of State, County and Municipal Employees Union, Local 3634 (AFSCME Local 3634) would like to take this opportunity to welcome you and your family to the LACMTA family. We are excited to have someone with your expertise and understanding of a complex transit agency leading us to the next level in our pursuit of excellence. We pledge our commitment to work with you in this endeavor.

I have been informed that you have been briefed on a problem that exist within our Transit Security regarding the lack of authority by security personnel to perform the task of providing public and worker safety on a daily basis. AFSCME 3634 has been working with LACMTA in exploring solutions to this issue. In so doing, and by this correspondence, AFSCME Local 3634 would like you to know that we support efforts by the Agency to seek legislation that will grant limited status to our security personnel while on duty.

Sincerely

A handwritten signature in cursive script, appearing to read 'Ernest Waters'.

Ernest Waters, President
AFSCME Local 3634
LACMTA Supervisors

**Board Report**

File #: 2015-0701, **File Type:** Contract**Agenda Number:** 62.

**AD HOC TRANSIT POLICING OVERSIGHT COMMITTEE
JUNE 18, 2015****SUBJECT: LOS ANGELES METRO PROTECTIVE SERVICES****ACTION: APPROVE UP TO TWELVE (12) MONTHS CONTRACT TIME EXTENSION
WITH COUNTY OF LOS ANGELES SHERIFF'S DEPARTMENT****RECOMMENDATION**

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to execute Modification No. 12 to Contract No. PS2610LASD with the **County of Los Angeles Sheriff's Department (LASD) to provide law enforcement services** for up to twelve (12) months for the period covering July 1, 2015 through June 30, 2016 in the amount of \$102,851,600, thereby increasing the total contract value from \$466,719,113 to \$569,570,713.

ISSUE

The current Memorandum of Understanding with the Los Angeles Sheriff's Department (LASD) was approved by the Board for the period covering July 2009 through June 30, 2014, including two one-year options.

DISCUSSION

In May 2013, staff initiated the development of a preliminary Scope of Work for the new Transit Policing contract in anticipation of expiration of the current contract on June 30, 2014. On June 2013, the Board directed staff to conduct an audit on the current LASD contract and incorporate the recommendation(s) from this audit into the new transit policing scope of work. As a result, the procurement for a new transit policing contract was postponed until staff received the scheduled audit report in January 2014.

In March 2014, staff issued a "Request for Interest" to determine the number of interested parties for the new transit policing contract. The Request for Interest is used by staff in assessing the new policing scope and procurement schedule. As of March 31, 2014, Metro received four responses to the "Request for Interest".

On April 24, 2014, the Board authorized a six (6) month extension for the period covering July 1, 2014 to December 31, 2014 to allow staff to review and discuss the findings, and recommendations from the "Los Angeles Sheriff's Department Contract Audit" with the Board. The pertinent

recommendations were incorporated into the new draft Transit Policing Statement of Work. On November 6, 2014, the Board authorized an additional six (6) months contract extension for the period covering January 1, 2015 to June 30, 2015 for the following reasons:

1. Review draft Transit Policing Statement of Work with the Ad Hoc Transit Policing Oversight Committee of Board members (Per Motion By: Mayor Garcetti, Supervisor Molina, Supervisor Antonovich, and Director Fasana, Item A)
2. Release the Request For Proposal for Transit Policing Contract;
3. Proposals Review;
4. Board authorization to award the new Transit Policing Contract

During the last 12 months, LASD has performed a number of specialty services as outlined in Attachment E. Staff is returning to the Board to request up to twelve (12) months contract extension in order to complete the following items:

1. Review draft Transit Policing Statement of Work with the Ad Hoc Transit Policing Oversight Committee of Board members (Per Motion By: Mayor Garcetti, Supervisor Molina, Supervisor Antonovich, and Director Fasana, Item A); and
2. Release the Request For Proposal for Transit Policing Contract.
3. Provide Law Enforcement Services to Foothill and Expo Extensions and add additional administrative staff and Deputies to support the new Transit Policing Division and current rail lines.

In May 2013, staff initiated the development of a preliminary Scope of Work for the new Transit Policing contract. In June 2013, the Board directed staff to conduct an audit on the current LASD contract (audit performed by Bazilio Cobb Associates) and have staff incorporate the recommendation(s) from this audit into the new draft transit policing scope of work. On February 10, 2015, Bazilio Cobb Associates was retained by Metro to evaluate the proposed transit community policing models and provide Metro with recommendations to return to the Board for further discussion leading into the new Transit Community Policing contract. Staff would like to consider the recommendation(s) for inclusion in the current draft scope of work.

Staff is currently in the recruitment process for the Board authorized Executive Officer, System Security & Law Enforcement. Staff would like to provide the new Executive Officer an opportunity to review the current draft scope of work prior to submitting to the Ad Hoc Transit Policing Oversight Committee for review.

The implementation of Item #2, Release the Request For Proposal for Transit Policing Contract, will be contingent upon the final review of the Transit Policing Statement of Work. Staff has included a detailed procurement schedule for the new Transit Policing procurement identifying critical milestones pertinent to this time extension:

The implementation of Item #3, Provide Law Enforcement Services to Foothill and Expo Extensions and add additional administrative staff and Deputies to support the new Transit Policing Division and current rail lines, is outlined in this report. The contract costs for FY16 are based on a phased approach to reflect revenue operations for Foothill and Expo Extensions.

IMPLEMENTATION PERIOD FOR THE POSITIONS (PURPOSE / JUSTIFICATION)

Expansion: October 1, 2015

Total Expansion Cost: **\$1,756,458**

(1) Lieutenant - (Area) (Gold Line)

Adjusted Annual Salary @ \$143,316 x 1 = \$143,316 (Nine month's cost: \$107,487)

Provides management and supervision of all LASD personnel assigned to provide contracted law enforcement services for the expansion of Metro's Gold Line. The area lieutenant is the main point of contact and acts as liaison between Metro employees and Transit Policing Division (TPD) in addressing community policing service issues and providing solutions, while ensuring the quality of services provided to Metro customers and employees.

(1) Lieutenant - (Area) (Green Line)

Adjusted Annual Salary @ \$143,316 x 1 = \$143,316 (Nine month's cost: \$107,487)

Provides management and supervision of LASD personnel; sergeants, deputies, and security assistants assigned to provide contracted law enforcement services for Metro's Green Line. Develop and implement fare enforcement and quality-of-life operations in order to increase fare and reduce crime and Metro violations. The area lieutenant acts as liaison between other police agencies, Metro customers, and employees in addressing community policing service issues and providing solutions, while ensuring the quality of services provided to Metro customers and employees.

(2) Sergeants - (Field) (Gold and Expo Lines)

Adjusted Annual Salary @ \$119,496 x 2 = \$238,992 (Nine month's cost: \$179,244)

Provides direct supervision to LASD line personnel assigned to the expansion of the Gold and Expo Lines. The field sergeants are required to provide direct supervision to line deputies at a ratio of seven deputies to one sergeant (7:1), thereby ensuring effective supervision in the field.

(20) Sheriff's Deputy - (Generalist) (Gold and Expo Lines)

Adjusted Annual Salary @ \$90,816 x 20 = \$1,816,320 (Nine month's cost: \$1,362,240)

Provides law enforcement services and are the frontline personnel that have direct contact and interaction with Metro's customers and employees in providing a safe environment on or near the Gold and Expo Lines transit system.

Expansion: January 1, 2016

Total Expansion Cost: **\$2,699,567**

(1) Captain (Central Operations Bureau (COB))

Adjusted Annual Salary @ \$183,652 (Six month's cost: \$91,826)

Provides overall management and supervision for the newly created Central Operations Bureau

(COB) as the unit commander. COB provides critical consolidated support resources that include the Threat Interdiction Unit, Explosive Detection Canine Team, Crime Impact Teams, Crisis Response Unit (Mental Health), Detective (investigations), Training and Scheduling, Special Projects, and Logistics. This position will coincide with the anticipated expansion of Metro and the corresponding need for police services in the mass-transit environment.

(2) Lieutenants - (Operations and Detective)

Adjusted Annual Salary @ \$143,316 x 2 = \$236,632 (Six month's cost: \$143,316)

One lieutenant will be the operations lieutenant for COB that will provide administrative and field operational support to the unit commander. This position will ensure timely processing of all policing-related reports including, but not limited to; dissemination of safety-related alerts or notifications and policies and procedures to line personnel. The second lieutenant will be assigned to the Detective Unit for investigations. With the expansion of Metro comes the anticipated increase of conducting timely investigations of cases in order to ensure efficient resolution of cases.

(2) Sergeants - (Operations and Traffic)

Adjusted Annual Salary @ \$119,496 x 2 = \$238,992 (Six month's cost: \$119,496)

One sergeant will be the operations sergeant for COB that will assist the unit commander and lieutenant in the day-to-day administrative and field operational management of the unit. This position will ensure timely monitoring and processing of all policing and administrative-related reports, thereby ensuring the flow of information to TPD personnel and Metro employees on as-needed basis. The second sergeant will be the supervisor for the traffic unit. This position will provide immediate response to traffic collisions involving Metro buses and expedite the investigation process in order to minimize delays in Metro's mass-transit system.

(6) Sergeants - (Field)

Adjusted Annual Salary @ \$119,496 x 6 = \$716,976 (Six month's cost: \$358,488)

The field sergeants will provide direct line supervision to LASD line personnel assigned in the expansion of the Metro rail line. The field sergeants are required to provide direct supervision to line deputies at a ratio of seven deputies to one sergeant (7:1), thereby ensuring effective supervision in the field.

(42) Sheriff's Deputies - (Generalist)

Adjusted Annual Salary @ \$90,816 x 42 = \$3,814,272 (Six month's cost: \$1,907,136)

Provides law enforcement services as required in the Metro contract, ensuring the safety of Metro customers and employees for the expansion of the Metro rail system. These deputies are the frontline personnel that have direct contact and interaction with Metro customers and employees.

(1) Secretary V

Adjusted Annual Salary @ \$55,319 (Six month's cost: \$27,660)

The Secretary V will provide personal secretarial assistance to the unit commander of COB. This position will be responsible, and not limited to; screening in-person inquiries and telephone calls,

providing requested information and personally taking care of inquiries and calls, which do not require the attention of the unit commander. Thereby, ensuring the time of the unit commander is utilized effectively in more important and mission critical tasks at hand.

(1) Operations Assistant I

Adjusted Annual Salary @ \$50,371 (Six month's cost: \$25,186)

This position will assist the operations staff at COB by providing routine administrative staff support functions, such as; assisting in budget monitoring, procurement request, supplies inventory, preparing inter-office and departmental correspondence, memoranda, reports, unit procedural manuals, and other documents utilizing specialized office software applications, including those specifically for LASD's use only. This position will work closely with the operations sergeant to ensure that all required reports and documents are completed in a timely manner by the units under COB.

(1) Law Enforcement Technician

Adjusted Annual Salary @ \$52,918 (Six month's cost: \$26,459)

This position assists sworn personnel by independently performing technical law enforcement-related service and support functions in LASD. Law enforcement service and support functions encompass duties supporting the maintenance and operation of a division or unit, which include, but are not limited to; unit vehicle maintenance and service, unit supplies maintenance, transport, load, and unload large, bulky, and/or heavy personal or evidentiary property to a warehouse or other location as directed.

TOTAL POSITIONS EXPANSION COST: \$4,456,025

**METRO PROTECTIVE SERVICES
TENTATIVE ACQUISITION SCHEDULE
AWARD WITH DISCUSSIONS
TECHNICALLY ACCEPTABLE, LOWEST PRICE METHODOLOGY**

Milestone	Completion Date
Receive concurrence from Ad Hoc Committee and Metro Safety & Security Executive Officer	January 28, 2016
Transmittal of SOW, Evaluation Criteria, Submittal Requirements, Estimate, Goal Evaluation, Requisition ____ [fill-in] ____	February 11, 2016
Individual Acquisition Plan and Source Selection Plan Approved	February 18, 2016
Advertisement and Solicitation Issued	February 26, 2016
Proposals Received	March 28, 2016
Proposal Evaluation (DEOD, Pre-Qualification, Pre-Award Audit, etc.)	April 18, 2016
Recommendation for Award	May 26, 2016

Board Approval	June 23, 2016
Contract Start Date	July 1, 2016

DETERMINATION OF SAFETY IMPACT

The authorization of FY16 contract extension will provide positive impact on safety for our employees and patrons by mitigating potential terrorist incidents and deterring crimes on our transit system.

FINANCIAL IMPACT

The contract proposal for FY16 is \$102,851,600, which is 15%, or \$13,964,624 more than the \$88,886,976 contract value authorization in FY15.

A portion of the funding of the \$102,851,600 for exercising Modification No. 12 is currently included in the FY16 Proposed Budget. It will be the responsibility of the Project Manager to amend the budget upon approval of this contract authorization in Cost Center 2610, System Security and Law Enforcement under multiple bus and rail projects in Account 50320-Contract Services, as well as Foothill/Expo 2 Extensions under project 860200 and 860301 respectively:

LASD Transit Community Policing Contract

Multiple Bus and Rail Projects:	\$94,509,337.49
Project: 860200 (Foothill): 30 Deputies/Command Staff	\$3,602,340.63
Project: 860301 (Expo): 42 Deputies/Command Staff	\$4,739,921.88
Total:	\$ 102,851,600

Impact on Bus and Rail Operating and Capital Budget

The FY16 funding for contract Transit Policing Services will come from Enterprise Fund revenues (fares, sales tax revenues, and TDA4). No other sources of funds were considered for these expenses because this is the appropriate fund source for activities that benefit bus and rail operations.

ALTERNATIVES CONSIDERED

An option considered would be to provide transit policing services through an alternative means to the LASD contract. This alternative is not recommended because this is a critical security program and we do not currently have in place alternative policy or strategy, nor do we have in place the security assets, to provide the current level of protection for our customers and employees if the Contract Modification 12 is not approved.

NEXT STEPS

Metro staff will begin the Request for Proposal (RFP) process for a new transit policing contract. Staff will seek Board staff assistance throughout this RFP process. Staff will report back to the Board


on a monthly basis with the status of the procurement processes. We anticipate to complete the hiring of the new Executive Officer by July 30, 2015.

ATTACHMENTS

- Attachment A - Procurement Summary
- Attachment B - Contract Modification/Change Log
- Attachment C - Breakdown of LASD Personnel
- Attachment D - Service Units by Position and Other Costs
- Attachment E - Highlights and Accomplishments

Prepared by: Duane Martin, DEO Project Management (213) 922-7460

Reviewed by: Ivan Page, Interim Executive Director, Vendor/Contract Management
(213) 922-6383
Stephanie Wiggins, Interim Deputy Chief Executive Officer
(213) 922-1023



Phillip A. Washington
Chief Executive Officer

PROCUREMENT SUMMARY

TRANSIT COMMUNITY POLICING SERVICES/PS2610LASD

1.	Contract Number: PS2610LASD		
2.	Contractor: County of Los Angeles Sheriff's Department		
3.	Mod. Work Description: Continuation of Transit Law Enforcement Services		
4.	Contract Work Description: Metro System-Wide Law Enforcement Services		
5.	The following data is current as of: 5/22/15		
6.	Contract Completion Status		Financial Status
	Contract Awarded:	07/01/09	Contract Award Amount: \$65,921,937
	Notice to Proceed (NTP):	n/a	Total of Modifications Approved: \$400,797,176
	Original Complete Date:	06/30/12	Pending Modifications (including this action): \$102,851,600
	Current Est. Complete Date:	06/30/15	Current Contract Value (with this action): \$569,570,713
7.	Contract Administrator: James Nolan		Telephone Number: (213) 922-7312
8.	Project Manager: Duane Martin		Telephone Number: (213) 922-7460

A. Procurement Background

This Board Action is to approve modification no. 12 issued in support of continued Metro system-wide law enforcement services, as set forth in Memorandum of Understanding (MOU) PS2610LASD currently in effect between Metro and Los Angeles County Sheriff's Department.

This Modification will be processed in accordance with Metro's Acquisition Policy and the contract type is fixed unit rate.

The Memorandum of Understanding (MOU) with the Los Angeles County Sheriff's Department (LASD) is for a five year term covering the period between July 1, 2009 through June 30, 2014 (inclusive of two one-year options). This MOU was approved by the Board of Directors in May of 2009 in the amount of \$65,921,937. Several contract actions/modifications have been executed and approved by the Board over the life of the MOU.

(Refer to Attachment B – Contract Modification Log)

B. Cost/Price Analysis

The recommended price has been determined to be fair and reasonable based upon LASD's proposed rates established on an annual basis by the County of Los Angeles Auditor-Controller as required by Government Code Section 53069.8(b). The proposed rates were reviewed and found to be consistent with the pricing established by the Auditor-Controller.

CONTRACT MODIFICATION/CHANGE LOG

TRANSIT COMMUNITY POLICING SERVICES/PS2610LASD

MOU no.	Original Memorandum of Understanding	Date	Amount
PS2610LASD	Transit Policing/Law Enforcement Services	July 1, 2009	\$65,921,937
Mod. no.	Description	Date	Amount
1	In December of 2009, the Metro Board approved Modification #1 to add \$2,895,460 to the MOU for additional law enforcement personnel on the Metro Gold Line Eastside extension.	12/10/09	\$2,895,460
1A	Threat Interdiction Unit (TIU) is grant funded and was approved by Board.		\$943,216
2	In July of 2010, the Board approved Modification #2 for second year funding in the amount of \$62,937,004, which was a 9.2% reduction over the previous year.	7/22/10	\$62,937,004
3	Modification #3 was executed under CEO authority covering a one-month extension for the period between July 1, 2011 and July 31, 2011 in the amount of \$5,470,211.	6/22/11	\$5,470,211
4	Modification #4 was executed by Board approval covering a two-month extension for the period between August 1, 2011 and September 30, 2011 in the amount of \$11,167,883.	8/4/11	\$11,167,883
5	Modification #5 was executed by Board approval covering a one-month extension for the period between October 1, 2011 and October 31, 2011 in the amount of \$5,470,211.	9/22/11	\$5,470,211
6	Modification #6 was executed by Board approval covering November 1, 2011 through June 30, 2012 in the amount not-to-exceed \$58,844,951, the third year of the MOU.	11/1/11	\$58,844,951
7	Modification #7 was executed between LASD and Metro's Deputy Chief Executive Officer to amend Section D. Training. This modification will allow LASD to complete their officers' training at Metro.	8/1/12	\$0.00
8	Modification #8 was executed by Board approval covering July 1, 2012 through June 30, 2013 in the amount not-to-exceed \$80,622,638, the fourth year of the MOU.	1/23/13	\$80,622,796
8A	MOU Mod 8 was \$297,170 below Board approved amount of \$80,622,796		-\$297,170
9	Modification #9 was to exercise Option 2 to MOU PS2610LASD with the County of Los Angeles Sheriff's Department (LASD) to	9/1/13	\$83,855,638

	provide law enforcement services for the period covering July 1, 2012 through June 30, 2013 in the amount not-to-exceed \$83,855,638, an increase of \$3,225,217 over the current fiscal year.		
10	Modification #10 was to exercise up to six (6) months contract time extension with the County of Los Angeles Sheriff's Department (LASD) to provide law enforcement services for the period covering July 1, 2014 through December 31, 2014 in the amount not-to-exceed \$44,443,488.	6/5/14	\$44,443,488
11	Modification #11 was to exercise up to six (6) months contract time extension with the County of Los Angeles Sheriff's Department (LASD) to provide law enforcement services for the period covering January 1, 2015 through June 30, 2015 in the amount not-to-exceed \$44,443,488.	1/1/15	\$44,443,488
12	Pending Board Approval Modification #12, the subject of this Board action, is to exercise up to twelve (12) months contract time extension with the County of Los Angeles Sheriff's Department (LASD) to provide law enforcement services for the period covering July 1, 2015 through June 6, 2016 in the amount of \$102,851,600.	7/1/15	\$102,851,600
	Modification 1 thru 12 Total:		\$503,648,776
	New MOU Total Value		\$569,570,713

Position	FY 2014-15	Additions 07-01-15	Additions 10-01-15	Additions 01-01-16	FY 2015-16
Chief	1				1
Commander	2				2
Captain	2			1	3
Lieutenant- Operations Lieutenant	3			1	4
Lieutenant- Detectives	0			1	1
Lieutenant- Watch Commander	5				5
Lieutenant- MTA Security Liaison	0				0
Lieutenant- Service Area Commander	6		2		8
Sergeant- Operations	3			2	5
Sergeant- Scheduling	1				1
Sergeant- Detectives	2				2
Sergeant- Watch Sergeant	10				10
Sergeant- Field Sergeant	43		2	6	51
Sergeant- Canine Sergeant	1				1
Sergeant- Motor Sergeant	3				3
Sergeant- Threat Intradiction Unit	2	1			3
Bonus I- Watch Deputy	5				5
Bonus I- Detective	13				13
Bonus I- Court Deputy	3				3
Bonus I- Team Leaders	13				13
Bonus I- Canine	11				11
Bonus I- Mental Evaluation Team	4				4
Bonus I- Master FTO	1				1
Bonus I- Field Training Officer	20				20
Bonus I- Motor Team Leader	1				1
Bonus I- Access Service Investigator	2				2
Deputy- Motor	24				24
Deputy- Scheduling	3				3
Deputy- Special Projects	2				2
Deputy- TIU	27	3			30
Deputy- Training	2				2
Deputy- Field	256		20	42	318
Total Sworn	471	4	24	53	552
Deputies to Supervisors	Field Deputies +FTO			Field Sergeants	Ratio
Field Personnel	338			51	6 5/8

Position	FY 2014-15	Additions 07-01-15	Additions 10-01-15	Additions 01-01-16	FY 2015-16
Administrative Services Manger I	2				2
Community Service Assistant	0				0
Crime Analyst	2				2
Data Control Clerk	1				1
Evidence & Property Cust. II	1				1
Information System Analysis II*	1				1
Law Enforcement Technician	31			1	32
Management Secretary V	1				1
OA I	4			1	5
OA II	4				4
Secretary V	2			1	3
Security Assitant	106				106
Senior Clerk	5				5
Senior IT Technical Sup Analyst*	1				1
Senior Secretary V	2				2
Sheriff Station Clerk II	15				15
Supervising Senior Clerk	1				1
* Assigned to Tech Services Div.					
Total Professional Staff	179	0	0	3	182
Total Personnel	FY 2014-15	Additions 07-01-15	Additions 10-01-15	Additions 01-01-16	FY 2015-16
Purchased by MTA	650	4	24	56	734

Position	Action	Amount	Information
Captain	Add	1	Central Bureau
Lieutenant	Add	1	Operations for Central Bureau
	Add	1	Detective for Central Bureau
	Add	1	Service Area of Expo Line
	Add	1	Service Area for Gold Line
Sergeant	Add	2	Operations Sergeant for Central Bureau
	Add	8	Field Sergeant
	Add	1	TIU Sergeant
Deputy	Add	3	TIU
	Add	62	Expo and Gold Line Expansion
LET	Add	1	Central Bureau
OA I	Add	1	Central Bureau
Secretary V	Add	1	Central Bureau
		84	Total Increase

SERVICE UNITS BY POSITION AND OTHER COSTS

Service Units	Number	Unit Cost	Annual Cost
40 Hour One Deputy Units	8	\$ 270,852.68	\$ 2,166,821.43
56 Hour Two Deputy Units	61	\$ 758,387.50	\$ 46,261,637.58
56 Hour One Deputy Units	77.5	\$ 379,193.75	\$ 29,387,515.68
Non-Relieved Deputy Units	7	\$ 246,229.71	\$ 1,723,607.96
MET Deputy	4	\$ 260,311.18	\$ 1,041,244.71
Team Leaders	13	\$ 260,311.18	\$ 3,384,045.31
Team Leader - Motor Officer	1	\$ 270,275.34	\$ 270,275.34
Non-Relieved Sergeant Units	3	\$ 298,778.89	\$ 896,336.67
Canine Deputy	11	\$ 260,311.18	\$ 2,863,422.95
Motor Units	24	\$ 255,419.39	\$ 6,130,065.31
Access Services Investigator	2	\$ 166,253.60	\$ 332,507.20
Security Assistant	106	\$ 59,651.46	\$ 6,323,054.39
Subtotal			\$ 100,780,534.53
Special Overtime Fund			\$ 1,800,000.00
WC/UI	6.21%		\$ 98,544.20
Metro Liason (120 Day Contract)			\$ 51,000.00
Canine Support			\$ 71,522.00
Subtotal			\$ 2,021,066.20
Liability Insurance	0.00%		\$ -
Training Fund			\$ 50,000.00
Total Supplemental Cost			\$ 2,071,066.20
Total Contract Cost			\$ 102,851,600.72



Los Angeles County Sheriff's Department

Transit Policing Division

Highlights and Accomplishments

Overview

The Los Angeles County Sheriff's Department (LASD) is the largest Sheriff's Department in the United States and employs over 18,000 sworn and professional staff. The Department's countywide resources are vast and include, to name a few, the following: Major Crimes Bureau, Emergency Operations, Headquarters Detectives, Scientific Services, Patrol Divisions, Transportation, Courts and Custody Facilities, Community Oriented Policing Bureau, Aero Bureau (the Department's airborne fleet), Homicide Bureau, Fraud and Cyber Crimes, Arson/Explosives, Special Victims Bureau, Special Enforcement Bureau (SWAT Teams), Operations Safe Streets, and the Gang Enforcement Team. While Transit Policing Division (TPD) provides Countywide services and resides under the Sheriff's Department's larger umbrella, its nearly 650 sworn and professional staff serve as a dedicated resource and policing force for Metro.

Transit Policing Division Services and Support

Routine patrol and fixed-post assignment of deputies and security assistants stand at the core of TPD's daily deployment and span the commands of Transit Bureau North, Transit Bureau South, Central Operations, and Metrolink. Field personnel are supported through a diverse network of ancillary services, specific to Metro's needs and a Transit policing environment. Specialty services include the following:

- *Threat Interdiction Unit* - a premier and nationally recognized counterterrorism unit
- *Detective Bureau* - investigates and assists in the prosecution of transit specific crimes, as well as "photo enforcement" management
- *Crime Impact Teams* - address crime trends, quality-of-life issues, series offenders, surveillance, search warrant service, graffiti abatement, prosecution of prolific taggers and the like.
- *Bus Riding Team* - an innovative and newly created team that promotes law enforcement visibility, conducts plain clothes operations, and addresses crime trends specific to bus lines
- *Canine Teams* - system-wide explosives scent detection
- *Crisis Response Unit* - comprises teams of Mental Evaluation Deputies and Department of Mental Health Clinicians
- *Field Training Program* - established in 2012, this program comprises 20 training officers who specialize in transit specific tactics, communication, and problem solving
- *Sheriff's Reserve and Volunteer Program* - 17 reserve deputies and 30 active volunteers
- *Service Area Lieutenants, Team Leaders, and Professional Staff* who support the Division's operation within each unit. In addition, LASD oversees the day-to-day management of Metro Security and Contract Security services, which total in the hundreds of personnel

Transit Policing Division Snap-Shots and Statistics

Citations and Arrests (2012-2015)

- Citations Issued	374,798
- Arrests made	32,357

Bus Riding Team Boarding, Ride and Fare Check Data (September 2014 to Current)

- Bus Boardings	11,081
- Bus Rides	5,406
- Fare Checks	476,010

Crime Impact Team Statistics (August 31, 2014 to Current)

- Citations	964
- Arrests	1,023
- Rides and Boardings	200
- Plain Clothes Ops., Reports, Parole/Probation Searches and Search Warrants	533

Crisis Response Unit - Contacts, Transports, 5150 WIC, Cites, Trespass and Location Checks (2014 Totals)

- Total Contacts	3,384
- Transports to Services	324
- 5150 (Person Determined Mentally III)	348
- Citations Issued	65
- Trespassing	550
- Location Checks	4,404

Detective Bureau-Crime Statistics and Like Jurisdiction Comparisons (May 2014/May 2015)

- TPD Cases Cleared By Arrest	81%	Other Jurisdiction Comparison*	53%
- TPD Solve Rate (All Crimes)	88.9%	Other Jurisdiction Composite	78.7-86.2%
- Felony Complaints Filed (D.A.)	31.3%	Other Jurisdiction Composite	18-25.3%
- Cases Rejected (City Atty./D.A.)	16.6%	Other Jurisdiction Composite	22.2-25.2%

TSOI "Bus Policing Pilot" - Boarding and Fixed-Post Locations (January 9, 2015 to Current)

- Total Number of TSO Bus Boardings	7,843
- Total Number of TAPS (Fares Checked)	91,118
- High-Boarding Locations: Include El Monte Station, Union Station adjacent stops, Wilshire Boulevard at Western and Vermont, Universal City/Studio City Red Line Station Bus Terminal, North Hollywood Orange Line Bus Terminal, and Hollywood Boulevard at Highland.	
- Fare Box data revealed TSO visibility and checks improved fare collection efforts on the lines where they were deployed (consistently)	
o Examples: Fare Collection was up 8.2% at Chavez/Vignes, 10.5% at 7 th Street, and 6.5% Universal City Station	

*Other jurisdictions surveyed, 53% was the highest comparative in the “cleared by arrest” category.

Community Oriented Transit Policing

Transit Policing Division embraced recent audit findings concerning Transit Policing services for Metro. It has implemented many of the Audit’s recommendations and has self-initiated other efforts aimed at achieving the goals and objectives contained in the comprehensive transit community policing plan.

- TPD now provides monthly crime reports to the Metro Board in an effort to ensure transparency, foster accountability, and information share.
- TPD’s Strategic Plan and Community Policing plans have been realized, with Metro due to receive the latest installment of the annual Community Policing Plan in July 2015.
- Relationships have been fostered with partner agencies and community stakeholders who Metro and LASD serve. TPD personnel regularly meets with local agencies such as Long Beach, Santa Monica, and the Los Angeles Police Department, as well as attend agency briefings and stakeholder community meetings.
- TPD personnel orchestrated the creation of a Transit Policing “Division,” in order to best meet Metro’s diverse needs. Personnel, budget, and other aspects of Division autonomy will favorably and increasingly influence how TPD performs its work for Metro.
- TPD has worked collaboratively with Metro in providing Public Service Announcements aimed at enhancing the public’s perception of a safe transit system, curbing Operator assaults, reporting suspected child exploitation or inappropriate and/or unlawful sexual advances on the system.

Creativity, Innovation, and Partnership Projects with Metro

- In collaboration with Metro (and the “day-to-day management of Metro Security”), TPD embarked upon multiple ‘never before’ pilots, each of which have yielded favorable results. One such pilot was a Fare Enforcement and MPV Pilot initiated with TSOI’s. Despite obstacles along the way, today, Metro Security personnel regularly perform fare inspections, MPV checks, and issue citations within the Metro system. A separate/second Bus Boarding Pilot was recently initiated (using formerly non-existent, unarmed, Metro Security personnel and unfilled FTE’s). The Bus Boarding pilot has proved highly successful and yields consistent favorable results on fare box revenue, wherever the TSOI’s are deployed. Because of this success, TPD (via the Director of Security), replicated the program and now there are two teams completing this task.
- LASD has recently sent Metro Security to a number of POST-certified training courses, critical to their craft and Metro’s Mission. These include Active-Shooter Training, Mental Health Training, and a POST-approved Cultural Diversity course provided through the Museum of Tolerance.
- TPD has worked collaboratively with Metro in offsetting instances of operator assaults (whether via bus boardings, rides, plain clothes and/or uniformed operations, public service announcements or crime prevention through environmental design efforts. Recommendations acted on by Metro concerning Operator Partitions, CCTV or Operator Training (in defusing interactions) appear to be having favorable results and among this, operator feedback on partitions has proved largely favorable; and their effect, seemingly positive thus far.
- TPD has created a recurrent publication (and well over a year’s worth of bi-monthly educational “pushes”) entitled, “Did You Know?” These educational and/or officer safety related briefings

ATTACHMENT E

are driven via email and reach all TPD personnel. Bite-sized training pieces are distributed on the 15th and 30th of each month and train personnel in important safety information, such as bus shut offs, the 3rd rail, the Transit Watch App or other important safety/system information.



Board Report

File #: 2015-0839, File Type: Contract

Agenda Number: 64.

SYSTEM SAFETY, SECURITY & OPERATIONS COMMITTEE JUNE 18, 2015

SUBJECT: 2015 SPECIAL OLYMPICS WORLD GAMES

ACTION: AUTHORIZATION TO ENTER INTO A JOINT PARTNERSHIP AGREEMENT

RECOMMENDATION

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer (CEO) to enter into a joint partnership agreement between the Los Angeles County Metropolitan Transportation Authority (Metro) and the **2015 Special Olympics (World Games)**.

ISSUE

The formal agreement between Metro and the World Games is needed to clarify roles, responsibilities and to outline the expectations between the two organizations.

Background

The 2015 Special Olympics World Games, a sports competition for children and adults with intellectual disabilities, will be the largest sports and humanitarian event in the world in 2015. This nine-day event will be taking place in Los Angeles during Saturday, July 25, 2015 through Sunday, August 2, 2015.

The opening ceremony will be held at the Los Angeles Memorial Coliseum on Saturday, July 25, 2015 and closing ceremony will be hosted at the Coliseum on Sunday, August 2, 2015. There will be 25 sporting events occurring at 27 different venues throughout Los Angeles County. The World Games has also garnered support from local businesses, global companies and government agencies. World Games officials estimate that approximately 7,000 athletes and 3,000 coaches will represent 177 countries, along with 12,000 volunteers and an anticipated 500,000 spectators over the course of the competition.

DISCUSSION

Upon Board approval, the World Games will recognize Metro as its "Official Transit Provider" of the 2015 Special Olympics. The following items highlight Metro's support of the World Games:

Volunteer Commemorative TAP Cards

In April 2015, the Metro Board approved 12,000 loaded TAP cards for the 2015 Special Olympics volunteers (Attachment A). Given the global nature of the World Games, the nine-day event period, and the countywide impact, staff will produce 100,000 commemorative cards for public sale and distribution across our system.

Operations

As the “Official Transit Provider” of the 2015 Special Olympics World Games, Metro Operations will support the nine-day event by:

- Deploying additional staff to monitor and maintain seamless operation
- Focusing and enhancing efforts on station maintenance
- Providing additional customer service information
- Installing event wayfinding signs throughout the system for:
 - Assisting with fare collection
 - Facilitating safe boarding

These effort, as well as additional services, will be implemented by Metro in coordination with the World Games’ transportation staff and other partnering agencies in support of this event, where and when necessary. Metro Operations is prepared to provide additional special event support to provide safe and efficient transportation for event-goers and all Metro patrons.

Communications & Marketing

The agreement will allow various cross-promotional activities between the two organizations. Specifically, the marketing and communications campaign will encourage fans, spectators and volunteers to “Go Metro” during the 2015 Special Olympics World Games.

With the help of the Special Olympics, Metro will distribute transit information to event-goers and will target our current riders and the general public via on-board and paid advertising. Utilizing the various media tactics available, including digital, print, outdoor billboards, broadcast, and Media Relations, the marketing and communications efforts will aim to highlight existing American with Disabilities Act (ADA) programs and will promote the benefits of using transit in Los Angeles for accessing the World Games and other destinations.

DETERMINATION OF SAFETY IMPACT

There are no safety issues associated with the approval of this board report.

FINANCIAL IMPACT

The estimated value of the agreement between Metro and the Special Olympics is approximately \$2.3 million. Of this dollar amount, the hard costs to Metro are estimated at \$1 million, inclusive of the costs associated with the board approved TAP Card commitment. Working in partnership, the departments responsible for the support efforts in the agreement will work with the Office of

Management and Budget to identify funds in FY15 and FY16. All costs will be monitored and tracked through Project Number 306001 and the following Task Numbers: 20 (Special Events/2015 Special Olympics), 20.15 (Special Events Asst./ 2015 Special Olympics) and 20.04 (Events Marketing/2015 Special Olympics).

Impact to Budget

The source of funds for this activity come from federal, state and local funding sources that are eligible for Bus and Rail Operations. These funding sources will maximize the use of funds for these activities. No other sources of funds were considered for this activity because it supports Bus and Rail Operations.

NEXT STEPS

Upon approval of this item, Metro will enter into a formal agreement with the World Games which will allow Metro to initiate all of the necessary steps required for the effective and efficient implementation of Metro's Operations and Communications plans in support of the 2015 Special Olympics.

ATTACHMENTS

Attachment A - April 2015 Special Olympics Board Report

Prepared by: Nancy Saravia, Transportation Planning Manager, Operations

Questions: Christopher Reyes, Senior Administrative Analyst, Operations
(213)922-4808

Reviewed by: Ann Kerman, Interim Chief Communications Officer, (213)922-7671
Robert Holland, Interim Chief Operations Officer, (213)922-4438
Nalini Ahuja, Executive Director, Finance and Budget, (213) 922-2296



Phillip A. Washington
Chief Executive Officer

**Metro**Los Angeles County
Metropolitan Transportation AuthorityOne Gateway Plaza
Los Angeles, CA 90012-2952213.922.2000 ext
metro.net**REGULAR BOARD MEETING
APRIL 30, 2015****SUBJECT: 2015 SPECIAL OLYMPICS WORLD GAMES****ACTION: APPROVE STAFF RECOMMENDATION****RECOMMENDATION**

- A. Receive and file report on Metro's efforts in support of the 2015 Special Olympic World Games; and
- B. Authorize the Chief Executive Officer (CEO) to provide TAP cards loaded with passes for 12,000 volunteers for the 2015 Special Olympic World Games and 100,000 commemorative TAP cards.

ISSUE

This report is an update on the on-going coordination efforts in support of the 2015 Special Olympic World Games (World Games) in addition to requesting the Board to approve providing 12,000 TAP Cards loaded with passes for the World Games volunteers.

BACKGROUND

As noted in the April 1, 2015 board box, Metro has been working closely with the 2015 Special Olympic World Games staff to support the upcoming sports competition games from July 25-August 2, 2015 (Attachment A).

The 2015 Special Olympic World Games, a sports competition for children and adults with intellectual disabilities, will be the largest sports and humanitarian event in the world in 2015. This nine day event will be taking place in Los Angeles during Saturday, July 25, 2015 through Sunday, August 2, 2015. The opening ceremony will be held at the Los Angeles Memorial Coliseum on Saturday, July 25, 2015 and closing ceremony will be hosted at the Coliseum on Sunday, August 2, 2015. There will be 25 sporting events occurring at 27 different venues throughout Los Angeles County (Attachment B). The University of Southern California (USC) and the University of California Los Angeles (UCLA) are the designated Olympic Villages, where approximately 7,000 athletes will be housed. The World Games officials estimate the following attendees over the course of the competition:

ATTACHMENT A

- Athletes: 7,000
- Coaches: 3,000
- Officials: 1,200
- Honored Guests: 4,000
- Family Members: 10,000
- Media: 3,000
- Volunteers: 12,000
- Spectators: 500,000

This will be the largest event hosted in Los Angeles since the 1984 Olympic Games. It is the second time since 1972 that the World Games will be in Los Angeles. This event has garnered support from our local businesses, global companies and government agencies. The World Games is expected to have a positive impact on Los Angeles County, with projected economic benefits are estimated at approximately \$415 million, according to a collaborative analysis from Micronomics, a national research and consulting firm, and the Los Angeles Tourism and Convention Board.

DISCUSSION

Volunteer TAP Card Request

As a part of this unique partnership, World Games officials have requested 12,000 TAP cards loaded with passes for their volunteers. There will be a focused effort by the World Games officials to promote their volunteer and spectator use of public transportation to the 25 sporting events (Attachment B). Especially for the volunteers, World Games officials will reiterate taking public transportation as parking accommodations will not be compensated in an effort to have as little impact on traffic congestion across the Los Angeles region.

One example of how volunteers will be encouraged to take public transportation is that for the opening ceremony which is scheduled to be held at the Los Angeles Memorial Coliseum on Saturday, July 25, 2015 from 6:00 p.m. to 9:00 p.m., all volunteers will be highly urged to take the Metro Expo Line as the stations at Expo/Vermont and Expo Park/USC are walking distance from the Los Angeles Memorial Coliseum.

Commemorative TAP Card

Given the global nature of the World Games, the nine-day event period, and the positive countywide impact, staff is working with the World Games to produce 100,000 commemorative cards for public distribution.

The commemorative cards will be distributed at high-volume stations across Los Angeles County. Metro is on-track to begin distributing the commemorative cards in ticket vending machines during the weeks before the opening event, which starts July 25, 2015. Metro has developed a card design (Attachment C) which has been reviewed,

ATTACHMENT A

and approved internally and by the county municipal operators. Upon receiving Board approval, the design will be sent to a vendor to begin the production process.

Distributing the commemorative cards will raise awareness for the event and will be an event collectable for Special Olympics spectators and Metro patrons.

Historically, during the 1984 Olympic Games in Los Angeles, the Southern California Rapid Transit District (Metro's predecessor agency), created commemorative transit tokens to recognize the global reach of the event and importance to the regional economy. In the thirty years following the 1984 Olympic Games, Los Angeles has not hosted an event of this magnitude; however this summer over 7,000 athletes from 177 countries will descend upon Los Angeles to compete at the 2015 Special Olympics World Games.

There is limited precedent for the large scale production and distribution of commemorative cards and Metro staff is working to develop policy guidelines for the future development and distribution of commemorative cards for the Board to consider.

DETERMINATION OF SAFETY IMPACT

Approval of this item will not have a direct impact on safety; however, if the volunteers working the 2015 Special Olympic World Games do not take public transportation, their transportation will likely consist of the use personal automobiles, adding congestion and pollution to major streets throughout the Los Angeles region. It should also be noted that during opening and closing ceremonies, all patrons will be provided a safe and paved queuing area for boarding of our buses and trains.

FINANCIAL IMPACT

The potential cost in lost revenues is estimated at \$492,000 if all 12,000 volunteers for the World Games would have purchased TAP fare media and would have used public transportation throughout the course of the nine day event. Metro has a contract with a vendor to print TAP cards and this order falls within that agreement. In addition, the commemorative TAP cards for the World Games will be provided and dispensed in TAP vending machines at the ten highest revenue-producing rail stations. The cards will be available at regular price for members of the public to purchase. The design fee for the commemorative TAP cards will cost \$450 and these funds are available in the TAP department budget for FY15. Lastly, it is anticipated that Metro would benefit from potential increased revenue from spectator ridership who utilize public transportation to the World Games.

NEXT STEPS

Metro staff will return to the Board in May 2015 with details regarding a comprehensive and sustainable Operations Transportation plan and a Communications & Marketing plan in support of the World Games, inclusive of efforts to finalize the unique partnership opportunity between the World Games and Metro, along with detailed costs

ATTACHMENT A

for specific activities in support of this event for consideration and approval by the Board.

The May 2015 report will also include information regarding Metro's interagency coordination efforts with agencies such Los Angeles Police Department, Los Angeles Sheriff's Department and other regional municipal operators.

ATTACHMENTS

Attachment A: 2015 Special Olympics Board Box dated March 31, 2015

Attachment B: Preliminary Competition schedule

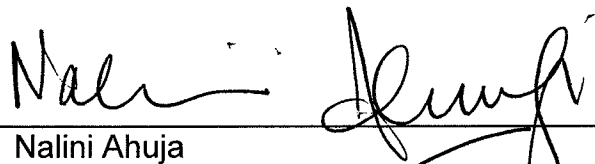
Attachment C: Commemorative TAP Card Design

Attachment D: Volunteer TAP Card Cost/Lost Revenue Analysis

Prepared by: Michelle Stewart, Transportation Planner, Operations
Nancy Saravia, Transportation Planning Manager, Operations
Robin O'Hara, DEO, Finance

Questions: Christopher Reyes, Senior Administrative Analyst, Operations
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ATTACHMENT A



Nalini Ahuja
Executive Director, Finance & Budget



Robert Holland
Interim Chief Operations Officer



Stephanie Wiggins
Interim Deputy Chief Executive Officer

ATTACHMENT A

ATTACHMENT A



Metro

Los Angeles County
Metropolitan Transportation Authority

One Gateway Plaza
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MARCH 31, 2015

TO: BOARD OF DIRECTORS

THROUGH: ARTHUR T. LEAHY *AL*
CHIEF EXECUTIVE OFFICER

FROM: ROBERT HOLLAND *RH*
INTERIM CHIEF OPERATIONS OFFICER

NOELIA RODRIGUEZ *NR*
CHIEF COMMUNICATIONS OFFICER

PATRICIA BRUNO *PB*
CHIEF POLICY OFFICER

SUBJECT: 2015 SPECIAL OLYMPICS

ISSUE

The purpose of this report is to apprise the Board regarding Metro's efforts in support of the 2015 Special Olympic Games.

BACKGROUND

The 2015 Special Olympic World Games (World Games), a sports competition for children and adults with intellectual disabilities, will be taking place in Los Angeles during Saturday, July 25, 2015 through Sunday, August 2, 2015. The opening ceremony will be held at the Los Angeles Memorial Coliseum on Saturday, July 25, 2015, and the closing ceremony will be hosted at the Coliseum on Sunday, August 2, 2015. There will be 25 sporting events occurring at 27 different venues throughout Los Angeles County (Attachment A). The University of Southern California (USC) and the University of California Los Angeles (UCLA) are the designated Olympic Villages, where approximately 7,000 athletes will be housed. The World Games officials estimate the following attendees over the course of the competition:

- Athletes: 7,000
- Coaches: 3,000
- Officials: 1,200
- Honored Guests: 4,000

ATTACHMENT A

- Family Members: 10,000
- Media: 3,000
- Volunteers: 12,000
- Spectators: 500,000

Some of the sporting venues for the sports competition include:

- Los Angeles Memorial Coliseum
- Los Angeles Convention Center
- L.A. Live
- USC
- UCLA
- Los Angeles Equestrian Center
- Balboa Sports Center
- Wilson Municipal Golf Course
- Long Beach Marina

This will be the largest event hosted in Los Angeles since the 1984 Olympic Games and it is the second time since 1972 that the World Games will be in Los Angeles. This event has garnered support from our local businesses, global companies, and government agencies. The World Games is expected to have a positive impact on Los Angeles County and projected economic benefits of \$415 million, according to a collaborative analysis from Micronomics, a national research and consulting firm, and the Los Angeles Tourism and Convention Board.

NEXT STEPS

Metro staff will return to the Board before May 2015 with details for a comprehensive and sustainable Operations Transportation plan and a Communications & Marketing plan in support of the World Games, inclusive of efforts to develop and create potential partnership opportunities, along with detailed costs for specific activities in support of this event for consideration and approval by the board. This report will also include information regarding Metro's internal Operations and Communications 2015 Special Olympics Task Force goals, objectives, budget impact, deliverables, and interagency coordination efforts with agencies such as Metrolink, Los Angeles Police Department and Los Angeles Sheriff's Department.

ATTACHMENTS

Attachment A: Preliminary Competition schedule

ATTACHMENT A

ATTACHMENT B

Preliminary 2015 Special Olympics Competition Schedule

Hub/Location	Date(s)	Competition/Event	Venue
Los Angeles	Sat, July 25	<i>Ceremony, Opening</i>	<i>Los Angeles Memorial Coliseum</i>
	Sun, Aug 2	<i>Ceremony, Closing</i>	<i>Los Angeles Memorial Coliseum</i>
	Mon, July 27 -Fri, July 31	Golf	Wilson/Harding Golf Courses (Griffith Park)
	Sat, July 25 -Sat, Aug 1	Equestrian	LA Equestrian Center (Burbank)
	Sat, July 25 -Sat, Aug 1	Bocce	Los Angeles Convension Center (Downtown LA)
	Sun, July 26 -Sat, Aug 1	Team Handball	Los Angeles Convension Center (Downtown LA)
	Sat, July 25 -Sat, Aug 1	Badminton	Los Angeles Convension Center (Downtown LA)
	Sat, July 25 -Sat, Aug 1	Table Tennis	Los Angeles Convension Center (Downtown LA)
	Sun, July 26 -Thurs, July 30	Rollerskating	Los Angeles Convension Center (Downtown LA)
	Sun, July 26 -Sat, Aug 1	Powerlifting	Los Angeles Convension Center (Downtown LA)
Encino	Sun, July 26 -Thurs, July 30	Bowling	Lucky Strike Lanes (LA Live)
	Sat, July 25 -Fri, July 31	Football, 7v7	Balboa Sports Center
Burbank	Sat, July 25 -Sat, Aug 1	Equestrian	LA Equestrian Center
USC	Sat, July 25 -Sat, Aug 1	Athletics	Loker Stadium/Cromwell Field (USC)
	Sat, July 25 -Sat, Aug 1	Basketball	Galen Center & Pavilion (USC)
	Sat, July 25 -Sat, Aug 1	Aquatics	Uytengsu Aquatics Center (USC)
Long Beach	Sun, July 26 -Weds, July 29	Beach Volleyball	Alamitos Beach (Long Beach)
	Sun, July 26 & Weds, July 29	Open Water Swim	Alamitos Beach (Long Beach)
	Sun, July 26	Triathlon	Alamitos Beach (Long Beach)
	Sat, Aug 1	Half Marathon	Alamitos Beach (Long Beach)
	Mon, July 27 -Thurs, July 30	Cycling	Aquarium Way (Long Beach)
	Mon, July 27 -Fri, July 31	Kayaking	Marine Staium (Long Beach)
	Sun, July 26 -Sat, Aug 1	Sailing	Alamitos Bay & Belmont Pier (Long Beach)
	Sat, July 25-Sun, July 26	Swim Test	Belmont Pool (Long Beach)
	UCLA	Sun, July 26 -Sat, Aug 1	Gymnastics, Art
Sat, July 25-Tues, July 28		Gymanastics, Rhy	Wooden Center (UCLA)
Sun, July 26-Mon, July 27 & Wed, July 29 - Fri, July 31		Judo	Student Activities Center (UCLA)
Sat, July 25 -Sat, Aug 1		Football, 5v5	Intramural Fields (UCLA)
Sat, July 25 -Sat, Aug 1		Football, 11v11	Drake Statium (UCLA)
			N. Athletic Field (UCLA)
Sun, July 26 -Sat, Aug 1		Volleyball	Pauley Pavilion (UCLA)
Sat, July 25 -Sat, Aug 1		Tennis	LA Tennis Center (UCLA)
Sat, July 25 -Sat, Aug 1	Softball	Easton Stadium (UCLA)	

ATTACHMENT A

ATTACHMENT C

2015 Special Olympics Commemorative TAP Card Design



ATTACHMENT A

ATTACHMENT D

Volunteer TAP Card Cost/Lost Revenue Analysis	
TAP Pass Cost Estimates	9-Day Pass (3 media)
Cost per pass	\$ 39.00
TAP Card Fee	\$ 2.00
Number of Volunteers	12,000
Estimated Cost	\$ 492,000.00
Grand Total	\$ 492,000.00
**This does not capture staff time	



Board Report

File #: 2015-0865, File Type: Federal Legislation / State Legislation (Position)

Agenda Number: 65.

**EXECUTIVE MANAGEMENT COMMITTEE
JUNE 18, 2015**

SUBJECT: FEDERAL LEGISLATION

ACTION: ADOPT STAFF RECOMMENDED POSITIONS

RECOMMENDATION

ADOPTED ON CONSENT CALENDAR the following positions:

- A. **H.R. 2485 (Torres)** - The Regional Infrastructure Accelerator Act of 2015 -SUPPORT
- B. **H.R. 2495 (Waters)** - TIGER Grants for Job Creation Act - SUPPORT
- C. **H.R. 2410 (DeFazio)** - The Grow America Act - SUPPORT

BACKGROUND

Consistent with our Board-approved 2015 Federal Legislative Program adopted in January of 2015, we have prepared a number of Board Reports analyzing federal legislation that, if adopted in the 114th Congress, would have an impact on our agency. These bills are being brought before the Board of Directors as a means of advancing and protecting Metro's authority and the transportation interests of Los Angeles County.

ATTACHMENTS

- A. H.R. 2485 (Torres)
- B. H.R. 2495 (Waters)
- C. H.R. 2410 (DeFazio)

Prepared by:

Michael Davies, Assistant Director Government Relations, Federal Affairs (202) 248-5426

Reviewed by: Ann Kerman

Interim Chief Communications Officer

Bill: H.R. 2485

Author: U.S. Representative Norma Torres (D-CA/35)

Status: Referred to the House Committee on Transportation and Infrastructure, Subcommittee on Water Resources and Environment.

Position: Support

RECOMMENDATION

Staff recommends that the Board adopt a SUPPORT position for H.R. 2485 –The Regional Infrastructure Accelerator Act of 2015.

Summary

H.R. 2485 (Torres) – The Regional Infrastructure Accelerator Act of 2015 would, if enacted into federal law, create a two-tiered grant program aimed at increasing private investment in public infrastructure projects. The legislation seeks to establish and fund regional infrastructure accelerator organizations to provide regional analysis of potential Public-Private Partnership (P3) Infrastructure projects. The regional accelerators would then have the ability to provide technical expertise and funding to states, cities and public entities for pre-development activities on a potential P3 project. This legislation authorizes, subject to appropriations, funding in the amount of \$25 million for the two-tiered grant program outlined in the Regional Infrastructure Accelerator Act of 2015.

Issue

Public-Private Partnerships (P3) are financial arrangements that include private investments which can, at times, lower the cost of financing public infrastructure projects. Due to the often complex nature and limited transit P3 projects to draw experiences from, states, cities and public agencies experience barriers to completing necessary pre-development analysis needed to attract private investment.

Discussion

Public-Private Partnerships (P3) are a financing tool that can attract private investment in return for a gain on that investment over the span of the agreed upon terms of a given contract. P3s are believed by some supporters to be an alternative solution, or complementary to, direct funding assistance from the federal government. Staff believes that properly structured P3s can provide an alternative financing method for

transit and highway projects, but do not represent a replacement for direct investment by the federal government in public infrastructure projects. Congresswoman Torres acknowledges, in her public statements on this legislation, that P3s are not the solution to addressing and building all of America's infrastructure needs and cannot replace direct funding from the federal government.

H.R.2485 provides funding for Regional Infrastructure Accelerators, which are modeled on the organizational structure of the West Coast Infrastructure Exchange – a regional organization established by California, Oregon and Washington to spur innovation through the use of public-private partnerships and to accelerate a pipeline of infrastructure projects. If enacted into federal law, the Secretary of Transportation would provide funding to a minimum of four Regional Accelerators. The Accelerators, staffed by financial experts, would assess the region's infrastructure needs and analyze potential projects that could attract private investment. The Accelerators are also tasked with matching private investors with potential infrastructure projects. If a potential project is identified, the legislation also authorizes the Accelerators to provide sub-grants to states, cities and public entities to engage in pre-development of the P3 arrangement.

By providing funding and technical expertise to develop potential P3 projects, H.R.2485 will eliminate a barrier for public entities interested in P3 financing by providing up-front funding for pre-development activities. Pre-development of P3 contracts are necessary to advance any potential P3 project to a point where a private investor can determine if an investment in the project is prudent.

Determination of Safety Impact

Staff has reviewed this legislation and determined that the legislation does not have a negative impact on safety.

Financial Impact

Staff has determined that the legislation could have a positive financial impact on our agency by providing additional financing tools that could be utilized to potentially develop a P3 project in Los Angeles County.

Alternatives Considered

H.R.625 authored by Congressman John Delaney (D –MD) includes language that would establish a Regional Accelerator pilot program. Staff has determined that H.R. (Torres) offers a more direct legislative route to providing P3 assistance to state, cities and public entities.

Next Steps

Should the Board decide to SUPPORT H.R.2485, staff will draft a support letter and work with the Los Angeles County Congressional Delegation to advocate for The Regional Infrastructure Accelerator Act of 2015 to be included in any surface transportation authorization bill adopted by Congress and signed into law by the President.

Bill: H.R. 2495

Author: U.S. Representative Maxine Waters (D-CA/43)

Status: Referred to House Committee on Appropriations / House Committee on Budget

Position: Support

RECOMMENDATION

Staff recommends that the Board adopt a SUPPORT position on H.R. 2495 – TIGER Grants for Job Creation Act.

SUMMARY

H.R.2495 (Waters) – The TIGER Grants for Job Creation Act would, if enacted into federal law, provide an emergency supplemental appropriation of \$7.5 billion over the next 6 years for the Transportation Investment Generating Economic Recovery (TIGER) discretionary grant program.

ISSUE

According to the American Society of Civil Engineers, the United States has an \$846 billion funding gap for surface transportation infrastructure. Since 2012, federal funding for surface transportation programs has been flat and the current debate happening in Congress regarding the reauthorization of surface transportation programs has only focused on funding programs at current levels – as authorized by MAP-21.

DISCUSSION

Greater investment in infrastructure nationwide is supported by a wide range of organizations including the U.S. Chamber of Commerce and the AFL-CIO. It is widely understood by economists, labor groups and the business community that a strong national infrastructure is needed for the United States to remain economically competitive and to provide an enhanced quality of life for all Americans.

The Transportation Investment Generating Economic Recovery (TIGER) grant program was originally created as part of the American Recovery and Reinvestment Act of 2009 to provide funding for innovative infrastructure projects that create jobs. The TIGER grant program has continued to receive funding annually through the Transportation, Housing and Urban Development Appropriations Bill. Participation in the TIGER

program has been continually oversubscribed by applicants looking for direct funding for transportation projects. Last year, Congress appropriated \$600 million for the TIGER program, but the program received 797 applications seeking more than \$9.5 billion in project funding. This fact vividly illustrates the national demand for the flexible funding provided through the TIGER discretionary grant program.

This month, our agency submitted two TIGER grant applications to the U.S. Department of Transportation (USDOT) for their review and consideration as part of the 2015 TIGER grant application program. The applications include a request of \$21.3 million in TIGER grant funds for our Rail to Rail Active Transportation Corridor Connector Project and \$10.3 million for our All-Door Bus Boarding Project.

DETERMINATION OF SAFETY IMPACT

Staff has reviewed this proposal and has determined that the legislation could have a favorable impact on safety should the TIGER program fund projects in Los Angeles County that enhance the safety of pedestrians, bicycle riders, transit riders or those operating autos and trucks.

FINANCIAL IMPACT

Staff has determined this bill could favorably impact our agency by providing a larger amount of federal transportation funding that Metro could apply for on a competitive basis.

ALTERNATIVES CONSIDERED

The U.S. Department of Transportation has submitted the Grow America Act for consideration by Congress that would fund the TIGER Grant program at the same level as H.R. 2495 authorizes.

NEXT STEPS

Should the Board decide to SUPPORT H.R.2495, staff will draft a support letter and work with the Los Angeles County Congressional Delegation to advocate for the TIGER Grants for Job Creation Act to be included in any surface transportation authorization bill adopted by Congress and signed into law by the President.

Bill: H.R. 2410

Author: U.S. Representative Peter DeFazio (D-OR)

Status: Jointly referred to House Committee on Transportation and Infrastructure, House Committee on Energy and Commerce, House Committee on Ways and Means, House Committee on Science, Space, and Technology, House Committee on Natural Resources, House Committee on Oversight and Government Reform, House Committee on Budget, and House Committee on Rules

Position: Support

RECOMMENDATION

Staff recommends that the Board adopt a **SUPPORT** position on H.R. 2410 – The Grow America Act.

SUMMARY

H.R.2410 (DeFazio) – The GROW America Act would, if enacted into federal law, authorize a six-year \$478 billion surface transportation bill. H.R. 2410 represents President Obama’s surface transportation bill that his Administration transmitted to Congress through his Fiscal Year 2016 Budget. The authorized funding level of \$478 billion in the bill is the same funding figure that the U.S. Department of Transportation has determined is needed to fund our nation’s state-of-good-repair backlog maintenance and to invest in new transportation projects required to properly address America’s future population growth.

Co-sponsors of H.R. 2410 from the Los Angeles Congressional Delegation include Congresswoman Grace Napolitano (D-32) and Congresswoman Julia Brownley (D-26).

ISSUE

According to the American Society of Civil Engineers, the United States has an \$846 billion funding gap for surface transportation infrastructure. Since 2012, federal funding for surface transportation programs have been flat and the current debate happening in Congress regarding the reauthorization of surface transportation programs has only focused on funding programs at current levels, as authorized by MAP-21.

DISCUSSION

Greater investment in infrastructure nationwide is supported by a wide range of organizations including the U.S. Chamber of Commerce and the AFL-CIO. It is widely understood by economists and the business community that a strong infrastructure is needed for the United States to remain economically competitive and provide an enhanced quality of life for all Americans.

The GROW AMERICA Act would seek to make significant investments over a six year period in:

- **Highways** – provides \$317 billion for programs under the Federal Highway Administration (FHWA), an increase of 29 percent over current levels.
- **Freight** – dedicates \$18 billion of highway funds for a new dedicated multi-modal freight program.
- **Transit** – provides \$115 billion for programs under the Federal Transit Administration (FTA), an increase of 76 percent over current levels, and significantly boosts New Starts funding.
- **Rail** – provides \$28.6 billion for programs under the Federal Rail Administration (FRA).
- **Safety** – provides \$6 billion for vehicle safety programs under the National Highway Traffic Safety Administration (NHTSA), \$4.7 billion for truck and bus safety programs under the Federal Motor Carrier Safety Administration (FMCSA), and \$16 billion for the Highway Safety Improvement Program (HSIP).
- **Competitive Grants** – provides \$7.5 billion for TIGER grants and \$6 billion for TIFIA that could support \$60 billion in loans.
- **Research and Innovation** – provides \$3.4 billion to leverage research and innovation to move people and goods more safely and efficiently, while minimizing impacts on the environment.

DETERMINATION OF SAFETY IMPACT

Staff has reviewed this proposal and has determined that the legislation could have a favorable impact on safety by providing additional funds for federal rail, highway and other safety programs.

FINANCIAL IMPACT

Staff has determined this bill would have a positive impact our agency by providing a larger amount of available funding for transportation projects through federal formula funding programs and other discretionary grant programs, like the TIGER grant program.

ALTERNATIVES CONSIDERED

There is no other legislation currently pending in Congress that, like this bill, provides a framework for a long term surface transportation authorization bill funded at such a high level.

NEXT STEPS

Should the Board decide to SUPPORT H.R.2410, staff will draft a support letter and work with the Los Angeles County Congressional Delegation to advocate for the GROW America Act to be adopted by Congress and signed into law by the President.



Board Report

File #: 2015-0855, **File Type:** Informational Report

Agenda Number: 66.

REVISED
EXECUTIVE MANAGEMENT COMMITTEE
JUNE 18, 2015

SUBJECT: STATE LEGISLATION
ACTION: ADOPT STAFF RECOMMENDED POSITIONS

RECOMMENDATION

ADOPTED ON CONSENT CALENDAR the following positions:

- A. **SB 350 (De Leon)** - The Golden State Standards. **SUPPORT**
- B. **SB 32 (Pavley)** - Green House Gas Emissions. **SUPPORT**
- C. **AB 338 (Hernandez)** - Sales Tax Measure. **OPPOSE**

ATTACHMENTS

- Attachment A - SB 350
- Attachment B - SB 32
- Attachment C - AB 332
- Attachment D - State and Federal Legislative Matrix

Prepared by: Michael Turner, DEO, Government Relations, (213) 922-2122

Reviewed by: Ann Kerman, Chief Communications Officer (Interim), (213) 922-7671



Phillip A. Washington
Chief Executive Officer

BILL: SB 350

**AUTHOR: SENATOR KEVIN DE LEON
(D- LOS ANGELES)**

SUBJECT: THE GOLDEN STATE STANDARDS

STATUS: ASSEMBLY – PENDING COMMITTEE REFERRAL

ACTION: SUPPORT

RECOMMENDATION

That the Board adopt a support position regarding SB 350.

ISSUE

The Senate Democratic Caucus has introduced a package of legislation relating to climate change in California. There are a number of bills in this package however, two relate directly to Metro's projects and programs: SB 350 (DeLeon) is a key component of that package.

SB 350 would:

- Direct the California Air Resources Board (CARB) to adopt vehicle emissions standards and vehicle fuel standards that would achieve a 50% reduction in petroleum use in motor vehicles by January 1, 2030.
- Make findings that the state should pursue the least environmental and economic cost strategies and that the state should utilize all practical and cost-effective strategies to achieve energy security, diversity of supply sources, and competitiveness of transportation energy markets to reduce petroleum use in the transportation sector by 50% by January 1, 2050.
- Direct the California Energy Commission (CEC), by January 1, 2017, and at least once every three years thereafter, to adopt and update to its programs to double the energy efficiency of existing residential and non-residential buildings by January 1, 2030.
- Direct the Public Utilities Commission (PUC) and CEC to implement the Renewable Portfolio Standard (RPS) in a manner which would result in generating 50% of total retail electricity sales from renewable energy resources by December 31, 2030.

DISCUSSION

SB 350 is titled the *Clean Energy and Pollution Reduction Act of 2015* and would require various state agencies to take actions that would increase energy efficiency and reduce pollution in the transportation and energy generation sectors. It would also increase energy efficiency in buildings in the state. The bill does this by setting new pollution reduction targets and increasing energy efficiency targets in existing programs.

The leadership in the California Senate is proposing a package of legislation titled California Climate Leadership: Powering the New Economy SB 350 is one of a series of bills being proposed by. The package includes other measures such as SB 32 (Pavley) which would extend and increase the overarching climate pollution reduction targets to 2050, as well as other measures which would address the development of renewable energy and the investment of pension funds in fossil fuels.

According to a report from the CEC, 60% of the state's greenhouse gas emissions come from the transportation and energy generation sectors. Existing state law already establishes targets to reduce emissions from these sectors and establishes programs implemented by various state agencies to accomplish those reductions. SB 350 utilizes those existing programs and sets a higher standard within those programs to reduce pollution from those sectors by January 1, 2030.

Because this bill would further programs that support Metro's goals of reducing greenhouse gases (ghg) in our region and could help to fund Metro's projects and programs, staff recommends that the Board adopt a support position on SB 350.

DETERMINATION OF SAFETY IMPACT

Staff have reviewed the bills for any impacts to safety and found that supporting this legislation would not impact safety at our agency.

FINANCIAL IMPACT

Staff have reviewed the bills for their financial impact to the agency and found that the measures could increase funding for our projects and programs.

ALTERNATIVES CONSIDERED

Staff considered an oppose or neutral position but this would be inconsistent with Metro's efforts to fund our projects and programs and reduce greenhouse gases in our region.

BILL: SB 32

**AUTHOR: SENATOR FRAN PAVLEY
(D-AGOURA HILLS)**

SUBJECT: GREENHOUSE GAS EMISSIONS

STATUS: ASSEMBLY- PENDING COMMITTEE REFERRAL

ACTION: SUPPORT

RECOMMENDATION

That the Board adopt a support position regarding SB 32.

ISSUE

The Senate Democratic Caucus has introduced a package of bills titled California Climate Leadership: Powering the New Economy. SB 32 is a component of that package.

SB 32 would:

- Require the California Air Resources Board (ARB) to approve statewide greenhouse gas emissions (ghg) emission limit of 80% below 1990 level of GHG emissions, to be achieved by 2050.
- Authorizes ARB to approve 2030 and 2040 interim GHG emission targets, consistent with the 2050 limit.
- Specifies that the 2050 limit remain in effect beyond 2020 and that the new limits be used to maintain and continue emissions reductions beyond 2050.
- Specifies legislatively the intent for the Legislature and state agencies, to adopt policies that ensure that the long-term emission reductions advance job growth, economic benefits public health, particularly in disadvantaged communities, technological innovation and regional and international collaboration to adopt similar GHG emission reduction policies.

DISCUSSION

A key part of the Senate package is SB 32 (Pavley) which would extend the state's basic greenhouse gas emissions programs and would set increased overall targets for that law. Existing law (AB 32, Nunez, Pavley) established the state's basic greenhouse gas emissions framework. That law requires the state to take various actions that would reduce emissions to 1990 levels by 2020. The state's cap and trade program is

authorized under this framework. SB 32 would require that the reductions to be achieved by 2020 continue beyond 2020 and would require that ghg's be reduced to a level 80% below 1990 levels by 2050.

By extending and expanding these programs, SB 32 would extend and expand the state's cap and trade program, the Low Carbon Fuel Standard and other programs. Many of these programs, in particular the cap and trade program, create opportunities to fund Metro's projects and programs. Extending and expanding these programs would further enable Metro to improve mobility and reduce ghg's in our county.

SB 32 would allow the state to continue to address climate change in California by extending the existing framework beyond 2020 and by increasing the levels by which ghg's would be reduced. As with SB 350, AB 32 does not create any new programs, rather it utilizes existing programs and increases the levels by which ghg's would need to be reduced.

Metro's projects and programs inherently reduce ghg's and are essential to the state's ability to reduce ghg's. Metro is currently engaged in the largest transit expansion program in the Country and this program will fundamentally transform Los Angeles County. Metro also operates the first all compressed natural gas bus fleet in the state and manages various other programs that both improve mobility options and reduce ghg's. SB 350 and SB 32 are consistent with and supportive of efforts at this agency, and, could help to create funding opportunities for our projects and programs. Staff therefore recommends that the Board adopt a support position on SB 32 and SB 350.

DETERMINATION OF SAFETY IMPACT

Staff have reviewed the bills for any impacts to safety and found that supporting this legislation would not impact safety at our agency.

FINANCIAL IMPACT

Staff have reviewed the bills for their financial impact to the agency and found that the measures could increase funding for our projects and programs.

ALTERNATIVES CONSIDERED

Staff considered an oppose or neutral position but this would be inconsistent with Metro's efforts to fund our projects and programs and reduce ghg's in our region.

ATTACHMENT C

BILL: AB 338

AUTHOR: ASSEMBLY MEMBER ROGER HERNANDEZ
(D-WEST COVINA)

SUBJECT: POTENTIAL SALES TAX MEASURE

STATUS: SENATE TRANSPORTATION AND HOUSING COMMITTEE

ACTION: OPPOSE

RECOMMENDATION

Staff recommends that the Board approve an oppose position on AB 338 which would establish the authority for Metro to place a sales tax measure on a future ballot. The bill has been amended from its previous form.

ISSUE

Metro is currently considering placing a sales tax measure on a future ballot. As previously drafted the measure made various findings and declarations relating to a potential sales tax measure. The bill has since been amended to do the following:

- Establish the authority for Metro to place a sales tax measure on a future ballot.
- Including requirements to adopt an expenditure plan and specify that the expenditure plan include unspecified measures to guarantee geographic equity.
- Require that 25% of the funds be set aside for transit operations purposes.

DISCUSSION

The Board had previously adopted a work with author position on AB 338 when it made a series of findings and declarations regarding transportation decision making in Southern California and Los Angeles County. At the time the Board considered the measure originally, the bill was in the process of being amended. One provision which was in the previous version of the bill would have stated that the Legislature find that it is important that the revenues from taxes be allocated in a way that created geographic equity. AB 338 now includes a provision that the expenditure plan include measures that ensure geographic equity.

Since the original Board action, SB 767 has also been amended to incorporate language that was included in SB 1037 (Hernandez, 2014). This language requires,

among other things, that Metro include the input from the subregions into our Long Range Plan and that we engage in an open and transparent process to identify the costs and schedules of projects to be included in the expenditure plan. Additionally, Metro has continued to engage the subregions and other stakeholders in discussions about the potential ballot measure and the Board has committed to continuing that process going forward.

According to the Senate Governance and Finance analysis of SB 1037 the language in the bill was intended to ensure that voters will have comprehensive information about where their money would be spent, outstanding funding needs, current estimates for projects and would solicit from the subregions on current exact figures on new projects prior to the vote to extend or approve a new tax. That language is now included in SB 767. The Board of Directors adopted a work with author position on SB 1037 and we maintained our commitment to work with the author on that measure by including language in SB 767 that is consistent with the language that was in SB 1037. It should be noted that the language in SB 1037 did not specify projects and programs that should be funded in the ballot measure.

AB 338 does contain language that goes beyond a straight-forward authorization in that it mandates that a specific program be included. The Board has been clear in this process that its position is to support SB 767 which is our sponsored bill and that the legislation authorizing the ballot measure not specify projects and programs to preserve the ability of the bottoms up process.

While we appreciate the support of our entire delegation in working with Metro to address an opportunity to bring significant mobility improvements to our region staff would raise two concerns with AB 338. First, AB 338 is a second bill that authorizes Metro to place a measure on the ballot when we are currently sponsoring SB 767. As we have our sponsored measure and if there is agreement to include additional language to the statute authorizing a ballot measure, that language can be included in SB 767. The second issue is that AB 338 does identify a specific program to be funded by the tax; transit operations funding. When SB 767 was being considered in the Senate, this same provision was requested. That language was not included in SB 767 in order to preserve the bottoms up process at the local level. Staff is concerned that the inclusion of a specific program in state law, regardless of its worth, could set a precedent that could then be expanded to include guaranteed amounts for other projects and programs. That could put at risk the ability of local agencies to determine the structure of a ballot measure.

Metro is committed to working with our local partners and with our partners in the Legislature to gain consensus on a future ballot measure. We will continue to work with the Legislature to resolve any issues with our sponsored measure, SB 767, and we would seek to maintain the principle that the state legislation not itemize projects and programs to be funded by the tax. We believe it is appropriate to have only one measure in the legislative process, SB 767, that this is the appropriate vehicle to establish the relevant authorization, and that should there be consensus on including

additional language in state law, that language can be included in SB 767. For these reasons staff recommends that the Board adopt an oppose position on AB 338.

DETERMINATION OF SAFETY IMPACT

Staff has reviewed the legislation and has found that its implementation would have no impact on safety at the agency.

FINANCIAL IMPACT

There is no direct financial impact from the bill. The bill could limit the Board's discretion to fund other projects and programs by mandating that 25% of the funds be dedicated for transit operations when the Board could decide to allocate funds in another manner if that restriction were not in place.

ALTERNATIVES CONSIDERED

Staff has considered adopting a neutral position on the bill. However, a neutral position would not be consistent with the Board's direction that the legislation be a straightforward authorization to place a measure on the ballot and it would contradict our support position for our sponsored measure SB 767.

NEXT STEPS

Should the Board decide to adopt an oppose position, staff will communicate that position to the author and work to oppose the bill in the legislative process.

Los Angeles County Metropolitan Transportation Authority
Government Relations Legislative Matrix

BILL/AUTHOR	DESCRIPTION	POSITION	STATUS
<p>AB 2 (Alejo) D-Parajo and Salinas Valley</p> <p>Community revitalization authority.</p>	<p>The Community Redevelopment Law authorizes the establishment of redevelopment agencies in communities to address the effects of blight, as defined by means of redevelopment projects financed by the issuance of bonds serviced by tax increment revenues derived from the project area. Existing law dissolved redevelopment agencies and community development agencies, as of February 1, 2012, and provides for the designation of successor agencies to wind down the affairs of the dissolved agencies and to fulfill the enforceable obligations of those agencies. Existing law also provides for various economic development programs that foster community sustainability and community and economic development initiatives throughout the state. This bill would state the intent of the Legislature to enact legislation that would authorize certain local agencies to form a community revitalization authority within a community revitalization and investment area, as defined, to carry out provisions of the Community Redevelopment Law in that area for purposes related to, among other things, infrastructure, affordable housing, and economic revitalization, and to provide for the financing of these activities by, among other things, the issuance of bonds serviced by tax increment revenues.</p>	<p>Monitor</p>	<p>4/23/2015-A. AP PR. 4/23/2015-From committee: Do pass and re-refer to Com. on APPR. (Ayes 7. Noes 2.) (April 22). Re-referred to Com. on APPR.</p>
<p>AB 4 (Linder) R</p> <p>Vehicle weight fees: transportation bond debt service.</p>	<p>Existing law imposes weight fees on the registration of commercial motor vehicles and provides for the deposit of net weight fee revenues into the State Highway Account. Existing law provides for the transfer of certain weight fee revenues from the State Highway Account to the Transportation Debt Service Fund to reimburse the General Fund for payment of debt service on general obligation bonds issued for transportation purposes. Existing law also provides for the transfer of certain weight fee revenues to the Transportation Bond Direct Payment Account for direct payment of debt service on designated bonds, which are defined to be certain transportation general obligation bonds issued pursuant to Proposition 1B of 2006. Existing law also provides for loans of weight fee revenues to the General Fund to the extent the revenues are not needed for bond debt service purposes, with the loans to be repaid when the revenues are later needed for those purposes, as specified.</p>	<p>Monitor</p>	<p>1/16/2015-A. TR ANS. 4/9/2015-In committee: Set, first hearing. Hearing canceled at the request of author.</p>

Los Angeles County Metropolitan Transportation Authority
Government Relations Legislative Matrix

<p>AB 6 (Wilk) R</p> <p>Bonds: transportation: school facilities.</p>	<p>Existing law, the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, approved by the voters as Proposition 1A at the November 4, 2008, general election, provides for the issuance of \$9 billion in general obligation bonds for high-speed rail purposes and \$950 million for other related rail purposes. Article XVI of the California Constitution requires measures authorizing general obligation bonds to specify the single object or work to be funded by the bonds and further requires a bond act to be approved by a 2/3 vote of each house of the Legislature and a majority of the voters. This bill would provide that no further bonds shall be sold for high-speed rail purposes pursuant to the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, except as specifically provided with respect to an existing appropriation for high-speed rail purposes for early improvement projects in the Phase 1 blended system. The bill, subject to the above exception, would require redirection of the unspent proceeds received from outstanding bonds issued and sold for other high-speed rail purposes prior to the effective date of these provisions, upon appropriation, for use in retiring the debt incurred from the issuance and sale of those outstanding bonds. The bill, subject to the above exception, would also require the net proceeds of other bonds subsequently issued and sold under the high-speed rail portion of the bond act to be made available, upon appropriation, to fund construction of school facilities for K-12 and higher education. The bill would make no changes to the authorization under the bond act for issuance of \$950 million for rail purposes other than high-speed rail. These provisions would become effective only upon approval by the voters at the next statewide election.</p>	<p>Monitor</p>	<p>4/20/2015-A. TR ANS. 4/21/2015-In committee: Set, second hearing. Failed passage. Reconsideration granted.</p>
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Los Angeles County Metropolitan Transportation Authority
Government Relations Legislative Matrix

<p>AB 8 (Gatto) D</p> <p>Emergency services: hit-and-run incidents.</p>	<p>Existing law authorizes use of the Emergency Alert System to inform the public of local, state, and national emergencies. Existing law requires a law enforcement agency to activate the Emergency Alert System within the appropriate area if that agency determines that a child 17 years of age or younger, or an individual with a proven mental or physical disability, has been abducted and is in imminent danger of serious bodily injury or death, and there is information available that, if disseminated to the general public, could assist in the safe recovery of that person. Existing law also authorizes the issuance and coordination of a Blue Alert following an attack upon a law enforcement officer or a Silver Alert relating to a person who is 65 years of age or older who is reported missing. This bill would authorize a law enforcement agency to issue a Yellow Alert if a person has been killed or has suffered serious bodily injury due to a hit-and-run incident and the law enforcement agency has specified information concerning the suspect or the suspects vehicle. The bill would require the Department of the California Highway Patrol to activate a Yellow Alert within the requested geographic area upon request if it concurs with the law enforcement agency that specified requirements are met.</p>	<p>Monitor</p>	<p>3/24/2015-A. PU B. S. 3/24/2015-From committee: Do pass and re- refer to Com. on PUB. S. (Ayes 16. Noes 0.) (March 23). Re- referred to Com. on PUB. S.</p>
<p>AB 21 (Perea) D</p> <p>California Global Warming Solutions Act of 2006: emissions limit: scoping plan.</p>	<p>The California Global Warming Solutions Act of 2006 establishes the State Air Resources Board as the state agency responsible for monitoring and regulating sources emitting greenhouse gases. The act requires the state board to adopt a statewide greenhouse gas emissions limit, as defined, to be achieved by 2020, equivalent to the statewide greenhouse gas emissions levels in 1990. The act requires the state board to make recommendations to the Governor and the Legislature on how to continue the reduction of greenhouse gas emissions beyond 2020. This bill would require the state board, no later than January 1, 2018, to recommend to the Governor and the Legislature a specific target of statewide emissions reductions for 2030 to be accomplished in a cost-effective manner. This bill contains other related provisions and other existing laws.</p>	<p>Monitor</p>	<p>1/16/2015-A. NA T. RES. 4/13/2015-In committee: Hearing postponed by committee.</p>

Los Angeles County Metropolitan Transportation Authority
Government Relations Legislative Matrix

<p>AB 23 (Patterson) R</p> <p>California Global Warming Solutions Act of 2006: market-based compliance mechanisms: exemption.</p>	<p>The California Global Warming Solutions Act of 2006 designates the State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. The state board is required to adopt a statewide greenhouse gas emissions limit equivalent to the statewide greenhouse gas emissions level in 1990 to be achieved by 2020, and to adopt rules and regulations in an open public process to achieve the maximum, technologically feasible, and cost-effective greenhouse gas emissions reductions. The act authorizes the state board to include the use of market-based compliance mechanisms. Existing state board regulations require specified entities to comply with a market-based compliance mechanism beginning January 1, 2013, and require additional specified entities to comply with that market-based compliance mechanism beginning January 1, 2015. This bill would instead exempt those categories of persons or entities that did not have a compliance obligation, as defined, under a market-based compliance mechanism beginning January 1, 2013, from being subject to that market-based compliance mechanism through December 31, 2020. This bill contains other related provisions.</p>	<p>Monitor</p>	<p>3/23/2015-A. NAT. RES. 3/23/2015-In committee: Set, first hearing. Failed passage. Reconsideration granted.</p>
<p>AB 24 (Nazarian) D</p> <p>Transportation network companies: public safety.</p>	<p>The Passenger Charter-party Carriers Act, with certain exceptions, prohibits a charter-party carrier of passengers from engaging in transportation services subject to regulation by the Public Utilities Commission without obtaining a specified certificate or permit, as appropriate, from the commission, and imposes various other requirements. A violation of the act is generally a misdemeanor. Pursuant to existing law, the commission has adopted rules and regulations relating to the operation of transportation network companies. Existing law defines a transportation network company as an organization, whether a corporation, partnership, sole proprietor, or other form, operating in California that provides prearranged transportation services for compensation using an online-enabled platform to connect passengers with drivers using their personal vehicles. This bill would declare the intent of the Legislature to enact legislation that promotes public safety relating to transportation network companies. This bill contains other existing laws.</p>	<p>Monitor</p>	<p>4/23/2015-A. TR ANS. 4/23/2015-Re-referred to Com. on TRANS.</p>

Los Angeles County Metropolitan Transportation Authority
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<p>AB 28 (Chu) D</p> <p>Bicycle safety: rear lights.</p>	<p>Existing law requires that a bicycle operated during darkness upon a highway, a sidewalk where bicycle operation is not prohibited by the local jurisdiction, or a bikeway, as defined, be equipped with a red reflector on the rear that is visible from a distance of 500 feet to the rear when directly in front of lawful upper beams of headlamps on a motor vehicle. A violation of this requirement is an infraction. This bill would instead require that a bicycle operated under those circumstances be equipped with a white flashing light on the rear that is visible from a distance of 500 feet to the rear when directly in front of lawful upper beams of headlamps on a motor vehicle, or, in lieu of the white flashing light, reflective gear worn by the bicyclist. By revising the definition of a crime, the bill would impose a state-mandated local program. The bill would also include a statement of legislative findings and declarations. This bill contains other related provisions and other existing laws.</p>	<p>Monitor</p>	<p>4/23/2015-A. TR ANS. 4/23/2015-Re- referred to Com. on TRANS.</p>
<p>AB 33 (Quirk) D</p> <p>California Global Warming Solutions Act of 2006: scoping plan.</p>	<p>The California Global Warming Solutions Act of 2006 establishes the State Air Resources Board as the state agency responsible for monitoring and regulating sources emitting greenhouse gases. The act requires the state board to adopt a statewide greenhouse gas emissions limit, as defined, to be achieved by 2020 equivalent to the statewide greenhouse gas emissions levels in 1990. The act requires the state board to prepare and approve a scoping plan for achieving the maximum technologically feasible and cost-effective reductions in greenhouse gas emissions. The act requires the scoping plan to be updated at least once every 5 years. This bill, until January 1, 2020, would require, for purposes of advising the update of the next scoping plan, the state board to develop specified information by July 1, 2016. The bill would require the state board on or before January 1, 2017, to submit a report to the appropriate committees of the Legislature on the specified information. The bill would provide that the specified information is intended to assist in establishing state policy and does not change any statute, regulation, or regulatory decision.</p>	<p>Monitor</p>	<p>4/7/2015-A. NAT. RES. 4/7/2015-Re- referred to Com. on NAT. RES.</p>

Los Angeles County Metropolitan Transportation Authority
Government Relations Legislative Matrix

<p>AB 156 <u>Perea D</u></p> <p>California Global Warming Solutions Act of 2006: investment plan.</p>	<p>The Passenger Charter-party Carriers Act, with certain exceptions, prohibits a charter-party carrier of passengers from engaging in transportation services subject to regulation by the Public Utilities Commission without obtaining a specified certificate or permit, as appropriate, from the commission, and imposes various other requirements. A violation of the act is generally a misdemeanor. Pursuant to existing law, the commission has adopted rules and regulations relating to the operation of transportation network companies. Existing law defines a transportation network company as an organization, whether a corporation, partnership, sole proprietor, or other form, operating in California that provides prearranged transportation services for compensation using an online-enabled platform to connect passengers with drivers using their personal vehicles. This bill would declare the intent of the Legislature to enact legislation that promotes public safety relating to transportation network companies. This bill contains other existing laws.</p>	<p>Monitor</p>	<p>4/20/2015-A. AP PR. 4/20/2015-Re-referred to Com. on APPR.</p>
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Los Angeles County Metropolitan Transportation Authority
Government Relations Legislative Matrix

<p>AB 194 Frazier D</p> <p>High-occupancy toll lanes.</p>	<p>Existing law provides that the Department of Transportation has full possession and control of the state highway system. Existing law authorizes the department to construct exclusive or preferential lanes for buses only or for buses and other high-occupancy vehicles. This bill would delete the requirement that the above-described facilities be consistent with the established standards, requirements, and limitations that apply to specified facilities and would instead require the commission to establish guidelines for the development and operation of the facilities approved by the commission on or after January 1, 2016, subject to specified minimum requirements. The bill would provide that these provisions do not authorize the conversion of any existing nontoll or nonuser-fee lanes into tolled or user-fee lanes, except that a high-occupancy vehicle lane may be converted into a high-occupancy toll lane pursuant to its provisions. The bill would authorize a regional transportation agency to issue bonds, refunding bonds, or bond anticipation notes backed by revenues generated from the facilities. The bill would additionally authorize the Santa Clara Valley Transportation Authority to apply to the commission for purposes of the above-described provisions. The bill would remove the limitations on the number of approved facilities and would delete the January 1, 2012, deadline for HOT lane applications. The bill would provide that each application is subject to the review and approval of the commission and would require a regional transportation agency that applies to the commission to reimburse the commission for all of the commission's cost and expense incurred in processing the application. Before submitting an application to the commission, the bill would require a regional transportation agency to consult with a local transportation authority whose jurisdiction includes the facility that the regional transportation agency proposes to develop and operate pursuant to the above-described provisions. This bill contains other related provisions and other existing laws.</p>	<p>SUPPORT</p>	<p>4/14/2015-A. AP PR. 4/14/2015-From committee: Do pass and re-refer to Com. on APPR. (Ayes 14. Noes 1.) (April 13). Re-referred to Com. on APPR.</p>
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Los Angeles County Metropolitan Transportation Authority
Government Relations Legislative Matrix

<p>AB 210 <u>Gatto D</u></p> <p>High-occupancy vehicle lanes: County of Los Angeles.</p>	<p>Existing law authorizes the Department of Transportation to designate certain lanes for the exclusive or preferential use of high-occupancy vehicles. When those exclusive or preferential use lanes are established and double parallel solid lines are in place to the right thereof, existing law prohibits any person driving a vehicle from crossing over those double lines to enter into or exit from the lanes, and entrance or exit from those lanes is authorized only in areas designated for these purposes or where a single broken line is in place to the right of the lanes, except as specified. This bill would prohibit, commencing July 1, 2016, any high-occupancy vehicle lane from being established on specified portions of state highway routes in the County of Los Angeles, unless that lane is established as a high-occupancy vehicle lane only during the hours of heavy commuter traffic, as determined by the department. The bill would require any existing high-occupancy vehicle lane established on the specified portions of these routes to be modified to conform with those requirements. The bill would authorize the department, on or after May 1, 2017, to reinstate 24-hour high-occupancy vehicle lanes on the specified portions of these routes if the department makes a specified determination and would require the department to report to the Legislature on the impact on traffic of limiting the use of high-occupancy lanes only during the hours of heavy commuter traffic, as provided in the bill.</p>	<p>OPPOSE</p>	<p>4/15/2015-A. AP PR. SUSPENSE FILE 4/15/2015-In committee: Set, first hearing. Referred to suspense file.</p>
<p>AB 227 <u>Alejo D</u></p> <p>Transportation funding.</p>	<p>Existing law provides for loans of revenues from various transportation funds and accounts to the General Fund, with various repayment dates specified. This bill, with respect to any loans made to the General Fund from specified transportation funds and accounts with a repayment date of January 1, 2019, or later, would require the loans to be repaid by December 31, 2018. This bill contains other related provisions and other existing laws.</p>	<p>SUPPORT</p>	<p>4/16/2015-A. BUDGET 4/16/2015-Re-referred to Com. on BUDGET.</p>

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<p>AB 318 <u>Chau D</u></p> <p>Lost money and goods: restoration to owner.</p>	<p>Existing law requires a person who finds and takes possession of property that is lost to try and return it to the rightful owner. If the owner of the lost property cannot be determined and the item is worth \$100 or more, the finder is required to turn the item over to the police or sheriff, as specified. Existing law provides 90 days for the owner to return and claim the property and to pay any reasonable fee for its bailment. This bill would provide that if that lost property is found on a vehicle of public conveyance or on public transit property, that it instead turned in to the public transit agency. The bill would provide 30 days for the owner to return and claim the property under specified rules and if the property is not claimed within 30 days, the public transit agency would be authorized to dispose of the property to a charitable organization. This bill contains other related provisions and other existing laws.</p>	<p>SUPPORT</p>	<p>4/15/2015-A. AP PR. 4/15/2015-Re-referred to Com. on APPR.</p>
<p>AB 326 <u>Frazier D</u></p> <p>Public works: prevailing wage rates: wage and penalty assessments.</p>	<p>Existing law requires the Labor Commissioner to issue a civil wage and penalty assessment to a contractor or subcontractor, or both, if the Labor Commissioner determines, after investigation, that the contractor or subcontractor, or both, violated the laws regulating public works contracts, including the payment of prevailing wages. Existing law also requires the awarding body, as defined, to withhold from payments due under a contract for public work an amount sufficient to satisfy the civil wage and penalty assessment issued by the Labor Commissioner, and to give notice of the withholding to the affected contractor or subcontractor. This bill would make technical, nonsubstantive changes to the latter provisions and delete obsolete provisions. This bill contains other existing laws.</p>	<p>Monitor</p>	<p>4/22/2015-A. L. & E. 4/22/2015-Re-referred to Com. on L. & E.</p>
<p>AB 338 <u>Hernández, Roger D</u></p> <p>County transportation commissions: Los Angeles County.</p>	<p>The County Transportation Commissions Act provides for the creation of county transportation commissions with specified powers and duties in the southern California region, including Los Angeles County. The act makes various legislative findings regarding the transportation needs of the region. The bill would make an additional legislative finding that transportation resources should be equitably distributed within Los Angeles County.</p>	<p>OPPOSE</p>	<p>4/23/2015-A. TR ANS. 4/23/2015-From committee: Do pass and re-refer to Com. on TRANS. (Ayes 6. Noes 3.) (April 22). Re-referred to Com. on TRANS.</p>

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<p>AB 457 Melendez R High-occupancy vehicle lanes.</p>	<p>Existing law provides that the Department of Transportation has full control of the state highway system. Existing law authorizes the department to construct exclusive or preferential lanes for buses only or for buses and other high-occupancy vehicles. This bill would make technical, nonsubstantive changes to these provisions.</p>	<p>Monitor</p>	<p>4/6/2015-A. TRA NS. 4/20/2015-In committee: Hearing postponed by committee.</p>
<p>AB 464 Mullin D Transactions and use taxes: maximum combined rate.</p>	<p>Existing law authorizes cities and counties, subject to certain limitations and approval requirements, to levy a transactions and use tax for general purposes, in accordance with the procedures and requirements set forth in the Transactions and Use Tax Law, including a requirement that the combined rate of all taxes imposed in accordance with that law in the county not exceed 2%. This bill would increase that maximum combined rate to 3%.</p>	<p>Monitor</p>	<p>4/14/2015-A. L. GOV. 4/14/2015-From committee: Do pass and re-refer to Com. on L. GOV. (Ayes 5. Noes 3.) (April 13). Re-referred to Com. on L. GOV.</p>
<p>AB 471 Harper R Employment.</p>	<p>Existing law prohibits, subject to certain exceptions, an employer from requiring an employee to work more than 5 hours per day without providing a meal period. This bill would make a nonsubstantive change to those provisions.</p>	<p>Monitor</p>	<p>2/23/2015-A. PRINT 2/24/2015-From printer. May be heard in committee March 26.</p>
<p>AB 518 Frazier D Department of Transportation.</p>	<p>Existing law authorizes a local agency to enter into an agreement with the appropriate transportation planning agency, the Department of Transportation, and the California Transportation Commission, to use its own funds to develop, purchase right-of-way, and construct a project within its jurisdiction if the project is included in the adopted state transportation improvement program and funded from specified sources. This bill would delete that provision requiring the department to compile information and report to the Legislature. This bill contains other existing laws.</p>	<p>Monitor</p>	<p>3/5/2015-A. TRA NS. 3/5/2015-Referred to Com. on TRANS.</p>

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<p>AB 584 <u>Cooley D</u></p> <p>Public employee retirement systems.</p>	<p>Existing law creates the Joint Legislative Retirement Committee, prescribes the composition of the committee, and requires the committee to study and review the benefits, programs, actuarial condition, practices, investments and procedures of, and all legislation relating to, retirement systems for public officers and employees in this state as well as trends in the field of retirement. Existing law requires a copy of each bill that affects any public employee retirement system to be transmitted to the committee. Existing law requires the committee to establish a board of experts, the composition of which is prescribed, and to retain an independent actuary as a consultant to the board of experts. Existing law makes a statement of legislative findings in this regard. This bill would rename the committee the Joint Pension Administration and Sustainability Committee and, in addition to the duties described above, would require the committee to make reports and recommendations to the Legislature on these retirement issues. The bill would revise the composition of the committee to reflect current legislative practice. The bill would require the committee to transmit an analysis for each bill submitted to it, including an actuarial opinion if appropriate, to the policy committee that is responsible for the bill. The bill would require the committee to retain a legal advisor recognized for expertise in pension and investment law and an academician from a California university with recognized expertise in investing, pension administration, and the operation of financial markets to act as consultants to its board of experts. The bill would revise the statement of legislative findings associated with these provisions.</p>	<p>Monitor</p>	<p>4/8/2015-A. RLS 4/8/2015-From committee: Do pass and re-refer to Com. on RLS. (Ayes 6. Noes 0.) (April 8). Re-referred to Com. on RLS.</p>
<p>AB 620 <u>Hernández, Roger D</u></p> <p>High-occupancy toll lanes: exemptions from tolls.</p>	<p>Existing law authorizes a value-pricing and transit development program involving high-occupancy toll (HOT) lanes to be conducted, administered, developed, and operated on State Highway Routes 10 and 110 in the County of Los Angeles by the Los Angeles County Metropolitan Transportation Authority (LACMTA) under certain conditions. This bill would instead require LACMTA, in implementing the program, to adopt eligibility requirements for mitigation measures for commuters and transit users of low and moderate income, as defined, and would also require LACMTA to provide hardship exemptions from the payment of toll charges for commuters who meet the eligibility requirements for specified assistance programs. This bill contains other existing laws.</p>	<p>Oppose</p>	<p>3/9/2015-A. TRA NS. 3/9/2015- Referred to Com. on TRANS.</p>

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<p>AB 726 <u>Nazarian D</u></p> <p>Vehicles: Los Angeles County Metropolitan Transportation Authority.</p>	<p>Existing law imposes a 40-foot limitation on the length of vehicles that may be operated on the highways, with specified exemptions. Existing law exempts from this limitation, among other things, an articulated bus or articulated trolley coach that does not exceed a length of 60 feet. This bill would authorize the Los Angeles County Metropolitan Transportation Authority to operate articulated buses that do not exceed a length of 82 feet on the route designated as the Orange Line in the County of Los Angeles. This bill contains other related provisions.</p>	<p>SPONSOR</p>	<p>4/23/2015-A. TR ANS. 4/23/2015-From committee: Do pass and re- refer to Com. on TRANS. (Ayes 9. Noes 0.) (April 22). Re-referred to Com. on TRANS.</p>
<p>AB 754 <u>Ridley-Thomas D</u></p> <p>Taxation.</p>	<p>The Corporation Tax Law imposes a franchise tax measured by, or according to, net income of a corporation doing business within the limits of this state, including a minimum franchise tax on specified corporations, as provided. The provisions of the Personal Income Tax Law generally apply to the income of an individual or partnership, imposing a tax on individuals at graduated rates. This bill would declare the intent of the Legislature to subsequently amend this bill to include provisions that would provide tax relief to small businesses conducting business in Los Angeles County during the period of disruption caused by specified transit-related construction activities, conducted by the Los Angeles County Metropolitan Transportation Authority, and resulting in decreased business revenue.</p>	<p>SUPPORT</p>	<p>2/25/2015-A. PR INT 2/26/2015-From printer. May be heard in committee March 28.</p>

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<p>AB 755 Ridley-Thomas D</p> <p>Sales and use taxes: exemption: small businesses: Los Angeles County transit projects.</p>	<p>Would partially exempt from sales and use taxes the gross receipts from the sale of, and the storage, use, or other consumption of, tangible personal property sold by, or purchased from, a retailer that is a small business, as defined, and whose property line abuts or faces the rail corridor or a designated construction staging or construction storage area of the Crenshaw/LAX Transit Corridor Light Rail Line, the Regional Connector Transit Corridor Light Rail Line, or the Westside Subway Extension Light Rail Line, as specified.</p>	<p>SPONSOR</p>	<p>5/14/2015-A. REV. & TAX SUSPENSE FILE 5/14/2015-Referred to Com. on REV. & TAX.</p>
<p>AB 779 Garcia, Cristina D</p> <p>Environmental quality: transit priority areas.</p>	<p>(1) The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report (EIR) on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. This bill would instead provide that the transportation impact related to greenhouse gas emissions of a project located within a transit priority area is not a significant impact on the environment. This bill contains other related provisions and other existing laws.</p>	<p>Monitor</p>	<p>4/21/2015-A. NAT. RES. 4/21/2015-From committee: Do pass and re-refer to Com. on NAT. RES. (Ayes 15. Noes 0.) (April 20). Re-referred to Com. on NAT. RES.</p>

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<p>AB 857 Perea D</p> <p>California Clean Truck, Bus, and Off-Road Vehicle and Equipment Technology Program.</p>	<p>The California Global Warming Solutions Act of 2006 designates the State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. The act authorizes the state board to include the use of market-based compliance mechanisms. Existing law requires all moneys, except for fines and penalties, collected by the state board from the auction or sale of allowances as part of a market-based compliance mechanism to be deposited in the Greenhouse Gas Reduction Fund and to be available upon appropriation by the Legislature. This bill, between January 2, 2018, and January 1, 2023, inclusive, would require no less than 80% or \$100,000,000, whichever is greater, of the moneys appropriated for technology development, demonstration, precommercial pilots, and early commercial deployments of zero- and near-zero-emission medium- and heavy-duty truck technology be allocated to support the commercial deployment of existing zero- and near-zero-emission heavy-duty truck technology that meets or exceeds a specified emission standard. This bill contains other existing laws.</p>	<p>Monitor</p>	<p>4/16/2015-A. NA T. RES. 4/16/2015-Re- referred to Com. on NAT. RES.</p>
<p>AB 869 Cooper D</p> <p>Public transportation agencies: fare evasion and prohibited conduct.</p>	<p>Existing law authorizes a public transportation agency to adopt and enforce an ordinance to impose and enforce civil administrative penalties for fare evasion or other passenger misconduct, other than by minors, on or in a transit facility or vehicle in lieu of the criminal penalties otherwise applicable, with specified administrative procedures for the imposition and enforcement of the administrative penalties, including an initial review and opportunity for a subsequent administrative hearing. This bill would provide that a person who fails to pay the administrative penalty when due or successfully complete the administrative process to dismiss the notice of fare evasion or passenger misconduct may be subject to those criminal penalties. The bill would require the notice of fare evasion or passenger misconduct to contain a printed statement that the person may be charged with an infraction or misdemeanor if the administrative penalty is not paid when due or dismissed pursuant to these provisions. This bill contains other related provisions and other existing laws.</p>	<p>Monitor</p>	<p>4/14/2015-A. AP PR. 4/14/2015-Re- referred to Com. on APPR.</p>

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<p>AB 877 <u>Chu D</u></p> <p>Transportation.</p>	<p>Existing law creates the California Transportation Commission, with specified powers and duties relating to allocation of transportation capital funds through the state transportation improvement program process and various other responsibilities. Existing law provides for a commission of 13 members, composed of 9 members appointed by the Governor with the advice and consent of the Senate, one member appointed by the Speaker of the Assembly, one member appointed by the Senate Committee on Rules, and, as ex officio nonvoting members, one Member of the Assembly and one Member of the Senate. This bill would expand the commission to 15 members, with one additional Member of the Assembly and one additional Member of the Senate as ex officio nonvoting members. This bill contains other related provisions and other existing laws.</p>	<p>Monitor</p>	<p>4/6/2015-A. TRA NS. 4/6/2015-Re- referred to Com. on TRANS.</p>
<p>AB 914 <u>Brown D</u></p> <p>Toll facilities: County of San Bernardino.</p>	<p>Existing law provides for the Department of Transportation and local authorities, with respect to highways under their respective jurisdictions, to authorize or permit exclusive or preferential use of highway lanes for high-occupancy vehicles (HOVs). Existing law authorizes the development and implementation of high-occupancy toll (HOT) lanes under certain circumstances, pursuant to which vehicles that do not meet the vehicle occupancy requirements for use of an HOV lane may use the lane upon payment of a toll. This bill would authorize the San Bernardino County Transportation Commission to construct and operate certain transportation facilities, as defined, on State Highway Routes 10 and 15, as toll facilities in the County of San Bernardino and, with the agreement of affected transportation agencies, in the Counties of Los Angeles and Riverside. The bill would require the toll revenues to be spent for specified transportation purposes and would authorize the commission to issue revenue bonds payable from toll revenues. The bill would require the commission to report to the Legislative Analyst on specified matters within 3 years of commencement of toll collection on a facility constructed under the bill. The bill would enact other related provisions. This bill contains other related provisions and other existing laws.</p>	<p>Monitor</p>	<p>4/9/2015-A. TRA NS. 4/9/2015-Re- referred to Com. on TRANS.</p>

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<p>AB 952 <u>Garcia,</u> <u>Cristina D</u></p> <p>Local government: cities: special districts: governing boards: vacancies.</p>	<p>Existing law requires a school district or community college district governing board, whenever a vacancy occurs or a resignation containing a deferred effective date has been filed with the county superintendent of schools, to either order an election or make a provisional appointment. Existing law requires a person appointed to fill a vacancy to hold office only until the next regularly scheduled election for district governing board members that is scheduled 130 or more days after the effective date of the vacancy, at which time an election is required to be held to fill the vacancy for the remainder of the unexpired term. This bill would require the provisional appointee to serve on the board until the next regularly scheduled election. This bill would eliminate the requirement that an election be held 130 or more days after the effective date of the vacancy. This bill contains other related provisions and other existing laws.</p>	<p>Monitor</p>	<p>4/21/2015-A. E. & R. 4/21/2015-Re-referred to Com. on E. & R.</p>
<p>AB 1068 <u>Allen,</u> <u>Travis R</u></p> <p>California Environmental Quality Act: priority projects</p>	<p>The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. This bill would authorize each Member of the Legislature to nominate one project within his or her respective district each year, and the Governor to designate those projects as priority projects if the projects meet specified requirements. The bill would require the Governor to provide a notice of the designation to the appropriate lead agency and to the Office of Planning and Research. The bill would require the lead agency to notify the public and interested stakeholders of the designation, as specified, thereby imposing a state-mandated local program. The bill would require that an environmental impact report be prepared for each priority project, but would authorize tiering from previously prepared reports, as specified. The bill would prohibit the court from staying or enjoining the implementation of a priority project unless the court makes specified findings and would limit any stay or injunction, as provided. This bill contains other related provisions and other existing laws.</p>	<p>Monitor</p>	<p>3/19/2015-A. NA T. RES. 4/6/2015-In committee: Set, first hearing. Hearing canceled at the request of author.</p>

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<p>AB 1087 <u>Grove R</u></p> <p>Greenhouse Gas Reduction Fund: high-speed rail.</p>	<p>Existing law requires all moneys, except for fines and penalties, collected by the State Air Resources Board from the auction or sale of allowances as part of a market-based compliance mechanism to be deposited in the Greenhouse Gas Reduction Fund and to be available upon appropriation. Existing law continuously appropriates 25% of the annual proceeds of the fund to the High-Speed Rail Authority for specified components of the initial operating segment and Phase I blended system, as described in the authority's 2012 business plan. This bill would provide that the continuous appropriations from the fund to the High-Speed Rail Authority are for specified components of the initial operating segment and Phase I blended system, as described in the authority's 2012 business plan, of the high-speed train system that shall be constructed as specified.</p>	<p>Monitor</p>	<p>4/20/2015-A. TR ANS. 4/21/2015-In committee: Set, first hearing. Failed passage. Reconsideration granted.</p>
<p>AB 1098 <u>Bloom D</u></p> <p>Transportation: congestion management.</p>	<p>Existing law requires a congestion management plan to be developed, adopted, and updated biennially by a designated agency for every county that includes an urbanized area. This bill would make nonsubstantive changes to these provisions.</p>	<p>Monitor</p>	<p>4/6/2015-A. TRA NS. 4/16/2015-In committee: Hearing postponed by committee.</p>
<p>AB 1138 <u>Patterson R</u></p> <p>High-speed rail: eminent domain</p>	<p>Existing law creates the High-Speed Rail Authority with specified powers and duties relating to the development and implementation of an intercity high-speed train system. Existing law authorizes the authority to acquire rights-of-way through purchase or eminent domain. Existing law sets forth the process for acquisition of property by eminent domain, including a requirement for adoption of a resolution of necessity. This bill would prohibit the authority, or the State Public Works Board acting on behalf of the authority, from adopting a resolution of necessity to commence an eminent domain proceeding to acquire a parcel of real property along a corridor, or usable segment thereof, for the high-speed train system unless the resolution identifies the sources of all funds to be invested in the corridor or usable segment and the anticipated time of receipt of those funds, and certifies that the authority has completed all necessary project level environmental clearances necessary to proceed to construction. The bill, for these purposes, would instead define "usable segment" as a portion of a corridor, as defined, that includes at least 2 stations and shall be used to operate high-speed train service, as specified. This bill contains other existing laws.</p>	<p>Monitor</p>	<p>4/20/2015-A. TR ANS. 4/21/2015-In committee: Set, second hearing. Failed passage. Reconsideration granted.</p>

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<p>AB 1171 <u>Linder R</u></p> <p>Construction Manager/General Contractor method: regional transportation agencies: projects on expressways.</p>	<p>Existing law generally sets forth the requirements for the solicitation and evaluation of bids and the awarding of contracts by local agencies for public works contracts. Existing law authorizes the Department of Transportation, the Santa Clara County Valley Transportation Authority, and the San Diego Association of Governments to use the Construction Manager/General Contractor project delivery method for transit projects within their respective jurisdictions, subject to certain conditions and requirements. This bill would authorize regional transportation agencies, as defined, to use the Construction Manager/General Contractor project delivery method, as specified, to design and construct certain projects on expressways that are not on the state highway system if the projects are developed in accordance with an expenditure plan approved by voters as of January 1, 2014. The bill would require specified information provided to a regional transportation agency to be verified under oath. By expanding the scope of an existing crime, the bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.</p>	<p>Monitor</p>	<p>4/22/2015-A. TR ANS. 4/22/2015-Re- referred to Com. on TRANS.</p>
<p>AB 1250 <u>Bloom D</u></p> <p>Vehicles: buses: gross axle weight</p>	<p>Existing law, operative January 1, 2016, provides that the gross weight on any one axle of a bus shall not exceed 20,500 pounds. Existing law exempts from this limitation a transit bus procured through a solicitation process pursuant to which a solicitation was issued before January 1, 2013. A violation of this provision is a crime. This bill would exempt from the weight limitation transit buses procured through a solicitation process pursuant to which a solicitation was issued before January 1, 2016.</p>	<p>Monitor</p>	<p>4/20/2015-S. RL S. 4/20/2015-In Senate. Read first time. To Com. on RLS. for assignment.</p>
<p>AB 1265 <u>Perea D</u></p> <p>Transportation projects: comprehensive development lease agreements.</p>	<p>Existing law authorizes the Department of Transportation and regional transportation agencies, as defined, to enter into comprehensive development lease agreements with public and private entities, or consortia of those entities, for certain transportation projects that may charge certain users of those projects tolls and user fees, subject to various terms and requirements. These arrangements are commonly known as public-private partnerships. Existing law provides that a lease agreement may not be entered into under these provisions on or after January 1, 2017. This bill would extend this authorization indefinitely and would delete obsolete cross-references and make technical changes to these provisions.</p>	<p>SUPPORT</p>	<p>4/14/2015-A. AP PR. 4/14/2015-From committee: Do pass and re- refer to Com. on APPR. (Ayes 15. Noes 0.) (April 13). Re-referred to Com. on APPR.</p>

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<p>AB 1347 <u>Chiu D</u></p> <p>Public contracts: claims.</p>	<p>(1) Existing law prescribes various requirements regarding the formation, content, and enforcement of state and local public contracts. Existing law applicable to state public contracts generally requires that the resolution of claims related to those contracts be subject to arbitration. Existing law applicable to local agency contracts prescribes a process for the resolution of claims related to those contracts of \$375,000 or less. This bill would establish, for contracts entered into on or after January 1, 2016, a claim resolution process applicable to all public entity contracts. The bill would define a claim as a separate demand by the contractor for one or more of: a time extension for relief from damages or penalties for delay, payment of money or damages arising from work done pursuant to the contract for a public work, or payment of an amount disputed by the local agency, as specified. This bill contains other related provisions and other existing laws.</p>	<p>Monitor</p>	<p>4/22/2015-A. A. & A.R. 4/22/2015-Re-referred to Com. on A. & A.R.</p>
<p>ACA 4 <u>Frazier D</u></p> <p>Local government transportation projects: special taxes: voter approval.</p>	<p>The California Constitution conditions the imposition of a special tax by a city, county, or special district upon the approval of 2/3 of the voters of the city, county, or special district voting on that tax, except that certain school entities may levy an ad valorem property tax for specified purposes with the approval of 55% of the voters within the jurisdiction of these entities. This measure would provide that the imposition, extension, or increase of a special tax by a local government for the purpose of providing funding for local transportation projects, as defined, requires the approval of 55% of its voters voting on the proposition. The measure would also make conforming and technical, nonsubstantive changes. This measure would also provide that it shall become effective immediately upon approval by the voters and shall apply to any local measure imposing, extending, or increasing a special tax for local transportation projects submitted at the same election.</p>	<p>Monitor</p>	<p>4/6/2015-A. TRA NS. 4/20/2015-In committee: Hearing postponed by committee.</p>

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<p>SB 1 (Gaines) R</p> <p>California Global Warming Solutions Act of 2006: market-based compliance mechanisms: exemption.</p>	<p>The California Global Warming Solutions Act of 2006 designates the State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. The state board is required to adopt a statewide greenhouse gas emissions limit equivalent to the statewide greenhouse gas emissions level in 1990 to be achieved by 2020, and to adopt rules and regulations in an open, public process to achieve the maximum, technologically feasible, and cost-effective greenhouse gas emissions reductions. The act authorizes the state board to include the use of market-based compliance mechanisms. Existing state board regulations require specified entities to comply with a market-based compliance mechanism beginning January 1, 2013, and require additional specified entities to comply with that market-based compliance mechanism beginning January 1, 2015. This bill instead would exempt categories of persons or entities that did not have a compliance obligation, as defined, under a market-based compliance mechanism beginning January 1, 2013, from being subject to that market-based compliance mechanism. The bill would require all participating categories of persons or entities to have a compliance obligation beginning January 1, 2025. This bill contains other related provisions.</p>	<p>Monitor</p>	<p>1/15/2015-S. E.Q. 4/7/2015-April 15 set for second hearing canceled at the request of author.</p>
<p>SB 5 (Vidak) R</p> <p>California Global Warming Solutions Act of 2006: market-based compliance mechanisms: exemption.</p>	<p>The California Global Warming Solutions Act of 2006 designates the State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. The state board is required to adopt a statewide greenhouse gas emissions limit equivalent to the statewide greenhouse gas emissions level in 1990 to be achieved by 2020, and to adopt rules and regulations in an open public process to achieve the maximum, technologically feasible, and cost-effective greenhouse gas emissions reductions. The act authorizes the state board to include the use of market-based compliance mechanisms. Existing state board regulations require specified entities to comply with a market-based compliance mechanism beginning January 1, 2013, and require additional specified entities to comply with that market-based compliance mechanism beginning January 1, 2015. This bill instead would exempt categories of persons or entities that did not have a compliance obligation, as defined, under a market-based compliance mechanism beginning January 1, 2013, from being subject to that market-based compliance mechanism through December 31, 2020. This bill contains other related provisions.</p>	<p>Monitor</p>	<p>1/15/2015-S. E. Q. 4/16/2015-April 15 set for second hearing. Failed passage in committee. Reconsideration granted.</p>

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<p>SB 8 (Hertzberg) D</p> <p>Taxation.</p>	<p>The Sales and Use Tax Law imposes a tax on retailers measured by the gross receipts from the sale of tangible personal property sold at retail in this state, or on the storage, use, or other consumption in this state of tangible personal property purchased from a retailer for storage, use, or other consumption in this state. The Personal Income Tax Law imposes taxes on personal taxable income at specified rates, and the Corporation Tax Law imposes taxes upon, or measured by, corporate income. This bill would state legislative findings regarding the Upward Mobility Act, key provisions of which would expand the application of the Sales and Use Tax law by imposing a tax on specified services, would enhance the states business climate and would incentivize entrepreneurship and business creation by evaluating the Corporate Tax Law, and would examine the impacts of a lower and simpler Personal Income Tax Law.</p>	<p>Monitor</p>	<p>2/19/2015-S. G. & F. 2/19/2015-Re-referred to Com. on GOV. & F.</p>
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<p>SB 9 (Beall) D</p> <p>Greenhouse Gas Reduction Fund: Transit and Intercity Rail Capital Program.</p>	<p>Existing law requires all moneys, except for fines and penalties, collected by the State Air Resources Board from the auction or sale of allowances as part of a market-based compliance mechanism relative to reduction of greenhouse gas emissions, to be deposited in the Greenhouse Gas Reduction Fund. This bill would modify the purpose of the program to delete references to operational investments and instead provide for the funding of large, transformative capital improvements with a total cost exceeding \$100,000,000. The bill would require the Transportation Agency, in prioritizing and selecting projects for funding, to consider the extent to which a project reduces greenhouse gas emissions, and would add additional factors to be considered in evaluating applications for funding. The bill would require the Transportation Agency to develop, by July 1, 2016, an initial 5-year estimate of revenues reasonably expected to be available for the program, with subsequent estimates to be made every other year for additional 5-year periods, and would require the agency to adopt 5-year programs of projects consistent with those estimates. The bill would require the agency to make a multiyear funding commitment for a project proposed to be funded over more than one fiscal year, and would authorize the California Transportation Commission to approve a letter of no prejudice that allow an applicant to expend its own funds on a project in the adopted program of projects, subject to future reimbursement from program funds for eligible expenditures. This bill contains other existing laws.</p>	<p>WORK WITH AUTHOR</p>	<p>4/15/2015-S. T. & H. 4/15/2015-From committee with author's amendments. Read second time and amended. Re-referred to Com. on T. & H.</p>
<p>SB 16 (Beall) D</p> <p>Department of Transportation.</p>	<p>Existing law provides that the Department of Transportation has full possession and control of the state highway system. This bill would state the intent of the Legislature that the department identify savings from implementing efficiencies in its existing programs and direct those resources into expanded activities for road repair and litter cleanup.</p>	<p>SUPPORT</p>	<p>4/15/2015-S. T. & H. 4/15/2015-From committee with author's amendments. Read second time and amended. Re-referred to Com. on T. & H.</p>

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<p>SB 29 (Beall) D</p> <p>Employment: sick leave.</p>	<p>Existing law requires an employer to allow an employee to use his or her sick leave to care for an ill spouse, domestic partner, parent, or child, as defined. This bill would make technical, nonsubstantive changes to that provision.</p>	<p>Monitor</p>	<p>4/15/2015-S. AP PR. 4/15/2015-Read second time and amended. Re-referred to Com. on APPR.</p>
<p>SB 32 (Pavley) D</p> <p>California Global Warming Solutions Act of 2006: emissions limit</p>	<p>The California Global Warming Solutions Act of 2006 designates the State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. The state board is required to adopt a statewide greenhouse gas emissions limit equivalent to the statewide greenhouse gas emissions level in 1990 to be achieved by 2020 and to adopt rules and regulations in an open public process to achieve the maximum, technologically feasible, and cost-effective greenhouse gas emissions reductions. This bill would require the state board to approve a statewide greenhouse gas emission limit that is equivalent to 80% below the 1990 level to be achieved by 2050, as specified. The bill would authorize the state board to adopt interim greenhouse gas emissions level targets to be achieved by 2030 and 2040. The bill also would state the intent of the Legislature for the Legislature and appropriate agencies to adopt complementary policies that ensure long-term emissions reductions advance specified criteria.</p>	<p>Monitor</p>	<p>3/16/2015-S. E. Q. 4/10/2015-Set for hearing April 29.</p>
<p>SB 39 (Pavley) D</p> <p>Vehicles: high-occupancy vehicle lanes.</p>	<p>Existing federal law, until September 30, 2017, authorizes a state to allow specified labeled vehicles to use lanes designated for high-occupancy vehicles (HOVs). This bill would increase the number of those identifiers that the DMV is authorized to issue to an unspecified amount. This bill contains other related provisions and other existing laws.</p>	<p>Monitor</p>	<p>4/22/2015-S. AP PR. 4/22/2015-From committee: Do pass and re-refer to Com. on APPR. (Ayes 9. Noes 1.) (April 21). Re-referred to Com. on APPR.</p>

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<p>SB 59 (Knight) R</p> <p>Vehicles: high-occupancy vehicle lanes.</p>	<p>Existing law authorizes local authorities and the Department of Transportation to establish exclusive or preferential use of highway lanes for high-occupancy vehicles. This bill would make technical, nonsubstantive changes to that provision.</p>	<p>Monitor</p>	<p>1/15/2015-S. RL S. 1/15/2015- Referred to Com. on RLS.</p>
<p>SB 64 (Liu) D</p> <p>California Transportation Plan.</p>	<p>Existing law requires various transportation planning activities by state and regional agencies. Existing law requires the Department of Transportation to prepare the California Transportation Plan and to update the plan by December 31, 2015, and every 5 years thereafter. Existing law specifies certain subject areas for the movement of people and freight to be considered in the plan. Existing law requires the plan to address how the state will achieve maximum feasible emissions reductions in order to attain a statewide reduction of greenhouse gas emissions to 1990 levels by 2020 and 80% below 1990 levels by 2050 and identify the statewide integrated multimodal transportation system needed to achieve greenhouse gas emission reductions. Existing law requires the department to consult with and coordinate its planning activities with specified entities, including the California Transportation Commission, and to provide an opportunity for public input. Existing law authorizes the California Transportation Commission to present the results of its review and comment to the Legislature and the Governor. This bill would require the California Transportation Commission to review recommendations in the update to the California Transportation Plan prepared by the department in 2015, and every 5 years thereafter, to prepare specific recommendations for statewide integrated multimodal transportation system improvements, and to submit a report in that regard to the Legislature and the Governor by December 31, 2016 and every 5 years thereafter.</p>	<p>Monitor</p>	<p>1/15/2015-S. T. & H. 4/14/2015-Set for hearing April 28.</p>

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<p>SB 122 (Jackson) D</p> <p>California Environmental Quality Act: record of proceedings.</p>	<p>The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report (EIR) on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. CEQA establishes a procedure for the preparation and certification of the record of proceedings upon the filing of an action or proceeding challenging a lead agency's action on the grounds of noncompliance with CEQA. This bill would require the lead agency, at the request of a project applicant and consent of the lead agency, to prepare a record of proceedings concurrently with the preparation of a negative declaration, mitigated negative declaration, EIR, or other environmental document for projects. This bill contains other related provisions.</p>	<p align="center">Monitor</p>	<p>4/20/2015-S. AP PR. 4/20/2015-Read second time and amended. Re-referred to Com. on APPR.</p>
<p>SB 158 Huff R</p> <p>Transportation projects: comprehensive development lease agreements.</p>	<p>Existing law, until January 1, 2017, authorizes the Department of Transportation or a regional transportation agency to enter into a comprehensive development lease with a public or private entity for a transportation project. This bill would delete obsolete cross-references and make technical changes to these provisions.</p>	<p align="center">Monitor</p>	<p>4/7/2015-S. T. & H. 4/7/2015-Re-referred to Coms. on T. & H. and E.Q.</p>
<p>SB 194 Cannella R</p> <p>Vehicles: high-occupancy vehicle lanes.</p>	<p>Existing law authorizes local authorities and the Department of Transportation to establish exclusive or preferential use of highway lanes for high-occupancy vehicles on highways under their respective jurisdictions. This bill would make technical, nonsubstantive changes to that provision.</p>	<p align="center">Monitor</p>	<p>2/19/2015-S. RL S. 2/19/2015-Referred to Com. on RLS.</p>

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<p><u>SB 207</u> <u>Wieckowski</u> D</p> <p>California Global Warming Solutions Act of 2006: Greenhouse Gas Reduction Fund: investment plan.</p>	<p>The California Global Warming Solutions Act of 2006 establishes the State Air Resources Board as the state agency responsible for monitoring and regulating sources emitting greenhouse gases. The act authorizes the state board to include the use of market-based compliance mechanisms. Existing law requires all moneys, except for fines and penalties, collected by the state board from the auction or sale of allowances as part of a market-based compliance mechanism to be deposited in the Greenhouse Gas Reduction Fund and to be available upon appropriation by the Legislature. Existing law requires the Department of Finance, in consultation with the state board and any other relevant state agency, to develop, as specified, a 3-year investment plan for the moneys deposited in the Greenhouse Gas Reduction Fund. This bill would additionally require the 3-year investment plan to identify conflicting or overlapping policies, where applicable, in current state strategies to meeting the state's greenhouse gas emissions reduction goals and targets by sector.</p>	<p>Monitor</p>	<p>4/16/2015-S. AP PR. 4/17/2015-Set for hearing April 27.</p>
<p><u>SB 254</u> <u>Leyva D</u></p> <p>Transit districts: ordinances.</p>	<p>Existing law provides for the creation of the Southern California Rapid Transit District in and around the County of Los Angeles, with specified powers and duties relative to providing public transit service. Existing law requires an ordinance passed by the board of directors of the district to be published once within 15 days after passage in a newspaper of general circulation printed and published in the district. This bill would authorize the district to print and publish an ordinance in a newspaper of general circulation more than once within 15 days after passage. The bill would require the district to also make an ordinance available online on appropriate Internet Web sites within 15 days after passage. By requiring a local agency to perform an additional duty, this bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.</p>	<p>Monitor</p>	<p>4/22/2015-S. T. & H. 4/22/2015-From committee with author's amendments. Read second time and amended. Re-referred to Com. on T. & H.</p>

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<p><u>SB 321</u> <u>Beall D</u></p> <p>Motor vehicle fuel taxes: rates: adjustments.</p>	<p>Existing law, as of July 1, 2010, exempts the sale of, and the storage, use, or other consumption of, motor vehicle fuel from specified sales and use taxes and increases the excise tax on motor vehicle fuel, as provided. This bill would, for the 2015-16 fiscal year and each fiscal year thereafter, instead require the board, on or before July 1, 2015, or March 1 of the fiscal year immediately preceding the applicable fiscal year, as specified, to adjust the rate in a manner as to generate an amount of revenue equal to the average amount of revenue loss attributable to the exemption over the next five fiscal years, based on estimates made by the board, and continuing to take into account adjustments required by existing law to maintain revenue neutrality. This bill would authorize, for rate adjustments made after January 1, 2015, in order to reduce the potential volatility of the revenues generated by the motor vehicle fuel tax, the board to make partial adjustments over 3 consecutive years to take into account the net revenue gain or loss of any fiscal year. This bill contains other related provisions and other existing laws.</p>	<p>Monitor</p>	<p>4/23/2015-S. AP PR. 4/23/2015-Read second time and amended. Re-referred to Com. on APPR.</p>
<p><u>SB 348</u> <u>Galgiani D</u></p> <p>California Environmental Quality Act: exemption: railroad crossings.</p>	<p>The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report (EIR) on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. This bill would extend to January 1, 2019 the repeal date for those provisions. Because the bill would impose additional duties on local agencies with regard to providing notice of an exemption from CEQA, the bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.</p>	<p>Monitor</p>	<p>4/16/2015-S. AP PR. 4/17/2015-Set for hearing April 27.</p>

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<p>SB 350 <u>De León D</u></p> <p>Clean Energy and Pollution Reduction Act of 2015.</p>	<p>Under existing law, the Public Utilities Commission (PUC) has regulatory authority over public utilities, including electrical corporations, as defined, while local publicly owned electric utilities, as defined, are under the direction of their governing boards. This bill would additionally express the intent of the Legislature for the purposes of the RPS program that the amount of electricity generated per year from eligible renewable energy resources be increased to an amount equal to at least 50% by December 31, 2030, and would require the PUC, by January 1, 2017, to establish the quantity of electricity products from eligible renewable energy resources be procured by each retail seller for specified compliance periods sufficient to ensure that the procurement of electricity products from eligible renewable energy resources achieves 50% of retail sales by December 31, 2030. The bill would require the governing boards of local publicly owned electric utilities to ensure that specified quantities of electricity products from eligible renewable energy resources to be procured for specified compliance periods to ensure that the procurement of electricity products from eligible renewable energy resources achieve 50% of retail sales by December 31, 2030. The bill would exclude all facilities engaged in the combustion of municipal solid waste from being eligible renewable energy resources. The bill would require community choice aggregators and electric service providers to prepare and submit renewable energy procurement plans. The bill would revise other aspects of the RPS program, including, among other things, the enforcement provisions and would require penalties collected for noncompliance to be deposited in the Electric Program Investment Charge Fund. The bill would require the PUC to direct electrical corporations to include in their proposed procurement plans a strategy for procuring a diverse portfolio of resources that provide a reliable electricity supply.</p>	<p>Monitor</p>	<p>4/7/2015-S. E.Q. 4/10/2015-Set for hearing April 29.</p>
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<p><u>SB 391</u> <u>Huff R</u></p> <p>Assault and battery: transit employees.</p>	<p>Existing law defines an assault as an unlawful attempt, coupled with present ability, to commit a violent injury on the person of another. Under existing law, an assault committed against specified individuals, such as a peace officer or a lifeguard, is punishable by imprisonment in a county jail not exceeding one year, by a fine not exceeding \$2,000, or by both that fine and imprisonment. This bill would also make an assault committed against a transit employee punishable by imprisonment in a county jail not exceeding one year, by a fine not exceeding \$2,000, or by both that fine and imprisonment. By expanding the scope of a crime, this bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.</p>	<p>SUPPORT</p>	<p>4/21/2015-S. PU B. S. 4/22/2015-April 28 set for first hearing canceled at the request of author.</p>
<p><u>SB 413</u> <u>Wieckowski D</u></p> <p>Public transit: prohibited conduct.</p>	<p>Existing law makes it a crime, punishable as an infraction or misdemeanor, as specified, for person to commit certain acts on or in a facility or vehicle of a public transportation system, including disturbing another person by loud or unreasonable noise. This bill would restate this provision so that it would apply to a person failing to comply with the warning of a transit official related to disturbing another person by loud and unreasonable noise, and also to a person playing sound equipment on or in a public transportation system facility or vehicle. By revising the definition of a crime, the bill would thereby impose a state-mandated local program. This bill contains other related provisions and other existing laws.</p>	<p>Work with Author</p>	<p>4/16/2015-S. T. & H. 4/16/2015-From committee with author's amendments. Read second time and amended. Re-referred to Com. on T. & H.</p>
<p><u>SB 461</u> <u>Hernandez D</u></p> <p>Toll bridges and facilities: funds.</p>	<p>Existing law, the California Toll Bridge Authority Act, makes the California Transportation Commission, together with the Department of Transportation, responsible for building and acquiring toll facilities and related transportation facilities. Under existing law, all tolls or other revenue received from the operation of toll bridges and related facilities that were acquired or constructed with bond funding are deposited into a special fund designated for the particular toll bridge or facility that produced the toll or revenue. This bill would make nonsubstantive changes to the provision specifying deposit of this particular revenue into the designated special fund.</p>	<p>Monitor</p>	<p>4/22/2015-S. APPR. 4/22/2015-From committee: Do pass and re-refer to Com. on APPR. with recommendation: To consent calendar. (Ayes 10. Noes 0.) (April 21). Re-referred to Com. on APPR.</p>

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<p><u>SB 491</u></p> <p>Committee on Transportation and Housing</p> <p>Transportation: omnibus bill.</p>	<p>Existing law authorizes certain air districts to impose a vehicle registration fee surcharge to be used for projects and programs to improve air quality. Existing law, in the area under the jurisdiction of the Bay Area Air Quality Management District, requires at least 40% of fee revenues to be proportionately allocated to each county within the district, and requires an entity receiving these revenues to hold at least one annual public meeting for the purpose of adopting criteria for expenditure of the funds and to review those expenditures. This bill would delete the requirement for an annual public meeting to adopt criteria for expenditure of funds, unless the criteria have been modified from the previous year. This bill contains other related provisions and other existing laws.</p>	<p>Monitor</p>	<p>4/22/2015-S. T. & H. 4/22/2015-From committee with author's amendments. Read second time and amended. Re-referred to Com. on T. & H.</p>
<p><u>SB 508</u> <u>Beall D</u></p> <p>Transit operations: financial requirements.</p>	<p>Existing law provides various sources of funding to public transit operators. Under the Mills-Alquist-Deddeh Act, also known as the Transportation Development Act, revenues from a 1/4% sales tax in each county are available, among other things, for allocation by the transportation planning agency to transit operators, subject to certain financial requirements for an operator to meet in order to be eligible to receive funds. Existing law sets forth alternative ways an operator may qualify for funding, including a standard under which the allocated funds do not exceed 50% of the operator's total operating costs, as specified, or the maintenance by the operator of a specified farebox ratio of fare revenues to operating costs. Existing law generally establishes the required farebox ratio as 20% in urbanized areas and 10% in nonurbanized areas, except that an operator that exceeded those percentages in the 1978-79 fiscal year is required to maintain the higher farebox ratios in order to remain eligible for funding. Existing law provides various exceptions to the definition of "operating cost" for these purposes. This bill would delete the requirement for transit operators to maintain higher farebox requirements based on the 1978-79 fiscal year. The bill would exempt additional categories of expenditures from the definition of "operating cost" used to determine compliance with required farebox ratios, including, among others, certain health coverage, pension, fuel, insurance, and claims settlement costs. The bill would also exempt startup costs for new transit services for up to 2 years. The bill would revise the definition of "operating cost" for performance audit and certain other purposes to exclude principal and interest payments on capital projects funded with certificates of participation or other lease financing mechanisms. This bill contains other related provisions and other existing laws.</p>	<p>Monitor</p>	<p>3/12/2015-S. T. & H. 4/2/2015-Set for hearing May 5.</p>

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<p>SB 516 Fuller R</p> <p>Transportation: motorist aid services.</p>	<p>Existing law authorizes the establishment of a service authority for freeway emergencies in any county if the board of supervisors of the county and the city councils of a majority of the cities within the county adopt resolutions providing for the establishment of the service authority. Existing law authorizes a service authority to impose a fee of \$1 per year on vehicles registered in the counties served by the service authority. Existing law requires moneys received by a service authority to be used for the implementation, maintenance, and operation of a motorist aid system of call boxes and authorizes moneys received by a service authority in excess of what is needed for that system to be used for additional motorist aid services, including, among other things, changeable message signs and lighting for call boxes. Existing law requires the Department of Transportation and the Department of the California Highway Patrol to review and approve plans, and amendments to plans, for implementation of a motorist system of call boxes. This bill would instead require that those moneys be used by the service authority for service expenses associated with the implementation, maintenance, and operations of a motorist aid system, including the installation of call boxes. The bill would additionally authorize the use of those moneys for traveler information systems, Intelligent Transportation System architecture and infrastructure, other transportation demand management services, and litter and debris removal. The bill would require the Department of Transportation and the Department of the California Highway Patrol to review and approve plans, and amendments to plans, for installation of a motorist aid system of call boxes and any call box removal plan.</p>	<p>Monitor</p>	<p>4/21/2015-S. T. & H. 4/21/2015-From committee with author's amendments. Read second time and amended. Re-referred to Com. on T. & H.</p>
<p>SB 529 Pan D</p> <p>Public transit.</p>	<p>Existing law provides that any public transit guideway that is planned, acquired, or constructed on or after January 1, 1979, is subject to regulation by the Public Utilities Commission relating to safety appliances and procedures. That law additionally requires the commission to inspect all work done on those guideways, authorizes the commission to make further additions or changes necessary for the purpose of safety to employees and the general public, and requires the commission to develop an oversight program employing safety planning criteria, guidelines, safety standards, and safety procedures to be met by operators in the design, construction, and operation of those guideways. This bill would make nonsubstantive revisions to the above-described law.</p>	<p>Monitor</p>	<p>4/16/2015-S. T. & H. 4/16/2015-Re-referred to Com. on T. & H.</p>

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<p><u>SB 599</u> <u>Mendoza D</u></p> <p>Employment: public transit service contracts.</p>	<p>Existing law requires a local government agency to give a 10% preference to any bidder on a service contract to provide public transit services who agrees to retain employees of the prior contractor or subcontractor for a period of not less than 90 days, as specified. This bill would expand these provisions to require a state agency to also give a 10% preference to any bidder under these provisions.</p>	<p>Monitor</p>	<p>4/20/2015-S. AP PR. SUSPENSE FILE 4/20/2015-April 20 hearing: Placed on APPR. suspense file.</p>
<p><u>SB 767</u> <u>De León D</u></p> <p>Los Angeles County Metropolitan Transportation Authority: transactions and use tax.</p>	<p>Existing law authorizes the Los Angeles County Metropolitan Transportation Authority (MTA) to impose, in addition to any other tax that it is authorized to impose, a transactions and use tax at a rate of 0.5% for the funding of specified transportation-related projects and programs, subject to various requirements, including the adoption of an expenditure plan and voter approval. Existing law authorizes the MTA to seek voter approval to extend the transactions and use tax pursuant to an amended ordinance, subject to various requirements, including adoption of an amended expenditure plan that, among other things, updates certain cost estimates and identifies expected completion dates for projects and programs under the previous expenditure plan, and also requires the amended expenditure plan to be included in an updated long range transportation plan, as specified. This bill would authorize the MTA to impose an additional transportation transactions and use tax at a rate of 0.5% subject to various requirements, including the adoption of an expenditure plan and voter approval. This bill contains other related provisions and other existing laws.</p>	<p>SUPPORT</p>	<p>4/22/2015-S. AP PR. 4/22/2015-From committee: Do pass and re- refer to Com. on APPR. (Ayes 5. Noes 2.) (April 22). Re-referred to Com. on APPR.</p>

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<p>SCA 5 Hancock D</p> <p>Local government: special taxes: voter approval.</p>	<p>The California Constitution conditions the imposition of a special tax by a local government upon the approval of 2/3 of the voters of the local government voting on that tax, but authorizes the imposition of a local ad valorem tax for school facilities upon the approval of 55% of the voters voting on that tax. This measure would condition the imposition, extension, or increase of a special tax by a local government upon the approval of 55% of the voters voting on the proposition, if the proposition proposing the tax contains specified requirements. The measure would also make conforming and technical, nonsubstantive changes.</p>	<p>Monitor</p>	<p>4/7/2015-S. G. & F. 4/7/2015- Referred to Coms. on GOV. & F., E. & C.A., and APPR.</p>
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FEDERAL

BILL/AUTHOR	DESCRIPTION	STATUS
<p>H.R. 3620 Bass D</p>	<p>Would permit transportation agencies to consider the hiring of local workers in the evaluation of bids and proposals for highway and transit projects where federal funds are being used.</p>	<p>January 2014 - SUPPORT</p> <p>Referred to House Transportation and Infrastructure Subcommittees on Highways and Transit and Railroads, Pipelines, and Hazardous Materials</p>
<p>H.R. 680 Blumenauer D</p>	<p>Would gradually increase the federal gas tax by 15-cents, index the gas tax to inflation and seek to replace the federal gas tax with a more stable alternative by 2024.</p> <p><i>Board previously supported HR 3636 bill last session.</i></p>	<p>May 2015 - SUPPORT</p> <p>Referred to the House Committees on Ways and Means and House</p>

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		Transportation and Infrastructure
H.R. 935 Hahn D-CA	<p>Would direct 5% of all import duties collected by Customs and Border Protection (CBP) at Ports of Entry to be spent on freight transportation through the creation of the National Freight Network Trust Fund.</p> <p><i>Board previously supported HR 5101 bill last session.</i></p>	<p>May 2015 - SUPPORT WORK WITH AUTHOR</p> <p>Subcommittee on Rail, House Transportation and Infrastructure Committee</p> <p>House Ways and Means Committee</p>
H.R. 990 King R-NY	<p>Would authorize and bring parity between the parking and transit commuter tax benefits available for employees, including cash payments from employers, to the level of \$235 per month. The legislation also includes a tax benefit for bicycle commuters in the amount of \$35 per month.</p>	<p>May 2015 - SUPPORT</p> <p>House Ways and Means Committee</p>
H.R. 1308 Lowenthal D-CA	<p>Would establish a Freight Transportation Infrastructure Trust Fund and create a freight specific formula and competitive grant program for multimodal projects.</p> <p><i>Board previously supported HR 5624 bill last session.</i></p>	<p>May 2015 - SUPPORT WORK WITH AUTHOR</p> <p>Subcommittee on Water, House Transportation and Infrastructure Committee</p> <p>House Ways and Means Committee</p>
H.R. 1461	<p>Would end the longstanding practice of the mass transit account receiving funding</p>	May 2015 -

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<p>Massie R-KY</p>	<p>through the Highway Trust Fund. Additionally, it repeals the Transportation</p>	<p>OPPOSE House Transportation and Infrastructure Committee House Ways and Means Committee</p>
<p>H.R. 1551 Sanford R-SC</p>	<p>Would phase out the Mass Transit Account from receiving any funding through the Highway Trust Fund by incrementally decreasing funding from 2016-2020.</p>	<p>May 2015 - OPPOSE House Ways and Means Committee</p>
<p>S. 650 Blunt R-MO</p>	<p>Extends the national deadline by five years to implement PTC, from December 31, 2015 to December 31, 2020. Two one year extensions beyond 2020 are included in the legislation, but the extensions are at the discretion of the Secretary of the U.S. Department of Transportation.</p>	<p>MAY 2015 - OPPOSE Senate Commerce, Science and Transportation Committee</p>
<p>S. 797 Booker D-NJ</p>	<p>Amends the Railroad Rehabilitation and Improvement Financing Program (RRIF) to expand the eligibility for financing transit oriented development.</p>	<p>May 2015 - SUPPORT WORK WITH AUTHOR Senate Commerce, Science and Transportation Committee</p>
<p>S. 880 (Schatz-D-HI)</p>	<p>Amends the TIFIA program, as authorized in MAP-21, to include TOD as an eligible expense to finance through the TIFIA program.</p>	<p>May 2015- SUPPORT Senate Environment and Public Works Committee</p>

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<p>S. 1006 (Feinstein-D-CA)</p>	<p>Extend the national deadline to implement Positive Train Control by one year</p>	<p>MAY 2015 - SUPPORT Senate Commerce, Science and Transportation Committee</p>
<p>Omnibus Appropriations Bill For Fiscal Year 2015</p>	<p>A short-term continuing resolution (CR), <u>H.J. Res. 124</u>, to fund all programs and functions of the Federal Government for the first ten weeks of the fiscal year beginning on October 1, 2014.</p> <p>The CR extends funding for all federal programs, agencies, and services until December 11, 2014, at the current annual rate of \$1.012 trillion.</p>	<p>Signed by President, September 19, 2014</p> <p>U.S. Senate and House passes H.J. Res 124 on September 18, 2014</p>
<p>Moving Ahead For Progress In The 21st Century</p> <p>Surface Transportation Authorization Bill</p>	<p>MAP-21</p> <ul style="list-style-type: none"> • 27 month bill - expires on September 30, 2014 / Extends motor fuels tax through October 1, 2015 • Total Funding: \$105 Billion <ul style="list-style-type: none"> o Highway Funding: \$39.7 Billion in FY13 and \$40 Billion in FY14 o Transit Funding: \$10.5 Billion in FY13 and \$10.7 Billion in FY14 • Includes America Fast Forward Innovative Financial Provision (TIFIA) <ul style="list-style-type: none"> o Does not include Qualified Transportation Improvement Bonds (QTIB) <p>H.R. 5021 passed both Chambers and provides approximately \$10.8 billion in offsets to support transfers of General Funds into the HTF and extends the authorizations for transit, highway and highway safety programs funded from the HTF through the end of May 31, 2015.</p>	<p>July 15, 2014, H.R. 5021, extension of MAP-21, passed both Chambers Authorizes MAP-21 until May 31, 2015</p> <p>July 6, 2012 Signed by President into law</p>
<p>Obama Administration Proposal</p> <p>Generating Renewal, Opportunity, and Work with Accelerated</p>	<p>Generating Renewal, Opportunity, and Work with Accelerated Mobility, Efficiency, and Rebuilding of Infrastructure and Communities Throughout America (GROW AMERICA) Act is a four-year, \$302 billion surface transportation reauthorization bill.</p> <p>The proposal includes:</p> <ul style="list-style-type: none"> • \$199 billion for highways <ul style="list-style-type: none"> o \$92.1 billion for the National Highway Performance Program 	<p>Introduced - April 29</p>

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto
Note: "Status" will provide most recent action on the legislation and current position in the legislative process. 11/16/24

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<p>Mobility, Efficiency, and Rebuilding of Infrastructure and Communities Throughout America (GROW AMERICA) Act</p>	<ul style="list-style-type: none"> o \$13.6 billion for "critical immediate investments" • \$72 billion for transit <ul style="list-style-type: none"> o \$11 billion for Capital Investment Grants o \$2.2 billion to help rapidly-growing communities invest in new bus rapid transit lines • \$5 billion for the TIGER program (\$1.25 billion per year - an increase of more than 100 percent over current levels) • \$19 billion in dedicated funding for rail programs • \$5 of billion annually for high performance and passenger rail programs with a focus on improving the connections between key regional city pairs and high traffic corridors throughout the country • \$4 billion to attract private investment through the Transportation Infrastructure Finance and Innovation Act (TIFIA) program • \$1 billion for a new grant program called Fixing and Accelerating Surface Transportation (FAST) geared toward "bold, innovative strategies and best practices" • Significant investment in the president's "Ladders of Opportunity" initiative <ul style="list-style-type: none"> o \$2 billion for an innovative Rapid Growth Area Transit Program to provide new bus rapid transit and other multimodal solutions for rapidly growing regions o \$245 million for workforce development to enhance the size, diversity, and skills of the construction and transportation workforce through collaborative partnerships with the U.S. Department of Labor, states, and non-governmental organizations • \$10 billion for a multi-modal freight program • \$7 billion for the National Highway Traffic Safety Administration (NHTSA) and Federal Motor Carrier Safety Administration (FMCSA) to improve safety. 	
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Board Report

File #: 2015-0450, File Type: Motion / Motion Response

Agenda Number: 5/19.

REVISED
FINANCE, BUDGET AND AUDIT COMMITTEE
PLANNING AND PROGRAMMING COMMITTEE
JUNE 17, 2015

SUBJECT: FISCAL STABILITY OVERVIEW AND FUNDING COMMITMENTS INVENTORY (2014 SHORT RANGE TRANSPORTATION PLAN FINANCIAL UPDATE)

ACTION: APPROVE THE SUMMARY OF DELEGATED CHIEF EXECUTIVE OFFICER FUND TYPE ASSIGNMENTS

RECOMMENDATION

APPROVED:

- A. the summary of delegated Chief Executive Officer fund type assignments; and
- B. receiving and filing this information as a **response to Motion 5.1 which directed staff to undertake a Fiscal Stability Overview and Funding Commitments Inventory**, subject to further review and validation.

ISSUE

In March 2015, the Board of Directors approved motion 5.1, directing staff to undertake a Fiscal Stability Overview and Funding Commitments Inventory (Attachment A, hereafter “the Motion”). In response to that Motion staff is providing all of the attached information, including the SRTP Financial Forecast Update. The SRTP is a ten-year action plan identifying project priorities, schedules and a financial forecast of costs and available resources for the FY2015-2024 time frame.

DISCUSSION

Strategic Financial Planning and Programming (formerly “Capital Planning”) is responsible for recommending the programming of countywide transportation funds to the Metro Board of Directors, including securing them in a strategic manner that enables the Metro Board to accomplish the Long Range Transportation Plan (LRTP). As part of that responsibility, it provides financial forecasts for the use of these funds, such as the SRTP, which categorizes and prioritizes near-term projects identified in the Board-adopted LRTP. These documents drive the statutorily required Transportation Improvement Program for Los Angeles County.

Fiscal Stability and Funding Commitments Inventory in SRTP

The Motion requests a consolidated budgetary statement on all Metro Transit Projects, as well as other comprehensive financial information. That information is provided in detail, in the SRTP, a summary of which is included in the March 31, 2015 Countywide Financial Forecasting Model (hereinafter “the SRTP Model”). The SRTP Model is the only financial modeling comprehensive enough to create the Fiscal Stability Overview and Funding Commitment Inventory requested in the Motion. The Motion specifically requests a consolidated budgetary statement on “all Metro Transit Projects.” That list, which is included in Attachment B, is based on “all transportation projects,” not just “transit.” The distinction is important to provide a complete view, as the table is constrained to available funding and represents a reliable record of the Board’s entire multi-modal commitment, as opposed to a subset of those commitments. Attachment B includes funding only controlled by Metro, unlike the SRTP which contains Countywide funds.

The information requested in 1.a. of the Motion for Life-of-Project (LOP) budgets can be found in the SRTP Model (per Attachment C) which has been provided to each Board Office under separate cover. LOP budgets are approved by the Board usually at the time of construction or bid award. Therefore, projects in the financial forecast that are not yet under construction do not have current/approved LOP budgets. However, all major transit and highway projects in the SRTP do have estimated total project costs. Additional project and program estimated shortfall information requested as part of 1.b. is located in the SRTP Model and attached here in Attachment D. On lines 59 (D-1 Operations) and 170 (D-2, Capital and Rehabilitations), one can see the estimated shortfalls. It is noted here that putting the shortfall on these pages of the SRTP model is arbitrary. As we show in Attachment K, the placement has yet to be determined by the Metro Board of Directors.

The Motion (item 1.c) requests a list of estimated costs for approved or pending “betterments” for capital projects funded with Propositions A, Proposition C and Measure R since the 2009 LRTP. A list of all additions is included in the list of betterments in Attachment E. No distinction is made in the attachment between a “betterment” approved by the Metro Board and a “cost increase” approved by the Metro Board.

Existing and Planned Debt Remains within Policy Constraints

The information requested in item 2 regarding an inventory of debt has been identified by Treasury and can be found in Attachment F. The debt inventory and capacity is managed by Treasury, recorded, and well managed for all bond issuances. The programmed debt service commitments pertaining to Proposition A, Proposition C, and Measure R can be found in the SRTP Model (shown in Attachment G). This includes detail from Proposition A, Proposition C and Measure R along with Transportation Infrastructure Finance and Innovation Act (TIFIA) loan proceeds for each eligible project and Capital Grant Receipt Revenue Bonds. The programmed debt strategy was developed in response to Metro Board of Directors directions and based on a planned debt strategy that allows projects to be efficiently developed and constructed.

The Debt Policy Maximums (Attachment H) are specified in the Metro Debt Policy; but it is important to distinguish this from funding availability because the need for operating and other funds exceed the debt limits as a constraint. The operating constraint is important to the FTA in evaluating our

ability to operate what is built relative to the context of all of our financial commitments. This distinction is important because it demonstrates our comprehensive understanding of the commitments Metro makes to FTA to assure them that we can maintain and operate the system they are helping to fund and that we can do it at a very high level of competence. To demonstrate this commitment to fiscal responsibility, the Metro Board of Directors implemented a distinct Measure R bond interest policy, the adherence to which is identified in Attachment H-2, page 1, Total column, line 35.

Planning for Policy Objectives and Other Financial Needs

The Call for Projects is a long standing effort by the Board to facilitate policy setting by motivation instead of penalty. It has been extremely successful, as specifically noted in an independent third-party audit of the 2013 Call process, completed in June 2014. This audit report gave the Call process high marks, in particular, noting that the Call process is well organized, identifies clear goals (improve mobility, maximize person throughput, reduce vehicle miles traveled, and reduce greenhouse gas emissions), includes clear procedures, and has strong internal controls. Agencies across the nation and around the world request copies of our application package to use as a model in developing their own competitive programming processes. Each year in June, staff presents a comprehensive list for recertification and/or deobligation of Call for Projects awards, which includes June 2015. Additionally, Attachment I provides the listing of the Call for Projects in the SRTP Model.

The Motion requests the needs of Bus and Rail Operations and the State of Good Repair (Attachment J). As a result of comprehensive state-of-the art planning, almost all future needs were captured. Some unplanned needs have recently emerged and are addressed in the SRTP update. Metro is well positioned to meet existing and future needs, provided that the organization remains within certain financial constraints.

The Motion requests a specific 3-column table included as Attachment K. One of the requested components is the shortfall by the project line item. There is no way to identify where a shortfall should be located in the SRTP without very specific priorities adopted by the Metro Board of Directors. It is important to note that any existing shortfall is not a result of the projects and costs approved in the 2014 SRTP, but instead are a result of some unanticipated expenses approved by the Metro Board of Directors, as shown in Attachment E. As a result of these actions, there is currently a forecasted backlog of funding commitments which will need to be resolved in a fiscally responsible manner going forward.

Specific responses to each of the elements of the Motion as provided by Strategic Financial Planning and Programming and referenced above are indexed in the following table:

Fiscal Stability Overview and Funding Commitments Inventory

Action Element	Data Request	Data Source	Attachment
5.1	Metro Approved Board Motion	Motion language attached for reference	A
1.	Consolidated budgetary statement on all Metro Transportation Projects and Programs	March 31, 2015 Countywide Financial Forecasting Model, "Uses Overview" (Page 5) included as Attachment B	B
a.	Life of Project Budgets	March 31, 2015 Countywide Financial Forecasting Model (Pages 224 to 444)	C
b.	Estimated Projected Capital, Operations, and Rehabilitation Shortfall for Each Project		D-1 D-2
c.	Estimated Costs for Approved and Pending "Betterments" for Projects Approved Since 2009 L RTP	See Board Action Column in Attachment E	E
2.	Inventory of Debt and Debt Service Commitments Pertaining to Proposition A and C and Measure R	Compiled by Metro Treasury Department	F
	<ul style="list-style-type: none"> Programmed debt issuance for existing projects and programs 	March 31, 2015 Countywide Financial Forecasting Model, "Summary of New Debt Financing" (Page 75) and "Summary of New Debt Financing-Innovative Financing" (Page 78)	G
	<ul style="list-style-type: none"> Debt Policy Maximum in Each Sales Tax Measure Debt Issuance Category 	March 31, 2015 Countywide Financial Forecasting Model, "Debt Policy Conformance" (Page 83)	H
	<ul style="list-style-type: none"> Fiscal Responsibility Policy for Measure R Capital Project Contingency Funds 	Measure R Debt Service Cap Analysis	H-2
3.	Grant Agreements and Future Plans for Funding the Call for Projects Program	March 31, 2015 Countywide Financial Forecasting Model, Call for Projects list (Pages 445 to 455).	I
4.	Bus and Rail Operations, State of Good Repair	March 31, 2015 Countywide Financial Forecasting Model, Bus Operations section (Pages 224 to 239) and "Transit Corridor Operations Summary" (Page 265)	J
N/A	Each Project and Program Funded through the Three Existing Sales Tax Measures (3-column chart)		K
April 2011	Metro Amended Board Item	Item 11, Minutes of Metro Board Meeting	L
April 2011	Fiscal Stability Overview and Funding Commitments Inventory Presentation	L RTP Financial Update	M

Prior Board Policy Actions Requiring this Follow-Up

In April 2011 the Board authorized the Chief Executive Officer to negotiate and execute funding contracts or agreements as needed with Los Angeles County jurisdictions, agencies or other entities to provide funds programmed as authorized, consistent with the priorities of the LRTP and this report. This authorization allows Metro to strategically assign federal, state and local funds to maximize the use of all available dollars. The ability to act quickly on these issues enables Metro and its staff to take advantage of new funding opportunities, revenue increases, and cost savings on existing programs. Any delay to ready-to-go projects could expose Metro and project sponsors throughout Los Angeles County to construction cost increases that would further reduce our capital programming capacity. The Board directed staff to periodically report back when moving funding to support Board approved projects and programs (Attachment L).

In December 2014, as part of a Board Report on the FY 2016 Budget Development process, the Board received a Financial Forecast Overview of the SRTP. That overview indicated that key improvements that are under construction are forecasted to cost \$14 billion, and since its adoption the Board has received more than \$1.4 billion in additions and updates to the Plan, not previously included. Increases to the SRTP have continued since that December 2014 report, and are currently calculated at more than \$1.8 billion. An updated presentation is included as Attachment M. The current fund programming strategy for largest Metro projects by dollar value, including both approved and proposed fund adjustments, can be found in the Appendix B to Attachment M. Any other project detail is available upon request. Staff is using the same process as past reporting to update programming and to continue to be consistent with the LRTP.

Attachment M provides the Board with a detailed financial context for the potential impact of a funding shortfall, as well as identifying the cash flow needs to meet existing SRTP priorities. As indicated, there has been a cumulative effect of various program and project increases. Specifically, a \$900 million shortfall is currently identified, about 1.6% of the total Metro controlled program of over \$54 billion through FY 2024.

NEXT STEPS

Given the extensive nature of the information provided, as well as the need for components from other departmental areas, Finance and Treasury staff will require additional time to analyze and validate this report. Strategic Financial Planning and Programming staff will continue to update the Metro Board of Directors with any information needed to further supplement or clarify the overview or inventories provided.

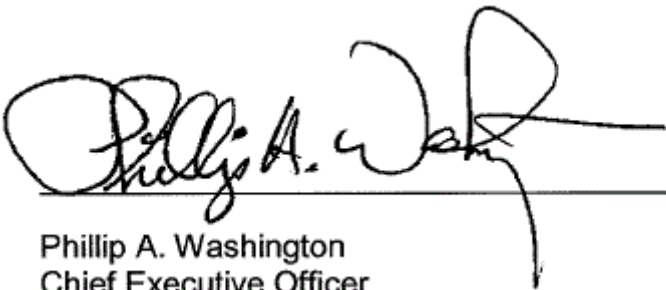
In September 2015 Metro will apply for \$1.187 billion grant from the Federal New Starts program and a loan for \$307 million from the Federal Transportation Infrastructure and Finance Innovation Act (TIFIA) for the Westside Purple Line Extension Section 2 project. A requirement for these applications is a comprehensive review and evaluation of Metro's agency-wide financial plan by the Federal Transit Administration (FTA) and the Federal TIFIA Office. To secure a New Starts rating of medium or better, Metro must submit a balanced financial plan to FTA and TIFIA, requiring that we develop a credible strategy for closing the funding gaps identified in this report.

ATTACHMENTS

- Attachment A - Motion 5.1
- Attachment B - Consolidated Budgetary Statement for all Metro Transportation Projects and Programs
- Attachment C - Life of Projects Budgets
- Attachment D - Estimated Projected Capital, Operations, and Rehabilitation Shortfall for Each Project
- Attachment E - Estimated Costs for Approved and Pending "Betterments"
- ~~Attachment F - Inventory of Debt and Debt Service Commitments Pertaining to Proposition A and C and Measure R~~
- Attachment F - Inventory of Debt and Debt Service Commitments Pertaining to Proposition A and C and Measure R
- Attachment G - Summary of New Debt Financing
- Attachment H - Debt Policy Maximum (Conformance)
- Attachment H-2. Measure R Bond Interest Policy
- Attachment I - Call for Projects List
- Attachment J - Bus and Rail Operations, State of Good Repair
- Attachment K - Sales Tax Measures Project and Program Funding (A, C & R)
- Attachment L - Motion Amending Board Item 11 in April 2011
- Attachment M - Presentation on Fiscal Stability Overview and Funding Commitments Inventory

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Phillip A. Washington
Chief Executive Officer

Finance and Budget Committee

Motion by Directors Butts, Knabe, Dubois and Antonovich to

Amend Item No. 5

A Fiscal Stability Overview and Funding Commitments Inventory

Metro currently finds itself at an interesting crossroads; in so far as this Board has three new members, a pending new CEO and is currently in the process of updating the 2009 Long Range Transportation Plan (LRTP) while concurrently developing information that could lead to a new sales tax ballot measure as early as November, 2016.

Before us this month is the timely issue of Debt Management and Debt Service policy. A primary goal of such policy is to monitor and manage Metro debt commitments so as to avoid over leveraging longer-term future revenues in order to finance present and near future programs and projects. We believe that everyone would agree that we should be consciously aware of how much future debt we have already committed in order that we may seek to strike a responsible balance between paying for the costs of on-going Operations and Maintenance and the State of Good Repair needs with real-time revenues prior to embarking on a shared ambition to continue to expand the transit network. We are concerned that we may be over-mortgaging future sales tax revenues to grow beyond our means to sustain the operations and maintenance of Metro's growing infrastructure.

We also feel it might be helpful for us all if the Board were to step back and undertake a ***Fiscal Stability Overview and Funding Commitments Inventory*** to be submitted by Capital Planning, Operations and Construction staff to the Chief Financial Officer and Treasurer that examines the following areas:

1. A consolidated budgetary statement on all Metro Transit Projects and Programs currently funded through Propositions A and C and Measure R, including
 - a. Life of Project Budgets;
 - b. Estimated projected capital, operations, and rehabilitation shortfall for each project; and
 - c. A list of estimated costs for approved and pending "betterments" for each of those projects that have been approved by the Metro Board since the LRTP was adopted in 2009.
2. An Inventory of Debt and Debt Service commitments pertaining to each Proposition A, C and Measure R, and programmed debt issuance for existing projects and programs, and the remaining residual ***Debt Policy Maximum*** in each sales tax measure debt issuance category;
3. A list of Grant Agreements and future plans for funding the *Call for Projects* program;
4. This inventory should also include the funding needs of Bus and Rail Operations and the State of Good Repair

Specifically, such an inventory should list each project and program funded through the three existing sales tax measures (*A, C, and R*) in a 3-column chart that lists

- a) Current funding
- b) Amount needed to complete the Project; and
- c) Shortfall amount (projected to be included in a new ballot measure, re-programming of current commitments, or issuance of new debt)

Motion by Directors Butts, Knabe, Dubois and Antonovich to

Amend Item No. 5

We, Therefore, Move that this Board:

- A. Approve the staff Recommendation as contained in Item number Five; and
- B. Instruct the Capital Planning, Construction and Operations staff with the validation of data by the Chief Financial Officer and Treasurer to report back in June, 2015 to the Finance, Budget and Planning Committees with the information described above in order to provide this Board, the new CEO and the subregion stakeholder partners a **financial baseline** from which to develop a framework for the updated LRTP, sales tax measure and other pertinent strategic financial decisions for the future of transportation development.

Consolidated Budgetary Statement for all Metro Transportation Projects and Programs (Summary)

ATTACHMENT B-1

Metro-Controlled Sources and Uses (not including local return)

	FY 15-24	FY 25-40	Total
Local Revenues	33,851.7	85,682.8	119,534.5
State Revenues	3,459.4	3,721.1	7,180.5
Federal Revenues	8,912.7	12,218.7	21,131.4
Subtotal Before Bonds	46,223.8	101,622.6	147,846.4
New Bonds	7,867.6	7,790.5	15,658.1
Total Sources	54,091.4	109,413.1	163,504.5
Existing Debt Service	3,615.0	3,192.8	6,807.8
Operations and other cash uses	25,309.9	61,739.5	87,049.4
Subtotal Uses Not Bond Eligible	28,924.9	64,932.3	93,857.2
Bond Eligible Capital	22,739.3	34,064.9	56,804.2
New Debt Service	2,867.4	10,889.9	13,757.3
Total Uses	54,531.6	109,887.1	164,418.7
Sources Over/(Under) Uses	(440.2)	(474.0)	(914.2)

Consolidated Budgetary Statement for all Metro Transportation Projects and Programs (Detail)

ATTACHMENT B-2

Metro-Controlled Sources and Uses (not including local return)

	FY 15-24	FY 25-40	Total
1 Sales Tax Revenues (A, C, R, TDA)	27,874.8	70,008.0	97,882.8
2 Fares	4,394.8	13,468.3	17,863.1
3 Other Local	1,582.1	2,206.5	3,788.6
4			
5 State Revenues			
6 STA	1,071.4	1,758.7	2,830.1
7 Other State	2,388.0	1,962.4	4,350.4
8			
9 Federal Revenues			
10 New Starts	2,695.1	2,660.0	5,355.1
11 Other Fed	6,217.6	9,558.7	15,776.3
12 Subtotal Before Bonds	46,223.8	101,622.6	147,846.4
13			
14 Bond Proceeds Prop A 35 Rail	933.7	4,310.3	5,244.0
15 Bond Proceeds Prop C 40	117.0	335.0	452.0
16 Bond Proceeds Prop C 25 Highway	1,802.1	2,324.9	4,127.0
17 Bond Proceeds Prop C 10 Commuter Rail	138.2	79.2	217.4
18 Bond Proceeds Measure R 35% Transit Projects	878.1	661.7	1,539.8
19 Bond Proceeds Measure R 35% Transit TIFIA	1,868.9	-	1,868.9
20 Bond Proceeds Measure R 20% Highway	971.5	79.4	1,050.9
21 Bond Proceeds Measure R 2% Rail Capital	118.5	-	118.5
22 Bond Proceeds New Starts CGRRRB (for Westside Purple Line Section 1)	1,039.6	-	1,039.6
23 Subtotal New Bonds (category summary on next page)	7,867.6	7,790.5	15,658.1
24 Total Sources including Bonds	54,091.4	109,413.1	163,504.5
25 Uses			
26 Existing Debt Service	3,615.0	3,192.8	6,807.8
27 Transit Operations (Metro, Munis, Access Services, Metrolink)	22,981.0	57,189.2	80,170.2
28 Other Metro Highway Operations	869.8	1,643.7	2,513.5
29 Admin	1,116.1	2,469.5	3,585.6
30 Metro Agencywide Capital	343.0	437.1	780.1
31 Subtotal Not Bonded	28,924.9	64,932.3	93,857.2

Consolidated Budgetary Statement for all Metro Transportation Projects and Programs (Detail)

ATTACHMENT B-2

Metro-Controlled Sources and Uses (not including local return)

	FY 15-24	FY 25-40	Total
32 Measure R Transit Capital Projects (Measure R 2%, 3%, 35%)	4,952.9	5,112.9	10,065.8
33 Metro Bus and Rail State of Good Repair	2,468.3	9,391.1	11,859.4
34 Other Transit Capital	8,341.5	10,885.7	19,227.2
35 Measure R Highway Capital Projects (Measure R 20%)	2,770.8	2,199.2	4,970.0
36 Other Metro Highway Capital	4,205.8	6,476.0	10,681.8
37 Subtotal Bond Eligible	22,739.3	34,064.9	56,804.2
38			
39 Subtotal	51,664.2	98,997.2	150,661.4
40 New Debt Service	2,867.4	10,889.9	13,757.3
41 TOTAL	54,531.6	109,887.1	164,418.7
42			
43 <u>Uses Bonded by Category</u>			-
44 Measure R Transit Capital Projects	4,838.8	4,972.0	9,810.8
45 Measure R Highway Capital Projects	971.5	79.4	1,050.9
46 Non-Measure R Bus Transit Capital	117.0	182.0	299.0
47 Non-Measure R Rail Transit Capital	138.2	232.2	370.4
48 Non-Measure R Highway Capital	1,802.1	2,324.9	4,127.0
49 Subtotal	7,867.6	7,790.5	15,658.1

Consolidated Budgetary Statement for all Metro Transportation Projects and Programs (Costs)

	LRTP Update 3/31/15 (\$ in millions)											
	Total '15-'40	% of Total	Years '15-'24	Years '15-'19	Years '20-'29	Years '30-'40	2014 2015	2015 2016	2016 2017	2017 2018	2018 2019	
1 Metro Bus Operations	40,125.3	24.4%	11,816.4	5,434.7	13,960.2	20,730.4	1,019.5	1,050.0	1,083.8	1,119.7	1,161.6	
2 Access Services Operations	4,600.1	2.8%	1,450.2	678.2	1,643.0	2,278.9	128.8	132.0	135.4	139.1	142.9	
3 Other ADA Service	1,703.0	1.0%	463.2	207.5	564.5	931.0	37.7	39.5	41.5	43.5	45.4	
4 Muni and Non-Metro Bus Operations	10,794.3	6.6%	3,197.4	1,468.1	3,742.1	5,584.1	271.6	284.1	293.6	304.1	314.6	
Subtotal Bus Operations	57,222.7	34.8%	16,927.2	7,788.4	19,909.8	29,524.5	1,457.6	1,505.6	1,554.3	1,606.4	1,664.5	
6 Metro Rail Operations	20,647.6	12.6%	5,384.4	2,332.1	6,935.9	11,379.7	370.2	448.5	486.8	504.2	522.4	
7 Metrolink Rail Operations	2,300.0	1.4%	669.4	305.8	793.1	1,201.1	59.8	59.7	59.7	62.1	64.6	
Subtotal Rail Operations	22,947.6	14.0%	6,053.8	2,637.8	7,729.0	12,580.8	430.0	508.2	546.5	566.3	587.0	
9 Metro Bus Acquisition	4,370.8	2.7%	1,232.3	578.2	1,528.9	2,263.7	156.4	137.1	84.4	50.3	150.0	
10 Metro Other Bus Capital	3,880.0	2.4%	1,278.7	635.9	1,366.0	1,878.1	162.1	124.5	113.3	116.4	119.5	
11 Muni and non-Metro Bus Capital	3,001.7	1.8%	1,024.0	494.7	1,102.7	1,404.3	103.4	97.5	96.4	99.2	98.2	
Subtotal Bus Capital	11,252.5	6.8%	3,535.0	1,708.7	3,997.6	5,546.1	421.9	294.2	294.2	265.8	367.7	
13 Major Rail Projects	17,311.8	10.5%	9,032.3	6,555.1	4,043.2	6,713.5	982.3	1,809.1	1,322.5	1,428.3	1,012.8	
14 Metro Rail State of Good Repair	8,091.1	4.9%	1,279.8	381.1	1,990.9	5,719.1	31.6	39.3	96.5	98.9	114.9	
15 Metro Rail Vehicles	1,668.5	1.0%	864.0	599.5	600.3	468.8	162.4	109.8	123.2	87.8	116.3	
16 Metro Red/Purple Line System Improvements	849.3	0.5%	251.1	54.9	620.8	173.6	-	22.3	20.8	11.9	-	
17 Other Metro Rail Capital	405.5	0.2%	375.1	316.6	88.9	-	69.4	130.0	45.4	43.2	28.7	
18 Metrolink Rail Capital	1,573.5	1.0%	425.4	176.0	548.9	848.6	33.9	31.5	31.0	35.7	44.0	
Subtotal Rail Capital	29,899.9	18.2%	12,227.7	8,083.3	7,892.8	13,923.7	1,279.6	2,141.9	1,639.3	1,705.8	1,316.7	
20 Call for Projects	3,415.1	2.1%	1,710.1	699.2	2,260.8	455.0	86.3	241.2	155.9	123.8	92.1	
21 Freeway Projects	9,000.0	5.5%	4,369.7	2,707.7	3,674.9	2,617.4	544.2	859.5	584.7	375.6	343.7	
22 Measure R Contingency Balance	938.6	0.6%	0.0	0.0	4.8	933.8	253.8	(244.4)	(9.3)	(0.0)	(0.0)	
23 Alameda Corridor East	420.2	0.3%	420.2	259.9	160.3	-	53.7	72.2	55.0	45.0	34.0	
24 Retrofit Soundwalls	1,085.5	0.7%	264.0	133.3	130.7	821.5	7.0	19.5	32.9	38.5	35.4	
25 Other Highway/Multimodal Projects	792.3	0.5%	127.4	158.0	127.4	506.8	43.4	29.9	36.6	8.5	8.9	
26 Freeway Service Patrol	803.6	0.5%	259.5	122.5	289.3	391.8	23.4	23.9	24.5	25.0	25.6	
27 Rideshare/Vanpools	488.6	0.3%	147.8	65.7	180.1	242.8	11.0	12.4	13.0	15.1	14.2	
28 Regional Administration and Other	1,221.2	0.7%	462.5	241.9	440.1	539.3	53.7	52.2	45.4	45.1	45.6	
Subtotal Highway	18,165.0	11.0%	7,846.4	4,357.7	7,299.0	6,508.3	1,076.6	1,066.4	938.6	676.6	599.6	
30 Rail Capital Debt Service Prop A 35%	4,713.4	2.9%	1,480.4	773.9	1,448.3	2,491.2	150.7	147.6	149.6	157.6	168.4	
31 Rail Capital Debt Service Prop C 40%	815.9	0.5%	645.6	358.0	382.9	75.0	73.0	71.7	71.4	71.1	70.8	
32 Bus Capital Debt Service Prop A 40%	43.4	0.0%	21.9	11.7	20.0	11.7	2.3	2.3	2.3	2.3	2.3	
33 Bus Capital Debt Service Prop C 40%	411.3	0.3%	36.4	-	125.1	286.1	-	-	-	-	-	
34 Highway Debt Service Prop C 25%	5,131.9	3.1%	1,119.0	400.9	1,654.8	3,076.2	55.4	59.4	80.6	88.2	117.3	
35 Commuter Rail Debt Service Prop C 10%	355.6	0.2%	146.3	67.9	140.0	147.8	12.7	12.1	13.7	14.4	15.0	
36 Measure R 2% Debt Service	367.9	0.2%	123.1	45.0	155.9	166.9	5.5	5.5	11.2	11.4	11.4	
37 Measure R 35% Debt Service	5,797.5	3.5%	1,591.2	531.8	2,243.0	3,022.7	48.9	52.9	135.7	196.0	98.3	
38 Measure R 20% Debt Service	1,735.1	1.1%	309.9	36.9	742.3	956.0	-	-	-	15.7	21.2	
39 Capital Grant Bond Debt Service	1,184.6	0.7%	1,000.0	500.0	684.6	-	100.0	100.0	100.0	100.0	100.0	
40 Regional Improvement Program Debt Service	8.6	0.0%	8.6	-	-	-	8.6	-	-	-	-	
Subtotal Debt Service	20,565.3	12.5%	6,482.4	2,734.7	7,596.9	10,233.7	457.2	451.6	564.5	656.6	604.8	
42 Agencywide Capital	673.3	0.4%	304.1	211.4	196.0	266.0	19.0	134.9	23.2	16.9	17.3	
43 Administrative Overhead	3,317.6	2.0%	1,036.9	488.3	1,172.8	1,656.6	100.1	92.8	95.6	98.4	101.3	
44 Immediate Needs and General Relief Token	374.8	0.2%	118.2	55.3	133.9	185.7	10.5	10.8	11.0	11.3	11.7	
Subtotal Other	4,365.8	2.7%	1,459.2	755.0	1,502.7	2,108.2	129.7	238.5	129.8	126.6	130.3	
GRAND TOTAL	164,418.7	100.0%	54,531.6	28,065.7	55,927.7	80,425.3	5,252.6	6,271.3	5,667.0	5,604.2	5,270.6	

Consolidated Budgetary Statement for all Metro Transportation Projects and Programs (Costs)

L RTP Update 3/31/15		2019	2020	2021	2022	2023	2024	2025	2026	2027
(\$ in millions)		2020	2021	2022	2023	2024	2025	2026	2027	2028
1	Metro Bus Operations	1,198.7	1,236.6	1,275.8	1,315.0	1,355.5	1,439.0	1,493.0	1,504.3	1,548.6
2	Access Services Operations	146.7	150.5	154.4	158.2	162.1	166.1	170.1	174.2	178.2
3	Other ADA Service	47.3	49.2	51.1	53.0	55.2	57.0	59.1	61.7	64.2
4	Muni and Non-Metro Bus Operations	324.9	335.2	345.7	355.9	367.4	378.1	389.2	402.3	415.2
5	Subtotal Bus Operations	1,717.7	1,771.6	1,827.1	1,882.1	1,940.2	2,040.3	2,111.4	2,142.5	2,206.3
6	Metro Rail Operations	555.1	591.3	614.1	633.8	658.1	700.0	751.4	773.4	811.3
7	MetroLink Rail Operations	67.1	69.8	72.6	75.5	78.5	80.9	83.3	85.8	88.4
8	Subtotal Rail Operations	622.2	661.1	686.7	709.3	736.7	780.9	834.7	859.2	899.7
9	Metro Bus Acquisition	125.0	125.0	125.0	125.0	134.8	191.6	124.4	195.3	199.9
10	Metro Other Bus Capital	122.6	125.3	128.5	131.6	134.1	138.1	141.3	144.6	148.0
11	Muni and non-Metro Bus Capital	3,001.7	104.1	105.8	107.6	109.3	111.1	112.8	114.6	116.5
12	Subtotal Bus Capital	350.1	354.4	359.3	364.2	368.2	440.7	378.5	454.6	464.3
13	Major Rail Projects	700.4	626.4	431.2	444.2	274.8	191.2	218.1	274.2	353.0
14	Metro Rail State of Good Repair	220.1	153.2	127.6	157.5	240.3	187.8	247.0	216.5	217.0
15	Metro Rail Vehicles	94.2	40.3	34.1	34.6	61.3	64.3	50.4	46.8	109.4
16	Metro Red/Purple Line System Improvements	-	-	-	83.9	112.2	107.9	172.1	107.9	36.8
17	Other Metro Rail Capital	15.0	10.0	2.9	2.8	27.8	27.7	2.6	-	-
18	MetroLink Rail Capital	47.6	47.6	49.5	51.3	53.4	55.3	57.4	59.8	62.2
19	Subtotal Rail Capital	1,077.4	877.6	645.2	774.3	769.8	634.2	747.7	705.3	778.4
20	Call for Projects	91.8	163.0	256.2	250.0	250.0	250.0	250.0	250.0	250.0
21	Freeway Projects	430.0	281.1	239.2	342.2	369.4	419.6	376.8	398.8	401.9
22	Measure R Contingency Balance	0.0	(0.0)	(0.0)	0.0	(0.0)	0.0	2.2	2.2	2.2
23	Alameda Corridor East	34.0	34.0	34.0	34.0	24.3	-	-	-	-
24	Retrofit Soundwalls	44.2	58.0	28.5	-	-	-	-	-	-
25	Other Highway/Multimodal Projects	9.3	29.7	11.8	10.4	24.0	23.4	11.6	12.1	12.6
26	Freeway Service Patrol	26.2	26.8	27.4	28.0	28.6	29.2	29.8	30.5	31.1
27	Rideshare/Vanpools	14.8	15.4	16.0	18.5	17.4	18.1	18.8	19.6	20.3
28	Regional Administration and Other	46.8	43.7	48.5	40.3	41.2	42.1	43.0	43.9	44.8
29	Subtotal Highway	697.1	651.7	661.6	723.5	754.9	782.4	732.1	757.1	762.9
30	Rail Capital Debt Service Prop A 35%	171.3	168.7	130.4	138.1	98.0	118.0	143.5	160.2	159.5
31	Rail Capital Debt Service Prop C 40%	67.3	63.6	63.6	64.0	29.1	27.6	16.7	19.4	19.4
32	Bus Capital Debt Service Prop A 40%	2.3	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
33	Bus Capital Debt Service Prop C 40%	3.4	5.1	6.1	7.1	14.6	14.6	15.9	15.9	21.1
34	Highway Debt Service Prop C 25%	131.1	143.0	147.7	149.4	146.9	157.5	166.6	184.9	204.1
35	Commuter Rail Debt Service Prop C 10%	15.6	15.9	17.0	18.2	11.7	11.7	12.5	11.4	12.4
36	Measure R 2% Debt Service	12.4	15.4	16.8	16.8	16.8	16.8	16.8	16.7	16.7
37	Measure R 35% Debt Service	223.8	183.8	200.7	251.1	199.9	233.7	218.3	230.3	242.8
38	Measure R 20% Debt Service	30.4	42.5	54.6	68.6	76.9	86.9	95.6	95.6	95.6
39	Capital Grant Bond Debt Service	100.0	100.0	100.0	100.0	100.0	100.0	84.6	-	-
40	Regional Improvement Program Debt Service	-	-	-	-	-	-	-	-	-
41	Subtotal Debt Service	757.6	740.0	738.9	815.4	695.9	768.7	772.5	736.4	773.7
42	Agencywide Capital	17.7	18.1	18.5	18.9	19.4	19.8	20.2	20.6	21.1
43	Administrative Overhead	104.1	107.0	109.9	112.8	114.8	117.8	120.8	125.3	128.5
44	Immediate Needs and General Relief Token	12.0	12.3	12.6	12.9	13.2	13.5	13.9	14.2	14.5
45	Subtotal Other	133.8	137.3	141.0	144.6	147.4	151.1	154.9	160.1	164.2
46	GRAND TOTAL	5,355.9	5,193.7	5,059.8	5,413.5	5,443.1	5,598.2	5,731.9	5,815.1	6,049.4

Consolidated Budgetary Statement for all Metro Transportation Projects and Programs (Costs)

	Total '15-'40	2028	2029	2030	2031	2032	2033	2034	2035	2036
(\$ in millions)										
1 Metro Bus Operations	40,125.3	1,593.5	1,634.3	1,675.8	1,723.5	1,772.5	1,822.4	1,873.7	1,926.5	1,981.0
2 Access Services Operations	4,600.1	182.3	185.9	189.5	193.8	198.0	202.4	206.8	211.3	216.0
3 Other ADA Service	1,703.0	66.7	69.1	72.6	76.3	79.1	81.9	84.6	87.6	90.5
4 Muni and Non-Metro Bus Operations	10,794.3	428.1	440.3	456.3	473.8	487.8	502.0	516.5	531.4	546.6
5 Subtotal Bus Operations	57,222.7	2,270.6	2,329.6	2,394.2	2,467.4	2,537.4	2,608.6	2,681.6	2,756.8	2,834.1
6 Metro Rail Operations	20,647.6	847.5	867.9	888.8	897.7	937.3	962.3	988.0	1,097.2	1,145.8
7 Metrolink Rail Operations	2,300.0	91.0	93.8	96.6	99.5	102.5	105.5	108.7	112.0	115.3
8 Subtotal Rail Operations	22,947.6	938.6	961.7	985.4	997.2	1,039.7	1,067.8	1,096.7	1,209.1	1,261.1
9 Metro Bus Acquisition	4,370.8	163.6	325.5	158.1	147.7	111.0	181.6	218.0	307.2	138.5
10 Metro Other Bus Capital	3,880.0	151.3	154.2	157.1	160.6	164.1	167.7	171.3	173.1	176.9
11 Muni and non-Metro Bus Capital	3,001.7	118.3	120.1	120.8	121.2	123.2	125.1	127.1	129.2	131.3
12 Subtotal Bus Capital	11,252.5	433.2	599.8	436.0	429.5	398.3	474.4	516.5	609.5	446.7
13 Major Rail Projects	17,311.8	529.5	623.3	667.1	853.0	873.9	906.9	745.6	528.0	418.5
14 Metro Rail State of Good Repair	8,091.1	224.0	249.3	311.9	316.8	549.2	466.6	849.4	557.2	449.5
15 Metro Rail Vehicles	1,668.5	64.8	64.7	87.5	70.1	15.9	42.3	42.5	29.5	44.5
16 Metro Red/Purple Line System Improvements	849.3	-	-	7.1	46.5	92.2	27.8	-	-	-
17 Other Metro Rail Capital	405.5	-	-	-	-	-	-	-	-	-
18 Metrolink Rail Capital	1,573.5	64.7	69.9	70.2	73.5	76.2	79.1	81.9	84.9	88.0
19 Subtotal Rail Capital	29,899.9	883.0	1,007.1	1,143.8	1,359.8	1,607.5	1,522.6	1,719.5	1,199.6	1,000.5
20 Call for Projects	3,415.1	250.0	250.0	205.0	-	-	-	-	-	-
21 Freeway Projects	9,000.0	415.9	403.5	293.9	289.1	292.4	310.5	369.9	209.0	229.4
22 Measure R Contingency Balance	938.6	(18)	1.2	1.2	1.2	1.3	1.3	3.4	174.2	175.0
23 Alameda Corridor East	420.2	-	-	-	-	-	-	-	-	-
24 Retrofit Soundwalls	1,085.5	-	-	57.0	91.5	123.2	85.1	106.4	77.9	33.9
25 Other Highway/Multimodal Projects	792.3	13.1	13.6	18.6	18.9	20.6	22.2	23.7	25.3	31.0
26 Freeway Service Patrol	803.6	31.7	32.3	32.9	33.5	34.2	34.9	35.6	36.3	37.0
27 Rideshare/Vanpools	488.6	21.2	22.1	22.1	22.1	22.1	22.1	22.1	22.1	22.1
28 Regional Administration and Other	1,221.2	45.7	46.5	45.1	46.0	46.9	47.8	48.8	49.7	50.7
29 Subtotal Highway	18,165.0	775.8	769.2	675.7	502.3	540.6	523.8	609.7	594.5	579.0
30 Rail Capital Debt Service Prop A 35%	4,713.4	160.5	163.3	166.6	169.1	174.1	198.0	220.1	250.3	271.9
31 Rail Capital Debt Service Prop C 40%	815.9	12.2	10.0	2.3	3.2	4.5	5.8	5.7	7.0	7.6
32 Bus Capital Debt Service Prop A 40%	43.4	2.0	2.0	2.0	2.0	2.0	2.0	2.0	-	-
33 Bus Capital Debt Service Prop C 40%	411.3	21.1	21.8	36.8	33.5	31.7	30.7	29.7	22.2	22.2
34 Highway Debt Service Prop C 25%	5,131.9	223.6	243.7	261.7	274.8	281.8	292.0	288.3	294.0	296.1
35 Commuter Rail Debt Service Prop C 10%	355.6	13.6	13.0	13.4	13.4	13.4	13.4	13.4	13.4	13.4
36 Measure R 2% Debt Service	367.9	10.9	16.7	16.7	16.7	16.7	16.7	16.7	16.7	16.7
37 Measure R 35% Debt Service	5,797.5	258.6	232.1	245.7	280.5	343.2	366.0	349.7	357.8	347.5
38 Measure R 20% Debt Service	1,735.1	95.6	95.6	95.6	95.6	95.6	95.6	95.6	95.6	95.6
39 Capital Grant Bond Debt Service	1,184.6	-	-	-	-	-	-	-	-	-
40 Regional Improvement Program Debt Service	8.6	-	-	-	-	-	-	-	-	-
41 Subtotal Debt Service	20,565.3	797.9	798.2	840.8	888.6	962.8	1,020.1	1,021.0	1,056.9	1,071.0
42 Agencywide Capital	673.3	21.5	21.9	22.3	22.7	23.2	23.7	24.1	24.6	25.1
43 Administrative Overhead	3,317.6	131.8	134.7	137.9	141.6	145.1	148.6	152.1	155.8	160.2
44 Immediate Needs and General Relief Token	374.8	14.9	15.1	15.4	15.8	16.1	16.5	16.8	17.2	17.6
45 Subtotal Other	4,365.8	168.2	171.7	175.6	180.1	184.4	188.7	193.1	197.6	203.0
46 GRAND TOTAL	164,418.7	6,267.2	6,637.4	6,651.5	6,825.0	7,270.8	7,406.0	7,838.1	7,624.0	7,395.3

Consolidated Budgetary Statement for all Metro Transportation Projects and Programs (Costs)

	Total		2037		2038		2039		2040	
	'15-'40	2038	2038	2039	2039	2040	2040	2040	2040	
L RTP Update 3/31/15										
(\$ in millions)										
1 Metro Bus Operations	40,125.3	2,036.4	2,091.6	2,192.7						
2 Access Services Operations	4,600.1	220.7	225.3	229.2						
3 Other ADA Service	1,703.0	93.5	96.4	99.4						
4 Muni and Non-Metro Bus Operations	10,794.3	561.8	577.0	490.8						
5 Subtotal Bus Operations	57,222.7	2,912.4	2,990.3	3,012.1						
6 Metro Rail Operations	20,647.6	1,176.1	1,206.4	1,212.3						
7 Metrolink Rail Operations	2,300.0	118.8	122.4	126.0						
8 Subtotal Rail Operations	22,947.6	1,294.9	1,328.8	1,338.3						
9 Metro Bus Acquisition	4,370.8	254.4	164.7	257.0						
10 Metro Other Bus Capital	3,880.0	180.7	184.5	187.7						
11 Muni and non-Metro Bus Capital	3,001.7	133.4	135.5	137.5						
12 Subtotal Bus Capital	11,252.5	568.5	484.7	582.2						
13 Major Rail Projects	17,311.8	372.7	664.7	60.0						
14 Metro Rail State of Good Repair	8,091.1	684.0	545.8	739.4						
15 Metro Rail Vehicles	1,668.5	46.4	25.0	0.4						
16 Metro Red/Purple Line System Improvements	849.3	-	-	-						
17 Other Metro Rail Capital	405.5	-	-	-						
18 Metrolink Rail Capital	1,573.5	91.1	94.3	39.5						
19 Subtotal Rail Capital	29,899.9	1,194.2	1,329.8	839.2						
20 Call for Projects	3,415.1	-	-	-						
21 Freeway Projects	9,000.0	96.5	95.0	28.2						
22 Measure R Contingency Balance	938.6	280.7	294.2	-						
23 Alameda Corridor East	420.2	-	-	-						
24 Retrofit Soundwalls	1,085.5	76.2	89.5	80.8						
25 Other Highway/Multimodal Projects	792.3	47.3	117.7	168.0						
26 Freeway Service Patrol	803.6	37.7	38.4	39.1						
27 Rideshare/Vanpools	488.6	22.1	22.1	22.1						
28 Regional Administration and Other	1,221.2	51.7	52.7	53.5						
29 Subtotal Highway	18,165.0	612.2	709.7	391.6						
30 Rail Capital Debt Service Prop A 35%	4,713.4	271.8	291.9	314.2						
31 Rail Capital Debt Service Prop C 40%	815.9	8.6	9.3	11.0						
32 Bus Capital Debt Service Prop A 40%	43.4	-	-	-						
33 Bus Capital Debt Service Prop C 40%	411.3	20.9	20.9	15.7						
34 Highway Debt Service Prop C 25%	5,131.9	296.1	273.9	273.9						
35 Commuter Rail Debt Service Prop C 10%	355.6	13.4	13.4	14.6						
36 Measure R 2% Debt Service	367.9	16.7	16.7	-						
37 Measure R 35% Debt Service	5,797.5	277.6	222.6	-						
38 Measure R 20% Debt Service	1,735.1	95.6	95.6	-						
39 Capital Grant Bond Debt Service	1,184.6	-	-	-						
40 Regional Improvement Program Debt Service	8.6	-	-	-						
41 Subtotal Debt Service	20,565.3	1,000.7	944.3	629.3						
42 Agencywide Capital	673.3	25.6	26.1	26.5						
43 Administrative Overhead	3,317.6	165.2	170.0	145.3						
44 Immediate Needs and General Relief Token	374.8	18.0	18.4	18.7						
45 Subtotal Other	4,365.8	208.8	214.5	190.5						
46 GRAND TOTAL	164,418.7	7,791.8	8,002.1	6,983.3						

Life of Project Costs as of March 2015*

(\$ in millions)

ATTACHMENT C

	Financial Forecast Model Page**	Total Funded Project Cost through FY 40 including prior	Subtotal Metro-Controlled Funded Costs for FY '15-'24	Subtotal Metro-Controlled Funded Costs for FY '25-'40
1				
2				
3	310	2,773.9	2,575.1	-
4	312	2,273.2	2,151.4	-
5		5,047.1	4,726.5	-
6	290	2,058.0	1,475.7	-
7	300 & 302	1,460.0	1,250.5	-
8	296	1,511.2	800.2	-
9	308	649.0	301.9	326.0
10	298	851.1	284.0	-
11	289	252.9	246.0	-
12	292	170.1	154.3	-
13	295	977.8	48.5	-
14	297	30.0	11.9	-
15	305	555.0	5.6	523.9
16		3.9	3.9	-
17		154.1	1.7	-
18	315	2,157.1	-	2,082.9
19	293	2,490.0	-	2,396.2
20	303	2,468.0	-	2,393.0
21		20,835.3	9,310.7	7,722.0
22				
23	393	1,514.7	774.3	-
24	426	1,512.4	447.9	1,046.5
25	429	489.9	420.2	-
26	395	574.8	394.2	164.8
27	389	633.9	334.5	-
28	407	812.8	269.8	527.5
29	438	1,111.5	264.0	821.5
30	447	243.0	239.6	-
31	415	1,103.2	223.8	814.6
32	410 & 413	843.6	192.1	609.1
33	392	425.6	107.0	-
34	423	253.3	96.6	127.3

Life of Project Costs as of March 2015*

(\$ in millions)

ATTACHMENT C

	Financial Forecast Model Page**	Total Funded Project Cost through FY 40 including prior	Subtotal Metro-Controlled Funded Costs for FY '15-'24	Subtotal Metro-Controlled Funded Costs for FY '25-'40
35				
36	420	259.6	78.1	172.6
37	418	70.0	55.4	-
38	430	35.0	35.0	-
39	418	18.0	18.0	-
40	419	33.0	6.5	-
41	418	5.0	5.0	-
42	418	2.0	2.0	-
43		9,941.3	3,964.0	4,283.9
44		30,776.6	13,274.7	12,005.9
45	399	455.5	310.2	-
46	406	1,256.4	172.0	-
47	402	475.0	170.6	304.4
48	446	217.1	105.7	-
49	394	330.0	94.0	236.0
50	403	115.0	48.3	55.9
51	405	330.0	37.9	287.7
52	401	120.0	15.0	105.0
53				
54	326	207.4	69.5	-
55	327	145.8	145.8	-
56		353.2	215.3	-
57	328	789.6	466.8	-
58	331	130.9	130.6	-
59	325	34.1	9.6	-
60	332	26.5	26.5	-
61	322	849.3	251.1	598.2
62		2,536.8	1,315.2	598.2
63	261	31.0	16.8	-
64	260	120.3	51.3	-
		36,410.5	15,396.4	13,593.1

Life of Project Costs as of March 2015*

(\$ in millions)

ATTACHMENT C

	Financial Forecast Model Page**	Total Funded Project Cost through FY 40 including prior	Subtotal Metro-Controlled Funded Costs for FY '15-'24	Subtotal Metro-Controlled Funded Costs for FY '25-'40
65	Metro Bus Operations		11,816.4	
66	Debt Service		6,482.4	
67	Metro Rail Operations		5,384.4	
68	Muni and Non-Metro Bus Operations		3,197.4	
69	2009 and Future Calls for Projects		1,710.1	
70	Access Services		1,450.2	
71	Rail Capital Maintenance (Facilities and State of Good Repair)		1,279.8	
72	Replacement Buses		1,232.3	
73	Bus Capital Maintenance (Vehicles and Facilities)		1,188.7	
74	Metro Administration incl Immediate Needs program		1,155.1	
75	Muni and Non-Metro Bus Capital		1,024.0	
76	MetroLink Operations		669.4	
77	Miscellaneous Highway Projects		643.9	
78	Other ADA Service		463.2	
79	MetroLink Capital and Rehab		425.4	
80	Highway Programs (Freeway Service Patrol, Rideshare)		407.3	
81	Metro Agency-wide Capital		304.1	
82	Highway Program Administration		167.4	
83	Miscellaneous Rail Capital Projects		133.7	
84	TOTAL		54,531.6	
85	Additional Costs since March 1, 2015:			
86	Affordable Housing Revolving Loan Fund		10.0	
87	Risk Allocation (includes 4.3 for Bloc increase)		4.3	300.0
88	Light Rail Vehicles Options 2 and 3			114.0
89	North Hollywood Orange to Red Lines Pedestrian Underpass			1.1
90	Southwestern Light Rail Yard increase			11.2
91	I-405 from I-10 to US-101 over Sepulveda Pass claim			25.0
92	Subtotal		-165.5	463.1
93	TOTAL		54,697.4	54,992.9

*Projects in the Financial Forecast that are not yet under construction do not have current approved Life-of-Project budgets. However, all major transit and highway projects in the SRTP do have estimated total costs that are included above.

**Provided under separate cover.

Estimated Projected Operations Shortfall

LACMTA Financial Forecasting Model
Transit Corridor Operations

ATTACHMENT D-1

LRTP Update 3/31/15

	Years '15-'24	2014 2015	2015 2016	2016 2017	2017 2018	2018 2019	2019 2020	2020 2021	2021 2022	2022 2023	2023 2024
USES OF FUNDS											
30 Red/Purple Line	1,127.8	96.0	99.5	102.8	106.7	110.7	114.7	118.2	122.1	126.1	131.0
31 Westside Purple Line Extension	13.6	-	-	-	-	-	-	-	-	-	13.6
32 Blue Line	816.7	69.0	71.7	74.5	77.3	80.3	83.2	85.7	88.6	91.5	94.8
33 Green Line	547.5	46.5	48.3	49.9	51.7	53.7	55.6	57.3	59.3	61.5	63.7
34 Gold Line - Pasadena	356.5	29.3	30.4	33.0	34.3	35.6	35.2	38.1	39.5	40.8	40.3
35 Gold Line - Foothill Extension	309.7	-	8.0	33.2	34.4	35.8	37.0	38.3	39.6	41.0	42.3
36 Gold Line - Eastside Extension	294.4	24.5	25.4	27.1	28.1	29.2	29.5	31.3	32.3	33.4	33.7
37 Gold Line - Eastside Extension Phase II	-	-	-	-	-	-	-	-	-	-	-
38 Blue Line - Exposition Phase I	417.6	35.1	36.7	38.1	39.5	41.1	42.6	43.9	45.3	46.8	48.5
39 Blue Line - Exposition Phase II	346.3	-	8.9	37.2	38.6	40.1	41.4	42.8	44.3	45.7	47.2
40 Crenshaw/LAX Line	79.0	-	-	-	-	-	11.8	18.3	18.9	19.7	10.3
41 West Santa Ana Branch Line	-	-	-	-	-	-	-	-	-	-	-
42 Regional Connector	34.4	-	-	-	-	-	-	5.9	9.2	9.5	9.8
43 Subtotal Metro Operations	4,343.5	300.4	329.0	395.8	410.7	426.4	451.1	479.8	499.1	516.0	535.3
44 Rail Security - Red Line	277.1	24.4	25.0	25.6	26.3	27.0	27.8	28.5	29.2	29.9	33.4
45 Rail Security - Blue Line incl. Expo/Reg'l Conn.	314.8	21.9	24.2	29.8	30.6	31.4	32.3	34.3	35.9	36.7	37.7
46 Rail Security - Green Line	76.0	6.7	6.9	7.1	7.3	7.5	7.7	7.9	8.1	8.3	8.5
47 Rail Security - Gold Line including Eastside	285.7	16.8	19.7	28.5	29.3	30.1	30.2	31.7	32.5	33.3	33.4
48 Rail Security - Crenshaw/LAX Line	43.6	-	-	-	-	-	5.9	9.1	9.3	9.5	9.8
49 Rail Security - West Santa Ana Line	-	-	-	-	-	-	-	-	-	-	-
50 Subtotal Metro Security	997.3	69.8	75.9	91.0	93.5	96.1	103.9	111.4	115.0	117.8	122.9
51 GLF and Expo II add'l start-up	43.6	-	43.6	-	-	-	-	-	-	-	-
52 Subtotal Metro	5,384.4	370.2	448.5	486.8	504.2	522.4	555.1	591.3	614.1	633.8	658.1
53 Metrolink	1,362.1	121.5	123.9	124.9	128.9	133.0	137.1	141.4	145.9	150.4	155.1
54 TOTAL USES	6,746.5	491.7	572.3	611.7	633.0	655.4	692.2	732.7	760.0	784.2	813.3
CASH BALANCE											
56 Beginning Fiscal Year Cash Balance	0.0	0.0	0.0	0.0	0.0	0.0	0.0	(28.2)	(33.9)	(33.9)	(33.9)
57 Annual Net Change to Cash Balance	(33.9)	0.0	0.0	0.0	0.0	0.0	(28.2)	(5.7)	0.0	0.0	0.0
58 Ending Fiscal Year Cash Balance	(33.9)	0.0	0.0	0.0	0.0	0.0	(28.2)	(33.9)	(33.9)	(33.9)	(33.9)
59 Subtotal new lines w/o security	826.6	-	60.5	70.4	73.1	75.9	90.3	105.3	112.0	115.8	123.3
60 Metro operations percent change			21.15%	8.54%	3.58%	3.62%	6.24%	6.53%	3.86%	3.21%	3.84%
61 Revenue Service Hours		1,027,799	1,089,254	1,267,377	1,267,377	1,267,377	1,315,295	1,366,517	1,376,687	1,377,397	1,380,332
62 Cost per hour		\$360.18	\$371.70	\$384.08	\$397.82	\$412.22	\$422.00	\$432.69	\$446.05	\$460.14	\$476.79

NOTES:

- Transit Corridor Revenue Operation Dates:
Expo I - 4/12, Expo II - 4/16, Gold Fthl - 4/16, Crenshaw - 10/19,
Reg'l Conn - 10/20, AMC - 7/23, Purple Ext I - 11/23,
Ext II - 8/25, Ext III - 7/35, West Santa Ana Branch - 7/27,
Green So Bay - 7/35, Gold East Ext II - 7/35.

Estimated Projected Capital and Rehabilitation Shortfall

LACMTA Financial Forecasting Model
 Rail Capital & Transit Corridors Summary
 LRTP Update 3/31/15

(\$ in millions)	Years '15-'24		2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2023	2024
140 Double track near Northridge Station (no proj sheet)	63.5	-	-	-	-	-	-	-	-	-	-	-	-
141 Willowbrook/Rosa Parks Station	19.9	-	12.0	4.4	-	-	-	-	-	-	-	-	-
142 Transit Oriented Development Planning Grants	19.5	5.3	5.0	4.2	-	-	-	-	-	-	-	-	-
143 SCRIP	375.7	-	126.2	118.0	131.5	-	-	-	-	-	-	-	-
144 Metrolink (Capital Only)	196.6	39.3	21.3	20.6	16.6	(0.7)	19.9	18.7	19.5	20.3	20.3	21.1	21.1
145 Subtotal Other Capital	1,007.9	105.6	334.2	186.0	189.2	35.0	34.9	28.7	22.3	23.1	23.1	48.9	48.9
146 Subtotal Capital Costs	12,713.1	1,314.5	2,368.3	1,770.1	1,816.6	1,385.7	1,088.6	817.0	692.4	720.1	720.1	739.8	739.8
147 Contingency (Measure R 2% System Improvements)	-	1.7	(1.7)	(0.0)	0.2	(0.2)	0.0	0.0	(0.0)	(0.0)	(0.0)	-	-
148 Metrolink PTC (Measure R 3% PTC 1st priority)	244.4	10.2	10.2	10.3	19.0	44.7	27.8	28.9	30.0	31.1	31.1	32.3	32.3
149 Contingency not alloc (Measure R 35% Annual Bal)	0.0	0.0	0.0	(0.0)	0.0	11.4	(11.5)	0.0	(0.0)	(0.0)	(0.0)	0.7	(0.7)
150 Total Capital Costs	12,957.6	1,326.4	2,376.9	1,780.4	1,835.8	1,441.6	1,104.9	845.9	722.3	751.9	751.9	771.4	771.4
151 Financing Payments:													
152 Sr Lien Bonds (Actuals/Trsny Fcst; Prop A 35% incl fees)	1,272.4	144.3	142.6	143.1	143.2	146.0	145.9	143.4	104.3	104.3	104.3	104.3	55.2
153 Sr Lien Bonds (Actuals/Trsny Fcst; Prop C 40% incl fees)	645.6	73.0	71.7	71.4	71.1	70.8	67.3	63.6	63.6	64.0	64.0	29.1	29.1
154 Addtl Sr. Bonds - Prop A 35% (Model)	158.6	-	-	1.4	9.5	17.6	20.6	20.6	21.4	29.3	29.3	38.3	38.3
155 Addtl Sr. Bonds - Prop C 40% (Model)	-	-	-	-	-	-	-	-	-	-	-	-	-
156 Measure R 35% 2010 Tax Exempt Bonds	120.1	20.0	20.0	20.0	20.0	20.0	20.0	-	-	-	-	-	-
157 Measure R 35% Tax Exempt Bonds	297.1	-	0.1	26.6	26.6	26.6	26.6	40.8	50.0	50.0	50.0	50.0	50.0
158 Measure R 35% 2010 BABs	253.3	18.0	18.0	18.0	18.0	18.0	18.0	36.3	36.3	36.3	36.3	36.3	36.3
159 Measure R 35% TIFIA Loans Debt Service	576.3	0.7	0.1	0.1	0.1	0.1	118.4	107.7	116.4	116.4	116.4	116.4	116.4
160 Measure R 35% TIFIA DSRF Deposit and Release	84.0	3.1	11.9	12.4	14.8	10.7	40.8	(1.0)	(2.7)	(2.8)	(2.8)	(3.2)	(3.2)
161 Measure R 2% Tax Exempt Bonds Debt Service	123.1	5.5	5.5	11.2	11.4	11.4	12.4	15.4	16.8	16.8	16.8	16.8	16.8
162 Capital Grant Receipt Revenue Bonds Debt Service	1,000.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0
163 Commercial Paper Measure R 35%	260.4	7.1	2.8	58.6	116.5	23.0	-	-	0.7	51.2	51.2	0.4	0.4
164 Commercial Paper Measure R 2% incl fees	-	-	-	-	-	-	-	-	-	-	-	-	-
165 Commercial Paper Prop A 35%	49.5	6.4	5.0	5.0	4.9	4.9	4.8	4.7	4.7	4.7	4.6	4.5	4.5
166 Subtotal Financing Payments	4,840.3	378.1	377.7	467.8	536.1	449.0	574.9	531.5	511.4	511.4	570.1	443.8	443.8
167 TOTAL USES	17,797.9	1,704.6	2,754.6	2,248.2	2,371.9	1,890.6	1,679.8	1,377.3	1,233.7	1,321.9	1,321.9	1,215.2	1,215.2
168 Beginning Fiscal Year Cash Balance	54.8	54.8	0.0	0.0	0.0	0.0	0.0	0.0	(193.4)	(406.3)	(406.3)	(406.3)	(406.3)
169 Annual Net Change to Cash Balance	(461.1)	(54.8)	(0.0)	(0.0)	0.0	0.0	(193.5)	(212.8)	0.0	0.0	0.0	0.0	0.0
170 Ending Fiscal Year Cash Balance	(406.3)	0.0	0.0	0.0	0.0	0.0	(193.4)	(406.3)	(406.3)	(406.3)	(406.3)	(406.3)	(406.3)

Estimated Costs for Approved and Pending "Betterments"

ATTACHMENT E

(\$ in millions)

Date	Board Report#	Project	Board Action	Fund Source	Total Amount	New Metro Funds	Cum New Metro Total
1 May 2010	10	I-5/SR-14 HOV Direct Connector	Increased the total programmed budget from \$161.1 M to \$175.8 M with CMAQ funds.	CMAQ	\$ 14.700	\$ 14.700	\$ 14.700
2 May 2010	29	Metro Gold Line Eastside Quad Gates	Establish LOP of \$7.0 million for Phase I	Measure R 2%	\$ 7.000	\$ 7.000	\$ 21.700
3 June 2010	28	Red Line Canopy	Increase project budget by \$638,000	Prop A 35%	\$ 0.638	\$ 0.638	\$ 22.338
4 July 2010	6	Duarte Soundwall	Receive and File Annual Report on Programming Cost Changes - \$900,000 for Caltrans Con Mgt	Prop C	\$ 0.900	\$ 0.900	\$ 23.238
5 July 2010	6	US-101 Freeway Ramp Realignment	Receive and File Annual Report on Programming Cost Changes - \$2.9 M for Claims	Prop C	\$ 2.900	\$ 2.900	\$ 26.138
6 July 2010	12	I-405 HOV from SR-90 to I-10	Approve \$23 M. Could affect the delivery of other future highway projects.	\$19 STIP, \$4 CMAQ	\$ 23.000	\$ 23.000	\$ 49.138
7 July 2010	26	Expo Phase I	Increase LOP for Safety Enhancements	Prop C 25% for FY 11	\$ 36.590	\$ 36.590	\$ 85.728
8 Sept 2010	3	Red Line Universal City Pedestrian Bridge	Increase LOP \$750,000 from \$4.139 M to \$4.889 M	Prop A 35%	\$ 0.750	\$ 0.750	\$ 86.478
9 Sept 2010	30	MBL/MGL Transit Passenger Info System	Establish LOP of \$5,987,180	Prop 1B & Homeland Sec Grant	\$ 5.987	\$ 5.987	\$ 92.465
10 Dec 2010	22	CRD	Increase LOP by \$41.2 M, \$37.2 M of which is new programmed funding	CMAQ	\$ 37.200	\$ 37.200	\$ 129.665
11 Dec 2010	6	Expo Phase I	Increase LOP by \$28.5 M for claims	Prop A 35%	\$ 28.500	\$ 28.500	\$ 158.165
12 Feb 2011	5	I-405 Sepulveda Pass	Increase LOP by \$6 M from \$1.034 to \$1.040 B to be funded by City of LA	City of LA	\$ 6.000	\$ -	\$ 158.165
13 Feb 2011	8	Vanpool Program	Add \$1.5 M to the FY 11 budget	Prop C 25%	\$ 1.500	\$ 1.500	\$ 159.665
14 Feb 2011	12	Expo Phase I	Increase LOP from \$927,390,445 to \$930,625,055 (\$3.175 M)	Culver City	\$ 3.175	\$ -	\$ 159.665
15 Feb 2011	16	I-210 Soundwall (package 4)	Increase LOP from \$17.76 M, to \$22.2 M (\$4.44 M).	Measure R 20%	\$ 4.440	\$ 4.440	\$ 164.105
16 Feb 2011	Closed Session-4	Union Station	Purchase Union Station	Prop A 35%	\$ 75.000	\$ 75.000	\$ 239.105
17 Aug 2011	19	Light Rail Yards	Increase funding for Southwestern Yard	Prop A 35%	\$ 170.000	\$ 170.000	\$ 409.105
18 Oct 2011	28	Patsaouras Plaza	Establish LOP of \$16.8 M, reprogram funds and amend FY 12 budget	Prop C 40% and transfers from other projects	\$ 16.800	\$ 0.500	\$ 409.605
19 Nov 2011	12	TOD Grants	Award \$5 M in Transit Oriented Development Grants to 5 jurisdictions	Measure R 2%	\$ 5.000	\$ 5.000	\$ 414.605
20 Jan 2012	55	Bus Procurement	Increase LOP from \$70 M to \$86,830,211	Prop 1B PTMISEA, FTA	\$ 16.800	\$ 16.800	\$ 431.405
21 Jan 2012	56	Silver Line Revitalization Program	Establish LOP of \$7,845,000	5307 and Prop C40%/TDA/ Prop A	\$ 7.850	\$ 7.850	\$ 439.255
22 April 2012	65	Access Services	Increase FY 13 budget by \$6,962,500 to total \$56,962,500	Prop C 40%	\$ 6.963	\$ 6.963	\$ 446.218

Estimated Costs for Approved and Pending "Betterments"

ATTACHMENT E

(\$ in millions)

Date	Board Report#	Project	Board Action	Fund Source	Total Amount	New Metro Funds	Cum New Metro Total
23 April 2012 Special Meeting	1	LRV P3010 Procurement	Increase LOP from \$335,410,000 to \$342,350,000	Measure R 35%, Prop C 25%, local agency, Prop A 35%, PTMISEA, RIP, CMAQ, RSTP	\$ 6.940	\$ 6.940	\$ 453.158
24 June 2012	45	Red Line Universal City Station Pedestrian Bridge	Authorize a Life-of-Project budget increase from \$4,139,000 to \$23,139,000	Prop A 35%	\$ 19.000	\$ 19.000	\$ 472.158
25 June 2012	47	Eastern Rail Yard	Acknowledge cost estimate increase of \$12,000,000 to new total of \$276,583,167.	25% from GLF project (\$3 M increase)	\$ 12.000	\$ -	\$ 472.158
26 June 2012	47	Eastern Rail Yard	Establish LOP for Metro's 75% share of \$207,437,375	Prop A 35%	\$ 8.520	\$ 8.520	\$ 480.678
27 Oct 2012	34	North Hollywood Pedestrian Connector	Increase LOP from \$17 M to \$22 M	5309 Bus, Prop A 35, TDA4	\$ 5.000	\$ 5.000	\$ 485.678
28 Dec 2012	14	Crenshaw/LAX	Increase LOP by \$13.9 M from \$1749 to \$1762.9	TIGER II	\$ 13.900	\$ -	\$ 485.678
29 Dec 2012	37	Blue Line Pedestrian Gates	Increase LOP by \$6,780,000 from \$920,000 to \$7,700,000	Meas R 2%	\$ 6.780	\$ 6.780	\$ 492.458
30 Dec 2012	43	Red Line Damper Replacement	Increase LOP by \$1,200,000 from \$1.5 M to \$2.7 M	Prop A 35%	\$ 1.200	\$ 1.200	\$ 493.658
31 Jan 2013	54	550 Replacement Buses	Increase LOP by \$7,873,000 from \$297,070,000 to \$304,943,000	\$7.783 from Prop C 40%, TDA4, Meas R 35%	\$ 7.873	\$ 7.873	\$ 501.531
32 Feb 2013	44	I-405 Sepulveda Pass Improvements	Decrease LOP by \$3.4 M from \$1,048 M to \$1,044.6 M; Increase LOP by \$26.1 M from \$1,044.6 M to \$1,070.7 M	City of LA, CMIA	\$ 22.700	\$ -	\$ 501.531
33 April 2013	31	Div 11 Body Shop Ventilation	Increase LOP by \$1,650,000 from \$550,000 to \$2,200,000	Prop A 35%	\$ 1.650	\$ 1.650	\$ 503.181
34 April 2013	33	Blue Line Signal Rehab	Increase LOP by \$63,180,000 from \$820,000 to \$64,000,000	Prop A 35%	\$ 63.180	\$ 63.180	\$ 566.361
35 April 2013	42	Division 13	Increase LOP by \$9.2 M from \$95M to \$104.2M; reallocate \$9.2 M TDA4 from Div 2 LOP	TDA4	\$ 9.200	\$ -	\$ 566.361
36 June 2013	12 & 70	Westside Subway Extension Section 1	Approve LRTP financial forecast including \$73.11 M to cover cost increases; transfer \$73.11 M from major Wilshire BRT project	Lease Revs	\$ 73.110	\$ -	\$ 566.361
37 June 2013	12 & 70	Regional Connector	Approve LRTP financial forecast including \$32.0 M to cover cost increases; transfer \$32.0 M from major Wilshire BRT project	Lease Revs	\$ 32.000	\$ -	\$ 566.361
38 June 2013	52, 12, 70	Crenshaw/LAX	Approve LRTP financial forecast including \$160 M; Increase LOP by \$160.1 M from \$1,762.9 M to \$1,923.0 M	Prop C 25%, Prop C 40%	\$ 160.100	\$ 149.910	\$ 716.271
39 June 2013	52 & 70	Crenshaw/LAX	Increase LOP by \$135.0 M from \$1,923.0 M to \$2,058.0 M	City of LA, GF	\$ 135.000	\$ 80.000	\$ 796.271
40 June 2013	55 & 70	I-405 Sepulveda Pass Improvements	Increase LOP by \$78.7 M from \$1,070.7 M to \$1,149.4 M	Prop C 25%, Others	\$ 78.700	\$ 75.000	\$ 871.271
41 July 2013	34	Light Rail Vehicles Options	Increase LOP by \$396.65 M from \$342.35 M to \$739.0 M.	RIP, CMAQ, project budgets	\$ 396.650	\$ 298.325	\$ 1,169.596
42 Sept 2013	26	Blue Line Turnout Rehab	Increase LOP by \$650,000 from \$2.35 M to \$3.0 M	Prop A 35%	\$ 0.650	\$ 0.650	\$ 1,170.246

Estimated Costs for Approved and Pending "Betterments"

ATTACHMENT E

(\$ in millions)

Date	Board Report#	Project	Board Action	Fund Source	Total Amount	New Metro Funds	Cum New Metro Total
43 Sept 2013	38	Expo Phase I	Increase LOP by \$39 M from \$932.0 M to \$971.0 M; transfer from Expo 2	Prop C 25%	\$ 39.000	\$ -	\$ 1,170.246
44 Oct 2013	47	Universal Station Pedestrian Bridge	Increase LOP by \$7.8 M from \$19.5 M to \$27.3 M	Prop A 35%; NBC, transfer from Orange Line savings	\$ 7.800	\$ 1.400	\$ 1,171.646
44 Jan 2014	39	Rail Station Refurbishments	Establish BL Station Refurb LOP of \$33,430,000; decrease LOP of Rail Station Refurb by \$17,000,000 from \$21,500,000 to \$4,500,000	Prop A 35%, Prop A 40%	\$ 16.430	\$ 16.430	\$ 1,188.076
44	Subtotal since LRTP, through SRTP				\$ 1,589.076	\$ 1,188.076	
44 Jan 2014	44	Patsaouras Plaza Busway Station	Increase LOP by \$14,181,000 from \$16,803,000 to \$30,984,000	Prop C 25%	\$ 14.181	\$ 14.181	\$ 1,202.257
44 Apr 2014	49	Expo II Betterments	Establish separate project and establish LOP of \$3.9 M	Measure R 35%	\$ 3.900	\$ 3.900	\$ 1,206.157
49 Apr 2014	65	Willowbrook/Rosa Parks Station (405555)	Approve \$4 M for PE, commit up to \$16 M local match for TIGER grant application	Measure R 2%, Prop C 5%, Admin \$0.2; TIGER grant	\$ 20.000	\$ 20.000	\$ 1,226.157
50 Apr 2014	73	Regional Connector	Establish LOP of \$1,420,016,799 and LOP of \$39,991,168	Measure R 2%, Lease revs, Repay Cap Proj	\$ 60.500	\$ 60.500	\$ 1,286.657
51 May 2014	10	Intelligent Video Upgrade	Revise LOP by \$286,468, from \$734,364 to \$1,020,832	TDA4	\$ 0.286	\$ 0.286	\$ 1,286.943
52 May 2014	10	Tunnel and Bridge Security	Revise LOP by \$109,114, from \$1,400,000 to \$1,509,114	TDA4	\$ 0.109	\$ 0.109	\$ 1,287.052
53 May 2014	52	Access Services Free Fare Program	Approve \$2,046,000 paid to SCRRA	Prop C 10%	\$ 2.046	\$ 2.046	\$ 1,289.098
54 July 2014	56	Purple Line Extension Section 1	Establish LOP of \$2,773,879,593 including cost increase of \$288,170,284 relative to LRTP	Measure R 35%	\$ 288.170	\$ 288.170	\$ 1,577.268
55 July 2014	53	Division 22 Green Line Storage Bldg	Increase LOP by \$291,395 from \$1,192,272 to \$1,483,667	Prop A 35%	\$ 0.291	\$ 0.291	\$ 1,577.559
56 Sept 2014	51	Bus Division 13	Authorize LOP increase of \$16,142,000 from \$104,200,000 to \$120,342,000	Prop 1B PTMISEA	\$ 16.142	\$ 16.142	\$ 1,593.701
57 Sept 2014	41	Fare Gate Project	Increase Life of Project Budget by \$5,491,800 from \$9,495,000 to \$14,986,800	Measure R 2%	\$ 5.492	\$ 5.492	\$ 1,599.193
58 Sept 2014	8	Umbrella Insurance Program	Authorize \$20.9 M. Amend FY15 budget for \$10.3 M from Prop C 25% for Crenshaw, Expo II, and GLF. Increase RC and WPLE LOP budgets for \$10.6 M from Measure R funds in FY16.	Prop C 25%, Measure R 35% project budget	\$ 20.900	\$ 20.900	\$ 1,620.093
59 Sept 2014	20	Sustainable Parking Demo Project at North Hollywood Red Line Station	Authorize LOP of \$1.4 M	Prop C 10%	\$ 1.400	\$ 1.400	\$ 1,621.493
60 Sept 2014	27	LA River Bikeway Connection	Conduct feasibility study	Props A and C Admin	\$ 0.100	\$ 0.100	\$ 1,621.593
61 Sept 2014	72	Purple Line Extension Section 2	Approve finance plan for cost increase of \$374.3 M	New Starts	\$ 374.300	TBD	\$ 1,621.593

Estimated Costs for Approved and Pending "Betterments"

ATTACHMENT E

(\$ in millions)

Date	Board Report#	Project	Board Action	Fund Source	Total Amount	New Metro Funds	Cum New Metro Total
62 Sept 2014	34	ExpressLanes Toll Revenue Reinvestment	Approve \$875,000 in project funding for the I-10 projects; allocate \$875,000 into a reserve fund for the I-110, and allocate up to \$1.75 million of Measure R 3% commuter rail funding	\$875,000 Toll revenues and \$875,000 Measure R 3%	\$ 1.750	\$ -	\$ 1,621.593
63 Sept 2014	19	Union Station security	Approve programming up to \$6.3 M of Homeland Security Transit Security grants	Homeland Security Transit Security Grant	\$ 6.285	\$ -	\$ 1,621.593
64 Sept 2014	23	The Bloc/Metro Connection (pedestrian passageway)	Establish new capital project for FY15 of \$400,000	Prop C 10%	\$ 0.400	\$ 0.400	\$ 1,621.993
65 Sept 2014	26	Potential Ballot Measure	Amend FY15 budget to add \$550,000 to evaluate measure	Prop A/C Admin	\$ 0.550	\$ 0.550	\$ 1,622.543
66 Sept 2014	57	Business Interruption Fund	Establish a pilot program along Crenshaw line, within Little Tokyo, and Phase I of the Purple Line Extension; identify and designate \$10,000,000 of Metro funds annually.	TBD	\$ 80.000	\$ 80.000	\$ 1,702.543
67 Oct 2014	11	Bicycle Model Development	Motion to amend the budget to provide necessary funding for remainder of FY15 to develop modeling capability; \$1.5 million.	TBD	\$ 1.500	\$ 1.500	\$ 1,704.043
68 Oct 2014	19	Union Station Master Plan	Authorize up to \$400,000 in matching funds for Ladders of Opportunity grant and amend FY15 budget to add \$200,000 if the grant is awarded.	TBD	\$ 0.400	\$ 0.400	\$ 1,704.443
69 Oct 2014	20	Rail to River Bikeway study	Amend FY15 budget by \$2,850,000	Prop A/C/ Meas R/TDA Admin fund balance	\$ 2.850	\$ 2.850	\$ 1,707.293
70 Oct 2014	37	Video Security System Enhancement	Increase LOP by \$1,460,246 from \$1,500,000 to \$2,960,246	TDA4 and Transit Security Grants	\$ 1.460	\$ 0.100	\$ 1,707.393
71 Nov 2014	40	I-5 North Construction Mitigation Transit Service	Explore new service and explore funding sources	TBD	TBD	TBD	\$ 1,707.393
72 Nov 2014	56	Airport Metro Connector	Approve acceleration of up to \$33.3 million in CMAQ and Measure R 35% for the AMC	CMAQ, Measure R 35%	\$ 33.200	\$ 33.200	\$ 1,740.593
73 Nov 2014	57	Wayfinding Signage Grant Program	Create 2-year pilot program of \$500,000 beginning in FY16	TBD	\$ 1.000	\$ 1.000	\$ 1,741.593
74 12/4/2014	11	Red Line Seg 2 Close-out	Increase LOP by \$6,500,000 from \$22,867,000 to \$29,367,000; Amend FY15 budget to add \$5,071,000	Prop A 35%	\$ 6.500	\$ 6.500	\$ 1,748.093
75 12/4/2014	14	Metrolink Antelope Valley Line fare enforcement	Motion to allocate \$1.7 M from PC10 or MR3% to ensure 100% fare enforcement on Antelope Valley line thru June 2015	Prop C 10%	\$ 1.700	\$ 1.700	\$ 1,749.793
76 Jan 2015	54	Red Line Escalator at Pershing Square	Increase LOP by \$8,256,000 from \$12,500,000 to \$20,756,000	Prop A 35%	\$ 8.256	\$ 8.256	\$ 1,758.049

Estimated Costs for Approved and Pending "Betterments"

ATTACHMENT E

(\$ in millions)

Date	Board Report#	Project	Board Action	Fund Source	Total Amount	New Metro Funds	Cum New Metro Total
77 Mar 2015	51, 51.1	Affordable Housing Revolving Loan Fund	Report back on the feasibility to budget \$2 million annually for 5 years, up to \$10 million	Cap and Trade Affordable Housing funds	\$ 10.000	\$ 10.000	\$ 1,768.049
78 Apr 2015	18	I-10 HOV Lanes from Citrus to SR-57	Authorize CEO to negotiate an agreement with Caltrans to program an additional \$10,279,000	CMAQ	\$ 10.279	\$ 10.279	\$ 1,778.328
79 Apr 2015	21	The Bloc/Metro Connection (pedestrian passageway)	Authorize LOP of \$4,650,000; amend FY16 budget by adding \$4,250,000 (also see line #18 above)	Gen Fund/ Lease Revs	\$ 4.250	\$ 4.250	\$ 1,782.578
80 Apr 2015	37	Light Rail Vehicles P3010, Options 2 and 3, 60 vehicles	Increase LOP by \$263,000,000; amend and increase FY16 budget by \$10,000,000	Prop A 35%/ RIP; future available local/state/fed	\$ 263.000	\$ 114.000	\$ 1,896.578
81 Apr 2015	51	North Hollywood Orange Line to Red Line Pedestrian Underpass	Increase LOP by \$1,077,401 from \$22,000,000 to \$23,077,401 for 3 new TVMs, etc.	TDA4	\$ 1.077	\$ 1.077	\$ 1,897.656
82 May TBD		I-405 Carpool Lane I-10 to US-101 (claim)		Prop C 25%/ CMAQ/RSTP	\$ 115.000	* \$ 25.000	\$ 1,922.656
83 May TBD		Southwestern Yard		Prop A 35%	\$ 22.000	\$ 11.200	\$ 1,933.856
84 TBD		I-5 North, SR-134 to SR-170		Measure R 20%	\$ 25.500	TBD	\$ 1,897.656
85 TBD		I-5 South, I-605 to Orange County Line		State ROW reimb, MR 20%	\$ 46.000	TBD	\$ 1,897.656
86 TBD		I-10 Carpool Lane from I-605 to Puente		Prop C 25%	\$ 14.900	TBD	\$ 1,897.656
87 TBD		Call for Projects ATP		TBD	TBD	TBD	\$ 1,933.856
88 TBD		Access Services		Prop C 40%	TBD	TBD	\$ 1,933.856
89 TBD		Emergency Operation Center, in addition to Prop 1B grant needed over the next 3 years		TBD	TBD	TBD	\$ 1,933.856
90 TBD		Airport Metro Connector		Meas. R 35%, Prop A 35%, CMAQ/RSTP	\$ 195.700	\$ 195.700	\$ 2,129.656
91 TBD		Westside Purple Line Section 2, add back 10 cars		New Starts, Measure R 35%	\$ 55.000	\$ 55.000	\$ 2,184.656
92 TBD		Southern Calif. Regional Interconnector Project (SCRIP)		TBD	\$ 239.300	\$ 239.300	\$ 2,423.956
93	Subtotal since S RTP				\$ 1,955.675	\$1,235.780	
94	Total				\$ 3,544.851	\$2,423.956	

*\$90 million was assumed in the financial forecast update based on an expected Board item which was deferred.

Inventory of Debt and Debt Service Commitments Pertaining to Proposition A, Proposition C, and Measure R

ATTACHMENT F

(\$Millions)

	Policy Limit	FY16	FY17	FY18	FY19	FY20	FY21	FY22	FY23	FY24	Total
Proposition A-Total (assumes 3.5% growth)		763.50	790.22	817.88	846.51	876.13	906.80	938.54	971.39	1005.38	7,916.35
Proposition A 35% Debt Policy											
Proposition A 35%		<u>267.23</u>	<u>276.58</u>	<u>286.26</u>	<u>296.28</u>	<u>306.65</u>	<u>317.38</u>	<u>328.49</u>	<u>339.98</u>	<u>351.88</u>	<u>2,770.72</u>
Maximum Available for Debt Service	87.00%	232.49	240.62	249.04	257.76	266.78	276.12	285.78	295.79	306.14	2,410.53
Existing Debt Commitments		<u>137.23</u>	<u>137.83</u>	<u>137.94</u>	<u>140.77</u>	<u>140.76</u>	<u>138.23</u>	<u>99.28</u>	<u>99.26</u>	<u>50.28</u>	<u>1,081.57</u>
Available for Future Debt Service		95.26	102.79	111.10	116.99	126.02	137.89	186.51	196.53	255.86	1,328.96
Proposition A 40% Debt Policy											
Proposition A 40%		<u>305.40</u>	<u>316.09</u>	<u>327.15</u>	<u>338.60</u>	<u>350.45</u>	<u>362.71</u>	<u>375.41</u>	<u>388.55</u>	<u>402.15</u>	<u>3,166.54</u>
Maximum Available for Debt Service	Further 40.00%	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Existing Debt Commitments	Finance	4.02	4.03	4.02	4.02	4.02	4.02	3.65	3.65	3.65	34.71
Available for Future Debt Service		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proposition C 40%											
Proposition C 40%		<u>305.40</u>	<u>316.09</u>	<u>327.15</u>	<u>338.60</u>	<u>350.45</u>	<u>362.72</u>	<u>375.41</u>	<u>388.55</u>	<u>402.15</u>	<u>3,166.54</u>
Maximum Available for Debt Service	40.00%	126.44	126.44	130.86	135.42	140.08	145.09	150.17	155.42	160.86	1,266.62
Existing Debt Commitments		<u>69.08</u>	<u>68.77</u>	<u>68.77</u>	<u>68.77</u>	<u>68.77</u>	<u>61.28</u>	<u>61.28</u>	<u>61.75</u>	<u>26.82</u>	<u>551.90</u>
Available for Future Debt Service		57.35	62.09	62.09	66.65	71.14	83.81	88.89	93.67	134.04	714.72
Proposition C 25%											
Proposition C 25%		<u>199.56</u>	<u>204.47</u>	<u>209.38</u>	<u>214.29</u>	<u>219.03</u>	<u>226.70</u>	<u>234.63</u>	<u>242.85</u>	<u>251.35</u>	<u>1,979.09</u>
Maximum Available for Debt Service	60.00%	114.53	114.53	122.88	129.98	131.42	136.02	140.78	145.71	150.81	1,187.45
Existing Debt Commitments		<u>54.87</u>	<u>54.87</u>	<u>54.87</u>	<u>54.81</u>	<u>53.64</u>	<u>53.50</u>	<u>53.46</u>	<u>53.43</u>	<u>37.95</u>	<u>471.30</u>
Available for Future Debt Service		59.66	62.09	62.09	66.65	72.17	77.78	82.52	87.32	92.28	716.15
Proposition C 10%											
Proposition C 10%		<u>76.35</u>	<u>79.02</u>	<u>81.79</u>	<u>84.65</u>	<u>87.61</u>	<u>90.68</u>	<u>93.85</u>	<u>97.14</u>	<u>100.54</u>	<u>791.63</u>
Maximum Available for Debt Service	40.00%	30.54	30.54	30.54	33.86	35.05	36.27	37.54	38.86	40.22	316.65
Existing Debt Commitments		<u>11.00</u>	<u>11.00</u>	<u>11.00</u>	<u>10.79</u>	<u>10.72</u>	<u>9.93</u>	<u>9.96</u>	<u>10.07</u>	<u>3.49</u>	<u>87.76</u>
Available for Future Debt Service		19.54	20.54	20.54	23.07	24.33	26.34	27.59	28.79	36.72	228.90
Measure R-Total (assumes 3.5% growth)											
Measure R-Total (assumes 3.5% growth)		763.50	790.22	817.88	846.51	876.13	906.80	938.54	971.39	1005.38	7,916.35
Measure R 35%											
Measure R 35%		<u>267.23</u>	<u>276.58</u>	<u>286.26</u>	<u>296.28</u>	<u>306.65</u>	<u>317.38</u>	<u>328.49</u>	<u>339.98</u>	<u>351.88</u>	<u>2,770.72</u>
Maximum Available for Debt Service	87.00%	232.49	240.62	249.04	257.76	266.78	276.12	285.78	295.79	306.14	2,410.53
Existing Debt Commitments (incl TIFIA)		<u>50.53</u>	<u>46.52</u>	<u>46.52</u>	<u>46.52</u>	<u>46.52</u>	<u>130.49</u>	<u>138.91</u>	<u>138.62</u>	<u>138.29</u>	<u>879.30</u>
Available for Future Debt Service		181.96	194.10	202.52	211.24	220.16	245.63	146.87	157.17	167.85	1,531.22
Measure R 20%											
Measure R 20%		<u>152.70</u>	<u>158.04</u>	<u>163.58</u>	<u>169.30</u>	<u>175.12</u>	<u>181.06</u>	<u>187.71</u>	<u>194.28</u>	<u>201.08</u>	<u>1,583.27</u>
Maximum Available for Debt Service	87.00%	91.62	94.83	98.15	101.58	105.14	108.82	112.62	116.57	120.65	949.96
Existing Debt Commitments		<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>
Available for Future Debt Service		91.62	94.83	98.15	101.58	105.14	108.82	112.62	116.57	120.65	949.96
Measure R 2%											
Measure R 2%		<u>15.27</u>	<u>15.80</u>	<u>16.36</u>	<u>16.93</u>	<u>17.52</u>	<u>18.13</u>	<u>18.77</u>	<u>19.43</u>	<u>20.11</u>	<u>158.33</u>
Maximum Available for Debt Service	87.00%	13.28	13.75	14.23	14.73	15.24	15.78	16.33	16.90	17.49	137.74
Existing Debt Commitments		<u>7.15</u>	<u>7.15</u>	<u>7.15</u>	<u>7.15</u>	<u>7.15</u>	<u>8.86</u>	<u>8.80</u>	<u>8.74</u>	<u>8.68</u>	<u>70.81</u>
Available for Future Debt Service		6.14	6.60	7.09	7.58	8.10	6.92	7.53	8.16	8.81	66.94
Measure R 3%											
Measure R 3%		<u>15.27</u>	<u>15.80</u>	<u>16.36</u>	<u>16.93</u>	<u>17.52</u>	<u>18.14</u>	<u>18.77</u>	<u>19.43</u>	<u>20.11</u>	<u>158.33</u>
Maximum Available for Debt Service	87.00%	13.28	13.75	14.23	14.73	15.24	15.78	16.33	16.90	17.49	137.74
Existing Debt Commitments		<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>
Available for Future Debt Service		13.28	13.75	14.23	14.73	15.24	15.78	16.33	16.90	17.49	137.74

Inventory of Debt and Debt Service Commitments Pertaining to Proposition A, Proposition C, and Measure R **ATTACHMENT F**
Projected Debt Capacity and Issuance
(\$millions)

Policy Limit	FY16	FY17	FY18	FY19	FY20	FY21	FY22	FY23	FY24	TOTAL
	763.50	790.22	817.88	846.51	876.13	906.80	938.54	971.39	1,005.38	7,916.35
Proposition A-Gross Revenues (assumes 3.5% growth)										
Proposition A 35% Debt Policy										
Proposition A 35% Revenues (net of 5% Admin)	253.86	262.75	271.95	281.46	291.31	301.51	312.06	322.99	334.29	2,632.19
Maximum Available for Debt Service	220.86	228.59	236.59	244.87	253.44	262.31	271.50	281.00	290.83	2,290.00
Existing Debt Commitments	137.23	137.83	137.94	140.77	140.76	138.23	99.28	99.26	50.28	1,081.57
Remaining Residual Proposition A 35%	83.64	90.76	98.65	104.10	112.68	124.09	172.22	181.74	240.55	1,208.43
Projected Payment (Debt Service)	0.00	19.16	18.77	18.77	18.77	18.77	53.87	53.14	53.14	254.39
Revenues Available for Debt Service	83.64	71.60	79.88	85.33	93.92	105.32	118.35	128.60	187.41	
Annual Debt Service Coverage Ratio	1.85	1.67	1.74	1.76	1.83	1.92	2.04	2.12	3.23	
Maximum Annual Bond Issuance Permitted ¹	1,226.11								2,747.49	

Proposition A 40% Revenues (net of 5% Admin)	290.13	300.28	310.79	321.67	332.93	344.58	356.64	369.13	382.05	3,008.21
Maximum Available for Debt Service	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Existing Debt Commitments	4.02	4.03	4.02	4.02	4.02	3.65	3.65	3.65	3.65	34.71
Remaining Residual Proposition A 40%	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Projected Payment (Debt Service)	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Revenues Available for Debt Service	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Annual Debt Service Coverage Ratio	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Maximum Annual Bond Issuance Permitted ¹	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

Proposition C-Gross Revenues (assumes 3.5% growth)	763.50	790.22	817.88	846.51	876.13	906.80	938.54	971.39	1,005.38	7,916.35
Proposition C 10% Debt Policy										
Proposition C 10% Revenues (net of 1.5% Admin)	75.20	77.84	80.56	83.38	86.30	89.32	92.45	95.68	99.03	779.76
Maximum Available for Debt Service	30.08	31.13	32.22	33.35	34.52	35.73	36.98	38.27	39.61	311.90
Existing Debt Commitments	11.00	10.93	10.86	10.79	10.72	9.93	9.96	10.07	3.49	87.76
Remaining Residual Proposition C 10%	19.08	20.20	21.36	22.56	23.80	25.79	27.02	28.21	36.12	224.15
Projected Payment (Debt Service)	0.00	2.90	2.84	2.84	5.58	5.52	5.53	8.46	8.40	42.09
Revenues Available for Debt Service	19.08	17.30	18.52	19.71	18.22	20.27	21.50	19.75	27.71	
Annual Debt Service Coverage Ratio	6.83	5.63	5.88	6.11	5.30	5.78	5.97	5.16	8.32	
Maximum Annual Bond Issuance Permitted ¹	279.67								406.29	

Inventory of Debt and Debt Service Commitments Pertaining to Proposition A, Proposition C, and Measure R **ATTACHMENT F**
Projected Debt Capacity and Issuance
(\$millions)

Policy Limit	FY16	FY17	FY18	FY19	FY20	FY21	FY22	FY23	FY24	TOTAL
	<u>300.82</u>	<u>311.35</u>	<u>322.24</u>	<u>333.52</u>	<u>345.20</u>	<u>357.28</u>	<u>369.78</u>	<u>382.73</u>	<u>396.12</u>	<u>3,119.04</u>
40.00%	<u>120.33</u>	<u>124.54</u>	<u>128.90</u>	<u>133.41</u>	<u>138.08</u>	<u>142.91</u>	<u>147.91</u>	<u>153.09</u>	<u>158.45</u>	<u>1,247.62</u>
	<u>69.42</u>	<u>69.08</u>	<u>68.77</u>	<u>68.47</u>	<u>65.04</u>	<u>61.28</u>	<u>61.28</u>	<u>61.75</u>	<u>26.82</u>	<u>551.90</u>
	<u>50.91</u>	<u>55.46</u>	<u>60.13</u>	<u>64.94</u>	<u>73.04</u>	<u>81.64</u>	<u>86.63</u>	<u>91.34</u>	<u>131.63</u>	<u>695.72</u>
	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>5.30</u>	<u>5.07</u>	<u>5.07</u>	<u>12.42</u>	<u>12.09</u>	<u>39.96</u>
	<u>50.91</u>	<u>55.46</u>	<u>60.13</u>	<u>64.94</u>	<u>67.74</u>	<u>76.57</u>	<u>81.56</u>	<u>78.91</u>	<u>119.54</u>	
Min 2.50	4.33	4.51	4.69	4.87	4.91	5.39	5.57	5.16	10.18	
	<u>746.32</u>								<u>1,752.41</u>	

Proposition C 40% Debt Policy

Proposition C 40% Revenues (net of 1.5% Admin)
Maximum Available for Debt Service
Existing Debt Commitments
Remaining Residual Proposition C 40%
Projected Payment (Debt Service)
Revenues Available for Debt Service
Annual Debt Service Coverage Ratio
Maximum Annual Bond Issuance Permitted¹

Proposition C 25% Debt Policy

Proposition C 25% Revenues (net of 1.5% Admin)
Maximum Available for Debt Service
Existing Debt Commitments
Remaining Residual Proposition C 25%
Projected Payment (Debt Service)
Revenues Available for Debt Service
Annual Debt Service Coverage Ratio
Maximum Annual Bond Issuance Permitted¹

	<u>188.01</u>	<u>194.59</u>	<u>201.40</u>	<u>208.45</u>	<u>215.75</u>	<u>223.30</u>	<u>231.11</u>	<u>239.20</u>	<u>247.58</u>	<u>1,949.40</u>
60.00%	<u>112.81</u>	<u>116.76</u>	<u>120.84</u>	<u>125.07</u>	<u>129.45</u>	<u>133.98</u>	<u>138.67</u>	<u>143.52</u>	<u>148.55</u>	<u>1,169.64</u>
	<u>54.87</u>	<u>54.84</u>	<u>54.81</u>	<u>54.81</u>	<u>53.64</u>	<u>53.50</u>	<u>53.46</u>	<u>53.43</u>	<u>37.95</u>	<u>471.30</u>
	<u>57.94</u>	<u>61.92</u>	<u>66.03</u>	<u>70.26</u>	<u>75.81</u>	<u>80.48</u>	<u>85.21</u>	<u>90.10</u>	<u>110.60</u>	<u>698.34</u>
	<u>0.00</u>	<u>19.76</u>	<u>19.35</u>	<u>53.50</u>	<u>52.79</u>	<u>77.87</u>	<u>77.35</u>	<u>77.35</u>	<u>105.32</u>	<u>483.29</u>
	<u>57.94</u>	<u>42.16</u>	<u>46.68</u>	<u>16.76</u>	<u>23.02</u>	<u>2.61</u>	<u>7.85</u>	<u>12.74</u>	<u>5.28</u>	
Min 1.67	3.43	2.61	2.72	1.92	2.03	1.70	1.77	1.83	1.73	
	<u>849.40</u>								<u>77.38</u>	

Measure R-Gross Revenues (assumes 3.5% growth)

Measure R 35% Debt Policy

Measure R 35% Revenues (net of 1.5% Admin)
Maximum Available for Debt Service
Existing Debt Commitments (incl TIFIA)
Remaining Residual Measure R 35%
Projected Payment (Debt Service)
Revenues Available for Debt Service
Annual Debt Service Coverage Ratio
Maximum Annual Bond Issuance Permitted²

	<u>763.50</u>	<u>790.22</u>	<u>817.88</u>	<u>846.51</u>	<u>876.13</u>	<u>906.80</u>	<u>938.54</u>	<u>971.39</u>	<u>1,005.38</u>	<u>7,916.35</u>
87.00%	<u>263.22</u>	<u>272.43</u>	<u>281.96</u>	<u>291.83</u>	<u>302.05</u>	<u>312.62</u>	<u>323.56</u>	<u>334.89</u>	<u>346.61</u>	<u>2,729.16</u>
	<u>229.00</u>	<u>237.01</u>	<u>245.31</u>	<u>253.89</u>	<u>262.78</u>	<u>271.98</u>	<u>281.50</u>	<u>291.35</u>	<u>301.55</u>	<u>2,374.37</u>
	<u>50.53</u>	<u>46.52</u>	<u>46.52</u>	<u>46.52</u>	<u>142.90</u>	<u>130.49</u>	<u>138.91</u>	<u>138.62</u>	<u>138.29</u>	<u>879.30</u>
	<u>178.47</u>	<u>190.49</u>	<u>198.78</u>	<u>207.37</u>	<u>119.88</u>	<u>141.49</u>	<u>142.59</u>	<u>152.73</u>	<u>163.25</u>	<u>1,495.07</u>
	<u>0.00</u>	<u>21.27</u>	<u>20.82</u>	<u>20.82</u>	<u>20.82</u>	<u>37.08</u>	<u>36.74</u>	<u>36.74</u>	<u>36.74</u>	<u>231.03</u>
	<u>178.47</u>	<u>169.22</u>	<u>177.96</u>	<u>186.55</u>	<u>99.06</u>	<u>104.41</u>	<u>105.84</u>	<u>115.99</u>	<u>126.52</u>	
Min 1.15	5.21	4.02	4.19	4.33	1.84	1.87	1.84	1.91	1.98	
	<u>1,096.33</u>								<u>1,222.84</u>	

Inventory of Debt and Debt Service Commitments Pertaining to Proposition A, Proposition C, and Measure R **ATTACHMENT F**
Projected Debt Capacity and Issuance
(\$millions)

Policy Limit	FY16	FY17	FY18	FY19	FY20	FY21	FY22	FY23	FY24	TOTAL
	<u>150.41</u>	<u>155.67</u>	<u>161.12</u>	<u>166.76</u>	<u>172.60</u>	<u>178.64</u>	<u>184.89</u>	<u>191.36</u>	<u>198.06</u>	<u>1,559.52</u>
60.00%	90.25	93.40	96.67	100.06	103.56	107.18	110.94	114.82	118.84	935.71
	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>
	90.25	93.40	96.67	100.06	103.56	107.18	110.94	114.82	118.84	935.71
	<u>0.00</u>	<u>0.00</u>	<u>23.05</u>	<u>22.57</u>	<u>22.57</u>	<u>39.36</u>	<u>39.01</u>	<u>59.17</u>	<u>58.75</u>	<u>264.48</u>
	90.25	93.40	73.63	77.49	80.99	67.82	71.92	55.64	60.08	
Min 1.67	N/A	N/A	6.99	7.39	7.65	4.54	4.74	3.23	3.37	
	1,149.10								580.73	

Measure R 20% Debt Policy
Measure R 20% Revenues (net of 1.5% Admin)
Maximum Available for Debt Service
Existing Debt Commitments
Remaining Residual Measure R 20%
Projected Payment (Debt Service)
Revenues Available for Debt Service
Annual Debt Service Coverage Ratio
Maximum Annual Bond Issuance Permitted²

	<u>15.04</u>	<u>15.57</u>	<u>16.11</u>	<u>16.68</u>	<u>17.26</u>	<u>17.86</u>	<u>18.49</u>	<u>19.14</u>	<u>19.81</u>	<u>155.95</u>
87.00%	13.09	13.54	14.02	14.51	15.02	15.54	16.09	16.65	17.23	135.68
	<u>7.15</u>	<u>7.15</u>	<u>7.15</u>	<u>7.15</u>	<u>7.15</u>	<u>8.86</u>	<u>8.80</u>	<u>8.74</u>	<u>8.68</u>	<u>70.81</u>
	5.94	6.40	6.87	7.36	7.87	6.69	7.28	7.91	8.55	64.87
	<u>0.00</u>	<u>4.79</u>	<u>4.69</u>	<u>4.69</u>	<u>6.30</u>	<u>6.26</u>	<u>7.23</u>	<u>7.21</u>	<u>7.21</u>	<u>48.38</u>
	5.94	1.60	2.18	2.67	1.57	0.42	0.06	0.70	1.34	
Min 1.15	2.10	1.30	1.36	1.41	1.28	1.18	1.15	1.20	1.25	
	53.86								12.99	

Measure R 2% Debt Policy
Measure R 2% Revenues (net of 1.5% Admin)
Maximum Available for Debt Service
Existing Debt Commitments
Remaining Residual Measure R 2%
Projected Payment (Debt Service)
Revenues Available for Debt Service
Annual Debt Service Coverage Ratio
Maximum Annual Bond Issuance Permitted²

	<u>15.04</u>	<u>15.57</u>	<u>16.11</u>	<u>16.68</u>	<u>17.26</u>	<u>17.86</u>	<u>18.49</u>	<u>19.14</u>	<u>19.81</u>	<u>155.95</u>
87.00%	13.09	13.54	14.02	14.51	15.02	15.54	16.09	16.65	17.23	135.68
	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>
	13.09	13.54	14.02	14.51	15.02	15.54	16.09	16.65	17.23	135.68
	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>
	13.09	13.54	14.02	14.51	15.02	15.54	16.09	16.65	17.23	
Min 1.15	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
	166.62								166.55	

Measure R 3% Debt Policy
Measure R 3% Revenues (net of 1.5% Admin)
Maximum Available for Debt Service
Existing Debt Commitments
Remaining Residual Measure R 3%
Projected Payment (Debt Service)
Revenues Available for Debt Service
Annual Debt Service Coverage Ratio
Maximum Annual Bond Issuance Permitted²

¹Total amount of bonds that could be issued under Debt Policy limitations. Assumes 30 year amortization of debt at 4.5%
²Total amount of bonds that could be issued under Debt Policy limitations. Assumes amortization of debt at 4.5% over remaining life of Measure R tax

Summary of New Debt Financing

L RTP Update 3/31/15

	Years		2014		2015		2016		2017		2018		2019		2020		2021		2022		2023		2024	
	'15-'24		2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
(\$ in millions)	950.5		-	-	23.6	130.8	131.8	49.4	-	12.2	128.8	147.0	326.9											
Rail, Proposition A 35% Gross	878.9		-	-	21.8	120.9	121.9	45.7	-	11.3	119.1	135.9	302.2											
Rail, Proposition A 35% Net																								
Rail, Proposition C 10% Gross	127.7		-	-	26.8	12.0	11.0	11.1	18.8	17.0	18.0	-	12.9											
Rail, Proposition C 10% Net	138.2		-	-	25.2	11.3	10.4	10.5	17.7	16.0	16.9	18.3	12.2											
Rail, Proposition C 40% Gross	-		-	-	-	-	-	-	-	-	-	-	-											
Rail, Proposition C 40% Net	-		-	-	-	-	-	-	-	-	-	-	-											
12-yr Bus, Proposition C 40% Gross	133.5		-	-	-	-	-	30.8	16.0	9.1	9.1	68.5	-											
Bus, Proposition C 40% Net	117.0		-	-	-	-	27.0	14.0	8.0	8.0	8.0	60.0	-											
30-yr Bus, Proposition C 40% Gross	-		-	-	-	-	-	-	-	-	-	-	-											
Bus, Proposition C 40% Net	-		-	-	-	-	-	-	-	-	-	-	-											
Subtotal Bus, Proposition C 40% Gross	133.5		-	-	-	-	30.8	16.0	16.0	9.1	9.1	68.5	-											
Subtotal Bus, Proposition C 40% Net	117.0		-	-	-	-	27.0	14.0	8.0	8.0	8.0	60.0	-											
Subtotal Proposition C 40% Gross - Bus & Rail	133.5		-	-	-	-	30.8	16.0	16.0	9.1	9.1	68.5	-											
Subtotal Proposition C 40% Net - Bus & Rail	117.0		-	-	-	-	27.0	14.0	8.0	8.0	8.0	60.0	-											
Hwy, Proposition C 25% Gross	1,948.8		75.4	345.9	123.5	474.6	243.7	195.7	77.8	28.6	211.5	172.1												
Hwy, Proposition C 25% Net	1,802.1		69.9	319.9	114.2	438.9	225.3	181.0	71.9	26.4	195.5	159.1												
Rail, Measure R 35% Gross	666.8		1.8	374.2	-	-	-	178.6	112.0	-	-	-	-											
Rail, Measure R 35% Bonds Net	607.5		1.7	342.6	-	-	-	162.0	101.3	-	-	-	-											
Measure R 20% Bonds Gross	1,073.4		-	-	216.0	73.8	119.5	153.4	147.0	163.5	93.6	106.6												
Measure R 20% Bonds Net	971.5		-	-	197.4	67.3	108.6	139.1	132.9	147.3	84.0	95.2												
Measure R 35% Commercial Paper	270.6		-	193.0	-	-	-	-	-	50.5	-	27.1												
Measure R 2% Bonds Gross	129.9		-	81.2	3.3	-	12.4	15.9	17.0	-	-	-	-											
Measure R 2% Bonds Net	118.5		-	74.3	3.1	-	11.3	14.4	15.4	-	-	-	-											
Total Net New Financing, Annual	4,904.1		71.6	976.7	446.8	638.4	428.3	528.1	356.7	368.1	493.7	595.7												
Total Net New Financing, Cumulative			71.6	1,048.3	1,495.1	2,133.5	2,561.9	3,089.9	3,446.6	3,814.7	4,308.4	4,904.1												
Bond Interest Rate for long-term bonds:			4.00%	4.50%	4.50%	4.50%	4.50%	4.50%	4.50%	4.50%	4.50%	4.50%	4.50%	4.50%	4.50%	4.50%	4.50%	4.50%	4.50%	4.50%	4.50%	4.50%	4.50%	4.50%

1. Net represents projected issuance amounts net of reserve fund and issuance fees.

2. Figures represent bond issuance amounts and do not reflect annual debt service payments.

LACMTA Financial Forecasting Model
New Debt Innovative Financing
 LRTP Update 3/31/15

Attachment G

	Years '15-'24	2014		2015		2016		2017		2018		2019		2020		2021		2022		2023		2024	
		2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2020	2021	2022	2023	2024	2021	2022	2023	2024	2023	2024
TIFIA Loan Proceeds																							
Crenshaw/LAX Transit Corridor	545.9	-	337.4	208.5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Regional Connector	160.0	61.9	-	-	55.9	17.9	6.2	18.1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Westside Purple Line Extension Section 1	856.0	-	-	-	340.7	305.7	184.9	24.7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Westside Purple Line Extension Section 2	307.0	-	-	146.0	61.0	100.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Westside Purple Line Extension Section 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Eastside Extension Phase II	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Total TIFIA Uses	1,868.9	61.9	337.4	354.5	457.6	423.6	191.0	42.8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
TIFIA interest rate forecast																							
5309 Capital Grant Rcpt Rev Bonds Proceeds																							
Westside Purple Line Extension - Section 1	1,039.6	115.2	228.5	289.5	243.7	29.5	-	-	87.8	43.2	2.2	-	-	-	-	-	-	-	-	-	-	-	-
Westside Purple Line Extension - Section 2	1,039.6	115.2	228.5	289.5	243.7	29.5	-	-	87.8	43.2	2.2	-	-	-	-	-	-	-	-	-	-	-	-
Capital Grant Receipt Revenue Bonds interest rate	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

1. Represents projected issuance amounts net of reserve fund and issuance fees.
2. Does not reflect annual debt service payments.

Debt Policy Maximum (Conformance)**LRTP Update 3/31/15**

	Total '15-'24	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
Proposition C 40%												
Projected Revenues	3,630.5	295.7	309.7	325.4	340.9	356.0	370.7	385.3	400.3	414.7	431.7	431.7
Policy Maximum	40.0%	40.0%	40.0%	40.0%	40.0%	40.0%	40.0%	40.0%	40.0%	40.0%	40.0%	40.0%
Maximum Available for Debt Service	1,452.2	118.3	123.9	130.2	136.4	142.4	148.3	154.1	160.1	165.9	172.7	172.7
Less: Existing Debt Service (Treasury-not incl fees)	645.6	73.0	71.7	71.4	71.1	70.8	67.3	63.6	63.6	64.0	29.1	29.1
Available for Future Debt Service	806.6	45.2	52.2	58.8	65.3	71.6	80.9	90.6	96.6	101.8	143.6	143.6
Less: Projected Payment (Financial Model)												
Rail Capital	0.0	-	-	-	-	-	-	-	-	-	-	-
Bus Capital	36.4	-	-	-	-	-	3.4	5.1	6.1	7.1	14.6	14.6
Administration/Agencywide	0.0	-	-	-	-	-	-	-	-	-	-	-
Available DS Capacity (Overutilization)	770.2	45.2	52.2	58.8	65.3	71.6	77.6	85.4	90.4	94.7	128.9	128.9
Annual DSCR: Minimum 2.50	4.05	4.32	4.56	4.80	5.03	5.24	5.24	5.61	5.74	5.83	9.87	9.87
Annual Debt Service % of Rev (40% max)	24.7%	23.2%	21.9%	20.8%	19.9%	19.1%	19.1%	17.8%	17.4%	17.2%	10.1%	10.1%
Proposition C 25%												
Projected Revenues	2,269.0	184.8	193.6	203.4	213.1	222.5	231.7	240.8	250.2	259.2	269.8	269.8
Policy Maximum Assumed	60.0%	60.0%	60.0%	60.0%	60.0%	60.0%	60.0%	60.0%	60.0%	60.0%	60.0%	60.0%
Maximum Available for Debt Service	1,361.4	110.9	116.1	122.0	127.8	133.5	139.0	144.5	150.1	155.5	161.9	161.9
Less: Existing Debt Service (Treasury)	528.3	55.4	55.1	55.0	55.0	55.0	53.8	53.7	53.6	53.6	38.1	38.1
Available for Future Debt Service	833.1	55.5	61.1	67.0	72.9	78.5	85.2	90.8	96.5	101.9	123.8	123.8
Less: Projected Payment (Financial Model)	590.7	0.0	4.4	25.6	33.2	62.3	77.3	89.3	94.1	95.8	108.8	108.8
Available DS Capacity (Overutilization)	242.4	55.5	56.7	41.4	39.7	16.2	7.9	1.5	2.4	6.1	15.0	15.0
Annual DSCR: Minimum 1.176	3.34	3.26	2.52	2.42	1.90	1.77	1.77	1.68	1.69	1.73	1.84	1.84
Annual Debt Service % of Rev (60% max)	30.0%	30.7%	39.6%	41.4%	41.4%	52.7%	56.6%	59.4%	59.0%	57.7%	54.5%	54.5%
Proposition C 10%												
Projected Revenues	907.6	73.9	77.4	81.3	85.2	89.0	92.7	96.3	100.1	103.7	107.9	107.9
Policy Maximum Assumed	40.0%	40.0%	40.0%	40.0%	40.0%	40.0%	40.0%	40.0%	40.0%	40.0%	40.0%	40.0%
Maximum Available for Debt Service	363.0	29.6	31.0	32.5	34.1	35.6	37.1	38.5	40.0	41.5	43.2	43.2
Less: Existing Debt Service (Treasury)	110.5	12.7	12.1	12.0	12.0	11.9	11.8	11.0	11.1	11.2	4.6	4.6
Available for Future Debt Service	252.5	16.9	18.8	20.5	22.1	23.7	25.2	27.5	29.0	30.3	38.6	38.6
Less: Projected Payment (Financial Model)	35.8	0.0	0.0	1.6	2.4	3.1	3.7	4.9	5.9	7.0	7.0	7.0
Available DS Capacity (Overutilization)	216.8	16.9	18.8	18.8	19.7	20.6	21.5	22.6	23.0	23.2	31.5	31.5
Annual DSCR: Minimum 2.00	5.82	6.39	5.94	5.93	5.93	5.94	5.95	6.04	5.88	5.69	9.26	9.26
Annual Debt Service % of Rev (40% max)	17.2%	15.7%	16.8%	16.9%	16.9%	16.8%	16.8%	16.6%	17.0%	17.6%	10.8%	10.8%

Debt Policy Maximum (Conformance)

Attachment H-1

LRTP Update 3/31/15

	Total	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
	'15-'24	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
Proposition A 35%												
Projected Revenues	3,063.4	249.5	261.3	274.6	287.7	300.4	312.8	325.2	337.8	349.9	364.3	
Policy Maximum	87.0%	87.0%	87.0%	87.0%	87.0%	87.0%	87.0%	87.0%	87.0%	87.0%	87.0%	
Maximum Available for Debt Service	2,665.1	217.1	227.4	238.9	250.3	261.3	272.1	282.9	293.9	304.4	316.9	
Less: Existing Debt Service (Treasury - incl CP)	1,321.8	150.7	147.6	148.1	148.1	150.8	150.7	148.1	109.0	108.9	59.8	
Available for Future Debt Service	1,343.3	66.4	79.7	90.7	102.2	110.5	121.4	134.8	184.9	195.6	257.2	
Less: Projected Payment (Model)	158.6	-	-	1.4	9.5	17.6	20.6	20.6	21.4	29.3	38.3	
Available DS Capacity (Overutilization)	1,184.7	66.4	79.7	89.3	92.7	92.9	100.8	114.2	163.5	166.3	218.9	
Annual DSCR: Minimum 1.15	1.66	1.77	1.84	1.83	1.83	1.78	1.83	1.93	2.59	2.53	3.72	
Annual Debt Service % of Rev (87% max)	60.4%	56.5%	54.5%	54.8%	54.8%	56.1%	54.8%	51.9%	38.6%	39.5%	26.9%	
Measure R 35% Transit												
Projected Revenues	3,172.1	258.4	270.6	284.3	297.9	311.0	323.9	336.7	349.8	362.3	377.2	
Policy Maximum (assumed)	87.0%	87.0%	87.0%	87.0%	87.0%	87.0%	87.0%	87.0%	87.0%	87.0%	87.0%	
Maximum Available for Debt Service	2,759.7	224.8	235.4	247.3	259.2	270.6	281.8	292.9	304.3	315.2	328.2	
Less: Existing Debt Service (Treasury)	846.8	45.8	38.1	38.1	38.1	38.1	38.1	38.1	38.1	38.1	38.1	
Available for Future Debt Service	1,913.0	178.9	197.3	209.3	221.1	232.5	247.3	254.8	266.2	277.1	290.1	
Less: Projected Payment (Model) (Incl TIFIA and CP)	674.4	0.0	2.9	85.2	143.1	49.6	64.8	62.2	72.2	122.6	71.8	
Available DS Capacity (Overutilization)	1,238.6	178.9	194.4	124.1	78.0	183.0	82.5	108.7	101.4	61.9	125.7	
Annual DSCR:	5.64	6.60	6.60	2.31	1.64	3.55	1.63	1.83	1.72	1.43	1.86	
Annual Debt Service % of Rev (87% max)	17.7%	15.2%	15.2%	43.4%	60.8%	28.2%	61.5%	54.7%	58.0%	69.9%	53.7%	
Measure R 20% Highway												
Projected Revenues	1,812.6	147.6	154.6	162.5	170.2	177.7	185.1	192.4	199.9	207.0	215.5	
Policy Maximum Assumed	85.0%	85.0%	85.0%	85.0%	85.0%	85.0%	85.0%	85.0%	85.0%	85.0%	85.0%	
Maximum Available for Debt Service	1,540.7	125.5	131.4	138.1	144.7	151.1	157.3	163.5	169.9	176.0	183.2	
Less: Existing Debt Service (Treasury)	-	-	-	-	-	-	-	-	-	-	-	
Available for Future Debt Service	1,540.7	125.5	131.4	138.1	144.7	151.1	157.3	163.5	169.9	176.0	183.2	
Less: Projected Payment (Financial Model)	309.9	-	-	-	15.7	21.2	30.4	42.5	54.6	68.6	76.9	
Available DS Capacity (Overutilization)	1,230.8	125.5	131.4	138.1	129.0	129.9	126.9	121.0	115.3	107.4	106.3	
Annual DSCR:	5.94	6.94	6.94	10.86	8.39	6.10	4.52	3.66	3.02	2.80	2.80	
Annual Debt Service % of Rev (60% max)	0.0%	0.0%	0.0%	0.0%	9.2%	11.9%	16.4%	22.1%	27.3%	33.1%	35.7%	

From the Fiscal Responsibility Policy for Measure R Transit and Highway Capital Project Contingencies As Adopted in May 2011 and Amended in April 2012

Cap Measure R Debt Service (Excluding Principal) to LRTP Levels

Measure R debt service (excluding principal) to be repaid from the contingency funds may not exceed the levels forecasted to be necessary in the Long Range Transportation Plan, except to allow for 30/10, America Fast Forward, and similar financing which may involve issuing debt and/or taking out loans greater than contemplated in the 2009 LRTP. 30/10, America Fast Forward, and other similar financing must not adversely impact second and third decade Measure R projects. The Long Range Transportation Plan itself was adopted using an overly optimistic sales tax forecast prior to our understanding of the impact of the worldwide economic recession. For this reason, the Measure R debt service policy cap will be measured against the LRTP financial model published in April 2010.

This policy applies to net bond interest costs after adding Measure R interest earnings and exempting interest costs for the 2010 Build America Bond(BABs)/tax exempt bond package.

Cap Measure R Debt Service (excluding principal) in Fiscal Responsibility Policy As Adopted in May 2011 and Amended in April 2012

- Applies to Measure R bond interest paid from the contingency line items
- May not exceed levels in 2009 LRTP (as of April 2010 financial forecast) except for acceleration plans
- Cap is net after Measure R interest earnings are deducted
- Cap is net after 2010 Build America Bond package interest is deducted

**L RTP Comparison
Measure R Debt Service Cap Analysis**

L RTP Update 3/31/15

		Subtotal '15-'24	Total	Subtotal by Decade '15-'19 '20-'29 '30-'39	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
1	Measure R 35% Transit and 20% Highway														
2	(\$ in millions)														
3	Transit 35% L RTP Priorities 4/29/10 (Yellow Book)	672.8	1,348.3	297.5	717.6	333.2	27.5	49.8	66.1	75.9	78.2	76.1	76.6	77.0	74.3
4	Measure R Debt Service Interest Expense	0.0	0.0	0.0	0.0	0.0									
5	Less: Measure R 35% Interest Earnings	672.8	1,348.3	297.5	717.6	333.2	27.5	49.8	66.1	75.9	78.2	76.1	76.6	77.0	74.3
6	Net Interest Expense as of 2010														
7	Transit 35% L RTP Update Mar 2015	229.9	392.0	125.7	187.7	78.6	26.7	26.0	25.2	24.3	23.4	22.4	21.4	20.8	20.1
8	Measure R 2010 BABs & Tax-Exempt Bonds Interest Expense	386.8	774.8	109.7	503.8	161.3	0.0	11.3	20.9	31.7	45.8	55.7	57.4	56.6	54.7
9	Measure R TIFIA Interest (Crenshaw, Reg Conn, WPLE1 and 2	167.1	474.2	49.5	226.1	198.6	0.0	0.1	16.9	16.5	16.0	15.5	23.1	27.3	26.3
10	Measure R Debt Service Interest Expense without 2010 issue	9.8	12.2	7.9	2.3	2.0	0.0	2.8	2.8	2.0	0.3	0.0	0.0	0.7	0.4
11	Less: Measure R Commercial Paper Interest Expense	0.0	0.0	0.0	0.0	0.0									
12	Less: Measure R 35% Interest Earnings	563.7	1,261.2	167.1	732.2	361.8	0.0	14.2	40.6	50.1	62.2	71.3	80.5	84.7	81.7
13	Net Interest Expense														
14	Transit 35% Net Interest Expense	672.8	1,348.3	297.5	717.6	333.2	27.5	49.8	66.1	75.9	78.2	76.1	76.6	77.0	74.3
15	L RTP Priorities 4/29/10 (Yellow Book)	563.7	1,261.2	167.1	732.2	361.8	0.0	14.2	40.6	50.1	62.2	71.3	80.5	84.7	81.7
16	L RTP Update Feb 2015	109.2	87.1	130.4	(14.6)	(28.7)	27.5	35.6	25.5	25.7	16.0	4.8	(3.8)	(7.7)	(7.5)
17	Difference (2010 less 2015) (contingency funds available for inter														
18															
19															
20	Highway 20% L RTP Priorities 4/29/10 (Yellow Book)	214.6	462.3	103.0	229.3	130.0	19.2	20.4	21.3	21.4	20.8	20.1	20.3	22.0	24.2
21	Measure R Debt Service Interest Expense	0.0	0.0	0.0	0.0	0.0									
22	Less: Measure R 20% Interest Earnings	214.6	462.3	103.0	229.3	130.0	19.2	20.4	21.3	21.4	20.8	20.1	20.3	22.0	24.2
23	Net Interest Expense as of 2010														
24	Highway 20% L RTP Update Mar 2015	169.3	572.4	22.5	350.3	199.5	0.0	0.0	0.0	9.7	12.8	17.8	24.1	29.9	36.1
25	Measure R Debt Service Interest Expense	4.9	40.3	4.9	0.0	35.3	2.4	2.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0
26	Less: Measure R 20% Interest Earnings	164.4	532.1	17.6	350.3	164.2	(2.4)	(2.5)	0.0	9.7	12.8	17.8	24.1	29.9	36.1
27	Net Interest Expense														
28	Highway 20% Net Interest Expense	214.6	462.3	103.0	229.3	130.0	19.2	20.4	21.3	21.4	20.8	20.1	20.3	22.0	24.2
29	L RTP Priorities 4/29/10 (Yellow Book)	164.4	532.1	17.6	350.3	164.2	(2.4)	(2.5)	0.0	9.7	12.8	17.8	24.1	29.9	36.1
30	L RTP Update Mar 2015	50.2	(69.8)	85.5	(121.0)	(34.2)	21.6	22.9	21.3	11.7	8.0	2.4	(3.9)	(7.9)	(12.0)
31	Difference (2010 less 2015) (contingency funds available for inter														
32															
33	Total Difference (2010 less 2015)	159.4	17.4	215.9	(135.6)	(62.9)	49.1	58.5	46.8	37.4	24.0	7.1	(7.7)	(15.6)	(20.9)
34	Measure R 35% & 20% Contingency line items available for interest.														

**L RTP Comparison
Measure R Debt Service Cap Analysis**

L RTP Update 3/31/15

	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039
Measure R 35% Transit and 20% Highway (\$ in millions)	68.4	70.4	72.1	67.9	63.5	58.9	54.0	48.8	43.4	37.6	31.6	25.2	18.5	11.4	3.9	
Transit 35% L RTP Priorities 4/29/10 (Yellow Book)	68.4	70.4	72.1	67.9	63.5	58.9	54.0	48.8	43.4	37.6	31.6	25.2	18.5	11.4	3.9	
Measure R Debt Service Interest Expense	18.6	17.7	16.7	15.7	14.7	13.6	12.4	11.2	10.0	8.7	7.4	6.0	4.6	3.1	1.6	
Less: Measure R 35% Interest Earnings	50.6	48.4	45.7	42.7	39.2	35.2	31.7	27.8	23.3	18.0	12.6	8.6	4.2	0.0	0.0	
Net Interest Expense as of 2010	24.1	23.0	21.8	20.5	19.2	17.8	16.3	14.9	13.7	12.3	10.9	9.4	7.9	6.4	4.9	
Transit 35% L RTP Update Mar 2015	0.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Measure R 2010 BABs & Tax-Exempt Bonds Interest Expense	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Measure R TIFIA Interest (Crenshaw, Reg Conn, WPLE1 and 2	75.1	71.4	67.5	63.2	58.3	52.9	48.0	47.7	49.2	44.8	42.5	33.3	23.5	13.4	6.4	
Measure R Debt Service Interest Expense without 2010 issue	68.4	70.4	72.1	67.9	63.5	58.9	54.0	48.8	43.4	37.6	31.6	25.2	18.5	11.4	3.9	
Less: Measure R 35% Interest Earnings	75.1	71.4	67.5	63.2	58.3	52.9	48.0	47.7	49.2	44.8	42.5	33.3	23.5	13.4	6.4	
Net Interest Expense	(6.8)	(0.9)	4.6	4.7	5.2	5.9	6.0	1.1	(5.8)	(7.1)	(10.9)	(8.1)	(5.1)	(2.0)	(2.6)	
Transit 35% Net Interest Expense																
L RTP Priorities 4/29/10 (Yellow Book)	24.5	23.9	23.5	23.1	22.8	22.5	21.4	19.3	17.0	14.7	12.3	9.8	7.1	4.4	1.5	
L RTP Update Feb 2015	24.5	23.9	23.5	23.1	22.8	22.5	21.4	19.3	17.0	14.7	12.3	9.8	7.1	4.4	1.5	
Difference (2010 less 2015) (contingency funds available for inter																
Highway 20% L RTP Priorities 4/29/10 (Yellow Book)	42.0	44.0	41.7	39.2	36.7	34.0	31.3	28.4	25.4	22.2	18.9	15.4	11.8	8.1	4.1	
Measure R Debt Service Interest Expense	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.1	0.2	2.3	6.5	11.9	14.0	
Less: Measure R 20% Interest Earnings	42.0	44.0	41.7	39.2	36.7	34.0	31.2	28.3	25.3	22.1	18.7	13.1	5.3	(3.8)	(9.9)	
Net Interest Expense																
Highway 20% L RTP Update Mar 2015	24.5	23.9	23.5	23.1	22.8	22.5	21.4	19.3	17.0	14.7	12.3	9.8	7.1	4.4	1.5	
Measure R Debt Service Interest Expense	42.0	44.0	41.7	39.2	36.7	34.0	31.2	28.3	25.3	22.1	18.7	13.1	5.3	(3.8)	(9.9)	
Less: Measure R 20% Interest Earnings	(17.4)	(20.1)	(18.2)	(16.1)	(13.9)	(11.5)	(9.8)	(9.0)	(8.2)	(7.3)	(6.4)	(3.3)	1.8	8.2	11.4	
Net Interest Expense																
Highway 20% Net Interest Expense	(24.2)	(21.0)	(13.6)	(11.5)	(8.7)	(5.6)	(3.9)	(7.9)	(14.0)	(14.5)	(17.3)	(11.5)	(3.2)	6.2	8.8	
L RTP Priorities 4/29/10 (Yellow Book)																
L RTP Update Mar 2015																
Difference (2010 less 2015) (contingency funds available for inter																
Total Difference (2010 less 2015)																
Measure R 35% & 20% Contingency line items available for inter																

Call for Projects Summary
 Metro Financial Forecasting Model
 LRTP Update 3/31/15
Outstanding 2013 and Prior Calls for Projects

Attachment I

	Years '15-'24	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
		2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
(\$ in millions)												
2009 and Prior Calls for Projects												
Transportation Enhancements (TE)/ATP	41.0	0.6	20.0	14.5	5.9							
Federal CMAQ	42.9	16.3	5.4	13.5	7.7							
Federal RSTP	8.9	3.0	3.1	0.7	2.2							
Total Regional Bikeways/Pedestrian Improvements	92.8	19.9	28.5	28.6	15.8	-	-	-	-	-	-	-
Proposition C 25%	131.3	13.9	58.1	26.9	32.4							
Federal CMAQ	23.9	-	7.4	16.5	-							
Federal RSTP	36.7	3.7	9.5	6.3	10.3	6.9						
Total Regional Surface Transportation Improvements	191.9	17.6	67.6	40.6	59.2	6.9	-	-	-	-	-	-
Proposition C 25%	119.5	10.1	27.8	16.8	15.0	14.8	20.0	15.0				
Federal CMAQ	8.0	6.1	2.0									
Total Signal Synchronization/Bus Speed Improvements	127.5	16.2	29.8	16.8	15.0	14.8	20.0	15.0	-	-	-	-
Proposition C 10%	12.2	2.5	9.2	0.5								
Federal CMAQ	35.6	10.9	22.0	2.7								
Total Transit Capital	47.7	13.4	31.1	3.2	-	-	-	-	-	-	-	-
Proposition C 25%	14.8	3.0	7.8	4.0								
Federal CMAQ	2.9	0.5	2.4									
Total Transportation Demand Management	17.7	3.5	10.2	4.0	-	-	-	-	-	-	-	-
Proposition C 25%	40.6	1.4	18.7	20.5								
Proposition C 10%	0.6	0.3	0.1	0.2								
Repayment of Cap Proj Loans	20.0		10.0	10.0								
LTF General Revenues	0.5	0.3	0.2	-								
Active Transportation Program (ATP)	15.9		14.0	1.9								
Federal CMAQ	18.5	2.4	6.4	9.7								
Federal RSTP	12.6	-	-	-					5.4	5.4	1.8	
Total 2011 Call for Projects	108.7	4.4	49.4	42.3	-	-	-	-	-	-	-	-
Proposition C 25%	71.7	1.1	8.2	6.9	24.4	31.2						
Proposition C 10%	2.8	0.6	2.2	-	-	-						
Repayment of Cap Proj Loans	4.3					4.3						
Active Transportation Program (ATP)	44.6	0.1	8.0	8.1	8.5	20.0						
Federal CMAQ	25.3	7.1	6.2	5.2	0.9	5.8						
Federal RSTP	23.3	0.1	-	-	-	3.7					13.3	
Total 2013 Call for Projects	172.0	8.9	24.6	20.3	33.8	65.0	-	-	-	-	-	-
GRAND TOTAL OUTSTANDING CALLS FOR PROJECTS	758.5	83.9	241.2	155.9	123.8	92.1	25.4	30.1	6.2	6.2	6.2	6.2

Call for Projects Summary										Attachment I			
Metro Financial Forecasting Model													
LRTP Update 3/31/15													
2015 and Future Calls for Projects													
(\$ in millions)	Years '15-'24	2015 Call				2021 2022	2022 2023	2023 2024	2024	2025			
		2019	2020	2021	2022								
Proposition C 25%	559.2	47.9	116.5	64.3	188.6	142.0							
Proposition C 10%	26.3	5.1	5.1	5.1	5.1	5.9							
Repayment of Cap Proj Loans	35.1	3.9	11.3	19.9									
Federal CMAQ	89.5	9.6	-	62.5	16.2	1.3							
Federal RSTP	40.0	-	-	9.3	15.4	15.3							
State Regional Improvement Program	199.1			88.9	24.7	85.5							
Total 2015 and Future Calls for Projects	949.2	66.4	132.9	250.0	250.0	250.0	250.0	250.0	250.0				

Bus and Rail Operations State of Good Repair

Attachment J

	Total	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24
1 Metro Bus Operations	10,465.5	1,016.9	1,049.8	1,084.8	1,125.7	1,162.0	1,198.9	1,237.1	1,275.3	1,314.9
2 Metro Bus Operations Security	331.4	33.1	34.0	34.9	35.9	36.8	37.7	38.7	39.7	40.7
3 Subtotal Metro Bus Operations	10,796.9	1,050.0	1,083.8	1,119.7	1,161.6	1,198.7	1,236.6	1,275.8	1,315.0	1,355.5
4 Muni/Non-Metro Bus Ops (Metro-controlled funds)	2,925.7	284.1	293.6	304.1	314.6	324.9	335.2	345.7	355.9	367.4
5 Bus Operations Incentive Program	160.8	14.9	15.7	16.4	17.2	17.9	18.6	19.3	20.0	20.8
6 Subtotal Non-Metro Bus Operations	3,086.5	299.0	309.3	320.6	331.8	342.8	353.8	365.0	375.9	388.3
7 Access Services Prop C 40%	700.0	69.9	71.7	73.7	75.7	77.7	79.7	81.8	83.8	85.9
8 Access Services Federal RSTP	621.4	62.1	63.7	65.4	67.2	69.0	70.8	72.6	74.4	76.2
9 Subtotal Access Services	1,321.4	132.0	135.4	139.1	142.9	146.7	150.5	154.4	158.2	162.1
10 Metro Rail Operations	4,086.7	372.6	395.8	410.7	426.4	451.1	479.8	499.1	516.0	535.3
11 Metro Rail Operations Security	927.5	75.9	91.0	93.5	96.1	103.9	111.4	115.0	117.8	122.9
12 Subtotal Metro Rail Operations	5,014.2	448.5	486.8	504.2	522.4	555.1	591.3	614.1	633.8	658.1
13 Metrolink Operations	609.6	59.7	59.7	62.1	64.6	67.1	69.8	72.6	75.5	78.5
14 Metrolink State of Good Repair	163.5	16.0	16.0	16.6	17.3	18.0	18.7	19.5	20.3	21.1
15 Metrolink Capital (Prop C 10%)	3.6	1.7				1.9				
16 Metrolink Measure R 3% Capital	223.2	13.2	14.4	19.0	26.7	27.8	28.9	30.0	31.1	32.3
17 Subtotal Metrolink	999.9	90.6	90.1	97.7	108.5	114.7	117.4	122.1	126.8	131.9
18 Metro Bus Vehicle State of Good Repair	584.5	58.4	59.9	61.5	63.2	64.9	66.6	68.3	70.0	71.7
19 Metro Bus Facility State of Good Repair	498.5	49.8	51.1	52.5	53.9	55.3	56.8	58.2	59.7	61.2
20 Subtotal Metro Bus State of Good Repair/Preventive Maint (not incl new vehicles)	1,083.0	108.1	111.0	114.0	117.2	120.2	123.3	126.5	129.6	132.9
21 Metro Light Rail State of Good Repair	377.5	23.0	44.1	47.9	62.2	55.1	19.9	41.0	44.3	40.0
22 Metro Heavy Rail State of Good Repair	141.4	7.6	12.5	15.0	16.0	11.4	25.6	21.5	11.8	20.0
23 Metro Rail Rehab/Replacement	729.3	8.7	39.9	36.0	36.7	153.6	107.7	65.1	101.4	180.3
24 Subtotal Metro Rail State of Good Repair/Preventive Maint (not incl new vehicles)	1,248.1	39.3	96.5	98.9	114.9	220.1	153.2	127.6	157.5	240.3
25 Total	23,550.0	2,167.5	2,312.8	2,394.3	2,499.3	2,698.4	2,726.2	2,785.5	2,896.9	3,069.1

Sales Tax Measures Project and Program Funding

SRTP Update 3/31/15

	Current Cost FY '15-'24	Current Funding FY '15-'24	Difference Shortfall Amount
(\$ in millions)			
1 Metro Bus Operations	11,816.4	11,816.4	
2 Access Services Operations	1,450.2	1,450.2	
3 Other ADA Service	463.2	463.2	
4 Muni and Non-Metro Bus Operations	3,197.4	3,197.4	
5 Subtotal Bus Operations	16,927.2	16,927.2	
6 Metro Rail Operations	5,384.4	5,384.4	
7 Metrolink Rail Operations	669.4	669.4	
8 Subtotal Rail Operations	6,053.8	6,053.8	
9 Metro Bus Acquisition	1,232.3	1,232.3	
10 Metro Other Bus Capital	1,278.7	1,278.7	
11 Muni and non-Metro Bus Capital	1,024.0	1,024.0	
12 Subtotal Bus Capital	3,535.0	3,535.0	
13 Major Rail Projects	9,032.3	9,032.3	
14 Metro Rail State of Good Repair	1,279.8	1,279.8	
15 Metro Rail Vehicles	864.0	864.0	
16 Metro Red/Purple Line System Improvements	251.1	251.1	
17 Other Metro Rail Capital	375.1	375.1	
18 Metrolink Rail Capital	425.4	425.4	
19 Subtotal Rail Capital	12,227.7	12,227.7	
20 Call for Projects	1,710.1	1,710.1	
21 Freeway Projects	4,369.7	4,369.7	
22 Alameda Corridor East	420.2	420.2	
23 Retrofit Soundwalls	264.0	264.0	
24 Other Highway/Multimodal Projects	212.6	212.6	
25 Freeway Service Patrol	259.5	259.5	
26 Rideshare/Vanpools	147.8	147.8	
27 Regional Administration and Other	462.5	462.5	
28 Subtotal Highway	7,846.4	7,846.4	
29 Rail Capital Debt Service Prop A 35%	1,480.4	1,480.4	
30 Rail Capital Debt Service Prop C 40%	645.6	645.6	
31 Bus Capital Debt Service Prop A 40%	21.9	21.9	
32 Bus Capital Debt Service Prop C 40%	36.4	36.4	
33 Highway Debt Service Prop C 25%	1,119.0	1,119.0	
34 Commuter Rail Debt Service Prop C 10%	146.3	146.3	
35 Measure R 2% Debt Service	123.1	123.1	
36 Measure R 35% Debt Service	1,591.2	1,591.2	
37 Measure R 20% Debt Service	309.9	309.9	
38 Capital Grant Bond Debt Service	1,000.0	1,000.0	
39 Regional Improvement Program Debt Service	8.6	8.6	
40 Subtotal Debt Service	6,482.4	6,482.4	
41 Agencywide Capital	304.1	304.1	
42 Administrative Overhead	1,036.9	1,036.9	
43 Immediate Needs and General Relief Token	118.2	118.2	
44 Subtotal Other	1,459.2	1,459.2	
45 Subtotal	54,531.6	54,531.6	
46 Unmet Needs (Funding Shortfall)		<u>(606.0)</u>	<u>(901.4)</u>
47 GRAND TOTAL	54,531.6	53,925.6 <u>53,630.2</u>	(606.0) <u>(901.4)</u>

1% Shortfall Not Yet Allocated, Revenue Solutions are Being Sought

Minutes of the Regular Board Meeting of the Board of Directors on April 26, 2011

11. APPROVED AS AMENDED:

- A. the updated **Los Angeles County Transportation Improvement Program (TIP)** priorities for use in programming funds for fiscal year (FY) 2010-11 to FY 2018-19;
- B. authorizing the Chief Executive Officer, to assign or reassign, when necessary, federal, state and local funds to support Board-approved projects and programs, so long as the priorities of the LACMTA Board approved Long Range Transportation Plan (LRTP) and this report are not changed by the assignment or reassignment;
- C. directing the Chief Executive Officer to report on a monthly basis any exercise of this delegated authority; and
- D. authorizing the Chief Executive Officer to negotiate and execute funding contracts or agreements as needed with Los Angeles County jurisdictions, agencies or other entities to provide funds programmed as authorized, consistent with the priorities of the LRTP and this report.

AMENDMENT: Directed staff to report back to the Board when transfers occur. What money was moved and which projects are impacted.

MW	JH	PO	ZY	AN	MA	DK	AV	RK	DD	MRT	GM	JF	
Y	A	A	Y	Y	Y	Y	A	Y	Y	Y	A	Y	

Short Range Transportation Plan (SRTP)

Fiscal Stability and Funding Commitments Inventory

FY 2015 through FY 2024

Finance & Budget Committee
Planning and Programming Committee
June 17, 2015



Metro

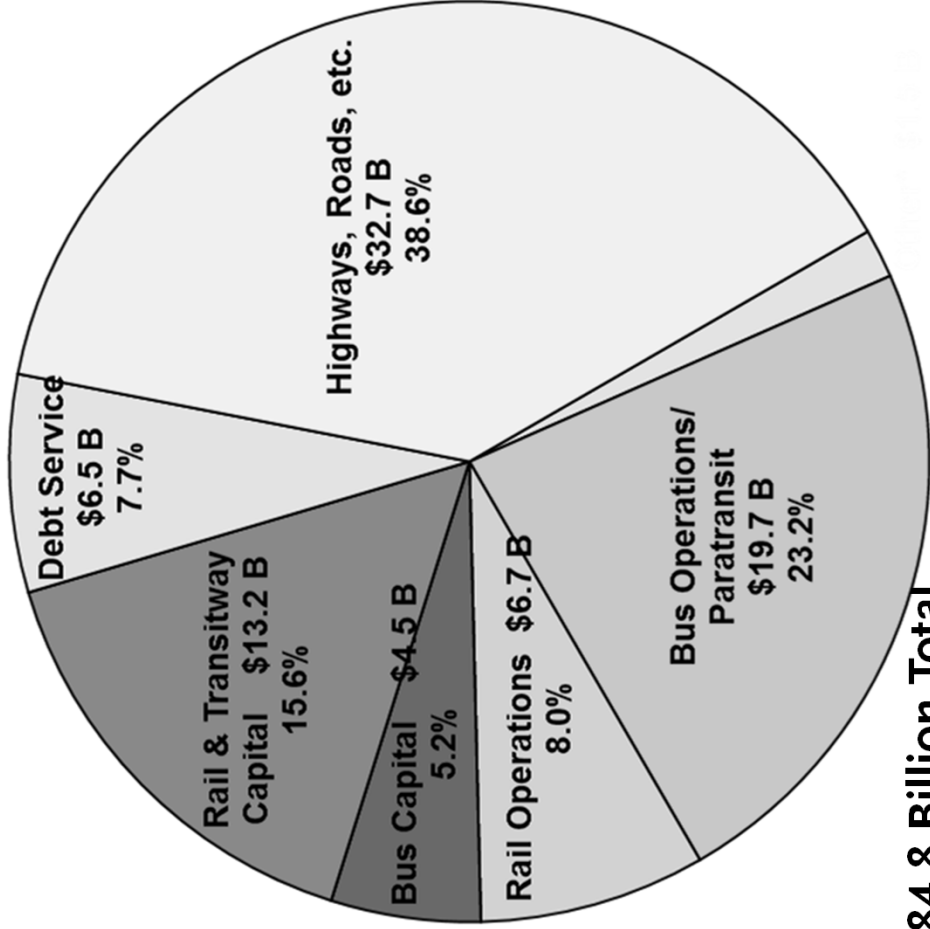
Attachment M

Introduction: CEO's Fiscal Vision for Metro

- **We face the financial challenges described here**
- **Metro must have realistic yet challenging fiscal goals**
 - **As custodians of taxpayer's monies, we must:**
 - **Be frugal, responsible, practical and approve only appropriate expenditures**
 - **Capture the greatest share possible of passenger trips and increase farebox recovery**
 - **Optimize utilization of our financial resources in pursuit of our legislative and Metro Board-approved goals and objectives**
- **These goals are fundamental to our future success**

Transportation Public Investments by Mode: Countywide and Metro Controlled Spending Forecast

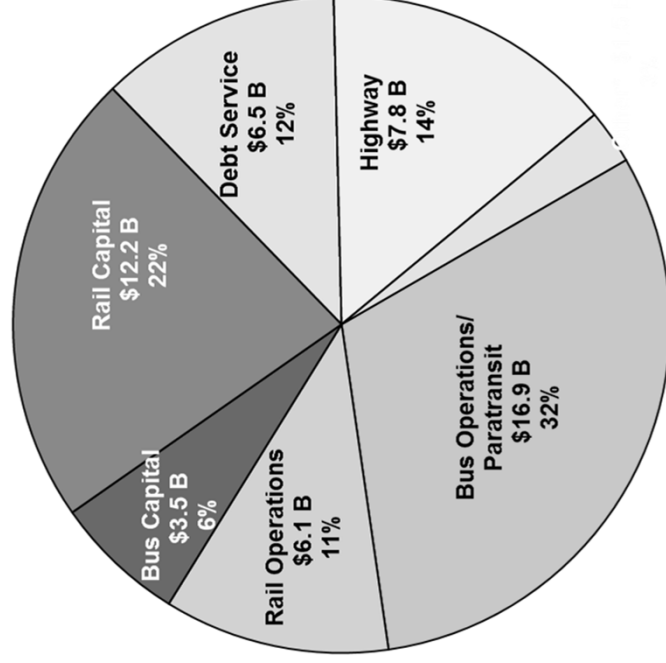
**Countywide Uses
FY 2015 – FY 2024**



**\$84.8 Billion Total
FY 2015 – FY 2024**

* Includes safety net program, agency-wide capital, and regulatory oversight.

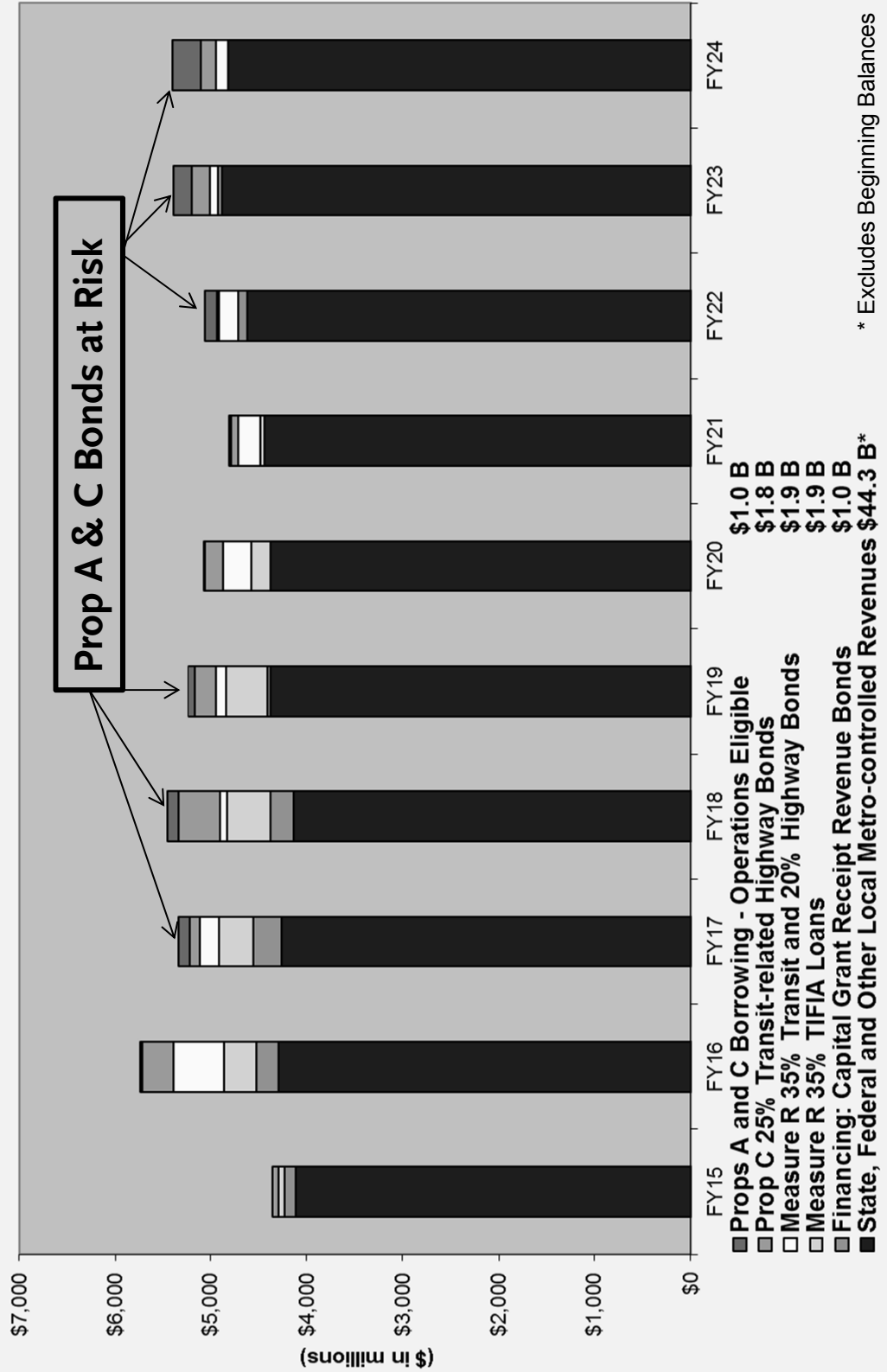
**Metro Controlled Uses
FY 2015 – FY 2024**



**\$54.5 Billion Total
FY 2015 – FY 2024**

Borrowing Key to Transformative Plan

Funding Plan for Metro-Controlled Uses
FY 2015 - FY 2024



Metro’s Transformative Financial Strategy...

- **Capital improvement program exceeds \$14 B**

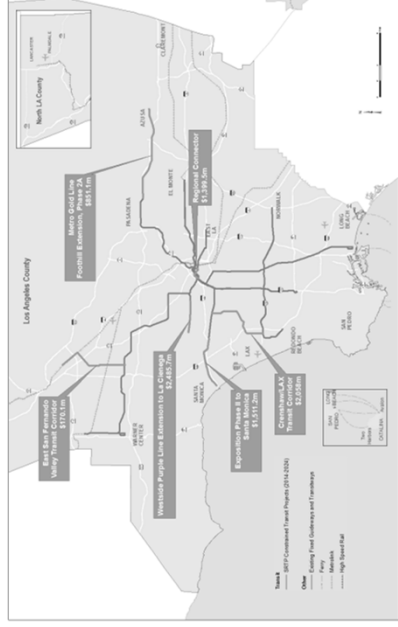
- **Transit & Highway**

- **Almost all under construction**

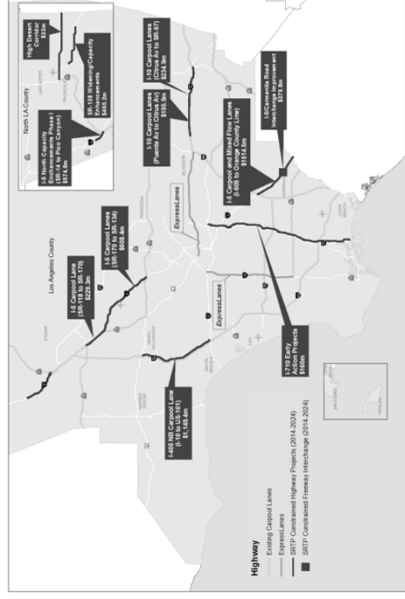
- **Borrowing brings in \$6.6 B**

- **Debt capacity maximized**
 - \$1.5 B subordinate federal loans critical to success
- » America Fast Forward Legislation

Transit Improvements



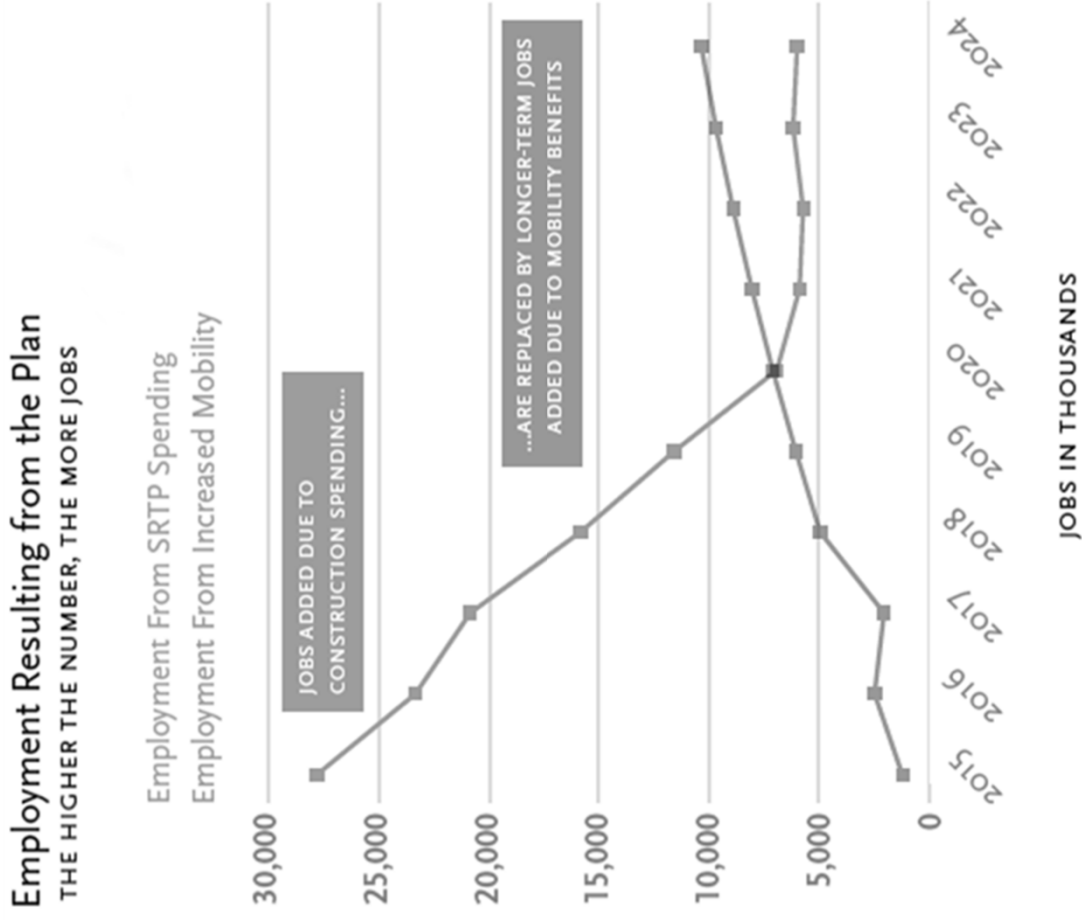
Highway Improvements



Leads to Transformative Results:

Travel demand forecasted to increase by 6%

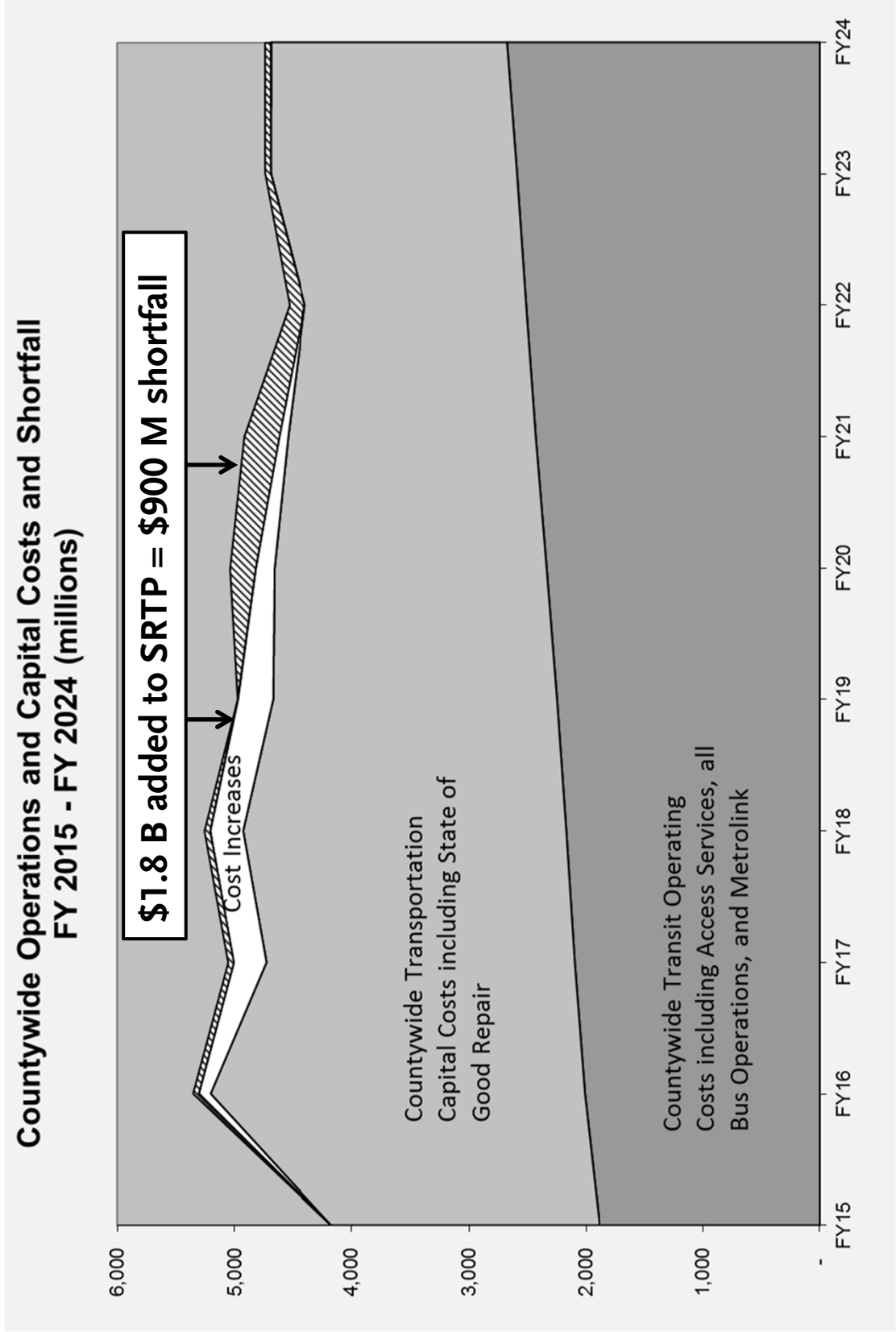
- Transit boardings increase to 2.6 M per day
 - a 13% increase from 2.3 M in 2014
- Rail transit track miles increase by 31%
 - Complimentary bus service stays level
- Greenhouse gas emissions reduced by 9%
 - Surpasses the Air Resources Board mobile source per capita passenger vehicle target target of 8% in 2020
- Highway lane-miles increase by only 1.1%
 - High Occupancy Vehicle Lanes
 - Freeway speed reductions mitigated, but can't increase without pricing
 - 2014 = 27.8 MPH
 - 2024 = 25.8 MPH



Costs Added to SRTP: \$1.8B

Project (Alphabetical Order)	Cost Update (\$'s millions)	Fund Source (Leveraged from Others?)
Airport Metro Connector Accommodations	\$33.2	CMAQ (to be leveraged)
Airport Metro Connector 96 th Street Station	\$195.7	Measure R 35%
Business Interruption Fund	Up to \$80.0	Meas. R Adm. & Transit/Prop. C 25%
Bus Division 13	\$16.1	Prop 1B PTMISEA
I-405 NB Carpool Lane (not including claim 86)	Up to \$115.0	RSTP (to be leveraged)
Patsaouras Plaza Busway Station	\$14.2	Prop C 25%
Purple Line Extension Section 1	\$288.2	Measure R Transit 35%
Purple Line Extension Section 2	\$374.3	FTA New Starts (to be leveraged)
Regional Connector	\$60.5	Measure R 2% /Lease Rev.
Construction Umbrella Liability Insurance	\$20.9	Prop C 25% /Measure R 35%
I-10 Carpool Lanes from Citrus to SR-57	\$10.3	CMAQ
P3010 Light Rail Vehicle Options 2 and 3	\$114.0	Prop A 35%, STIP
Bloc/Metro Connection Pedestrian Passage	\$4.3	Metro General Fund, Lease Revenues
North Hollywood Orange-Red Line Underpass	\$1.1	TDA4
Southwestern Light Rail Yard	\$22.0 11.2	Prop A 35%
Other SRTP Additions	\$457	Reserve Needed for TBD items (See Appendix)
Total =	\$1,806.8 1,796.0	

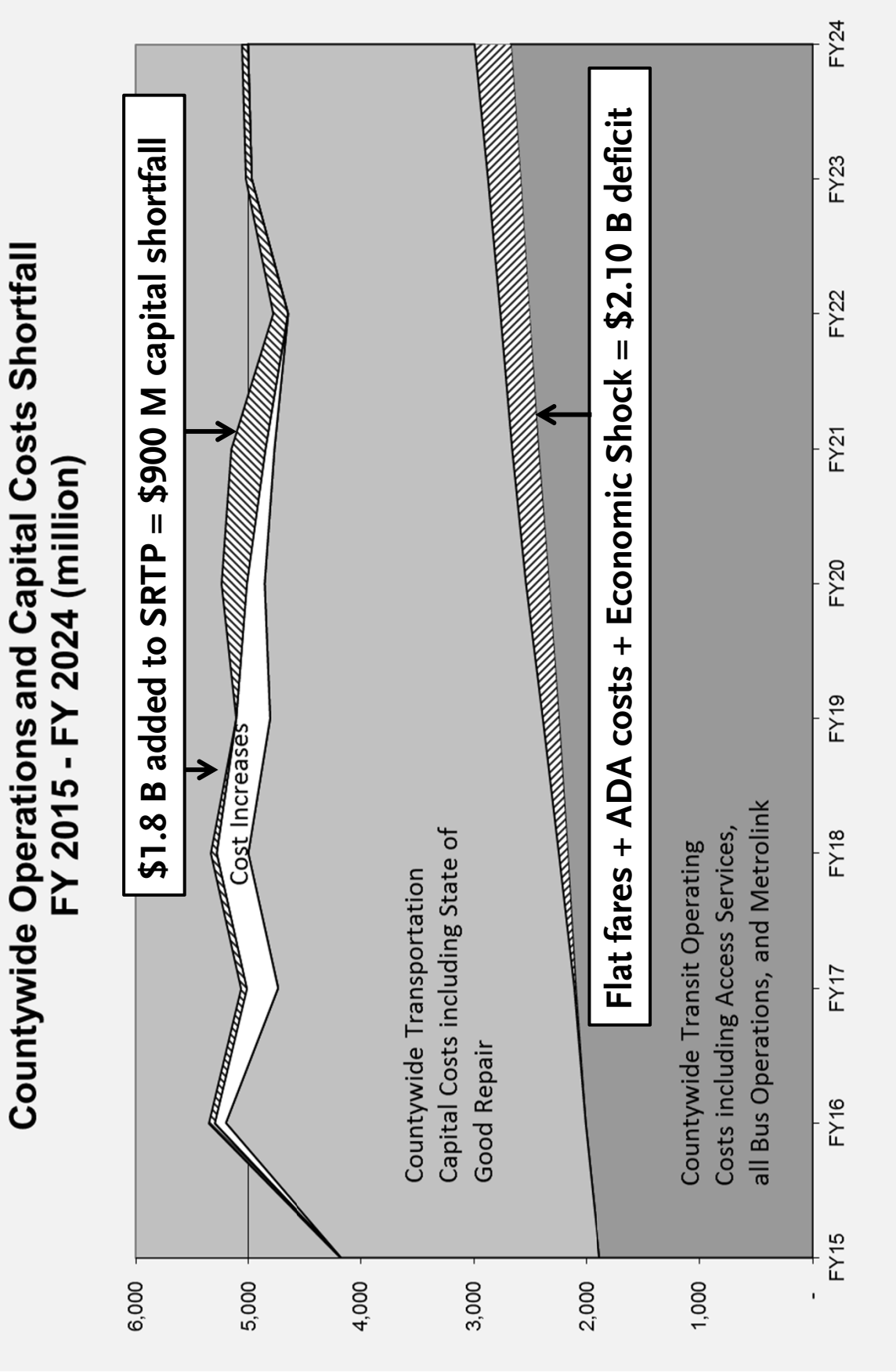
Countywide Forecast: SRTP Has \$900 M Shortfall



Metro's Worst Case: Could be Far Worse

- **Periodic economic shocks expected**
 - Higher bids and other cost increases occurring now
 - Economic recession could occur during plan period
- **Borrowing strategies are at risk**
 - Transit operating costs rise faster than CPI
 - Fares not keeping pace with costs
 - Access Services demand growing
- **New revenue sources are important**
 - Federal funding increase needed in reauthorization
 - State Cap & Trade needed for SRTP greenhouse gas reductions

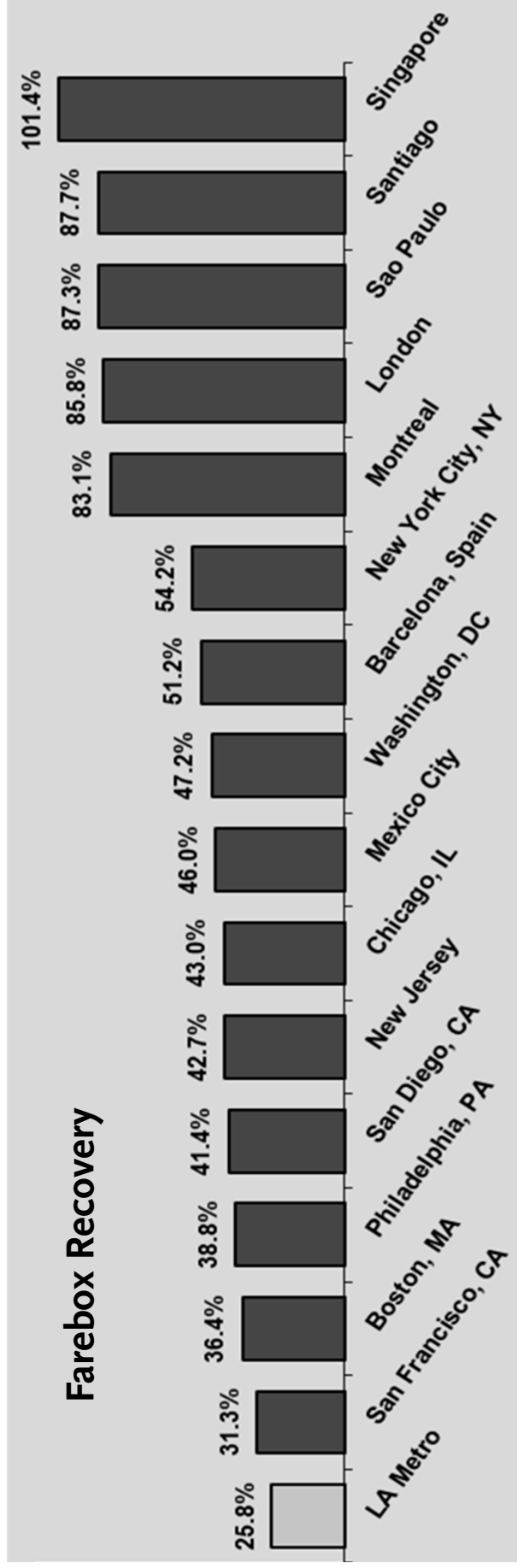
Perfect Storm: Flat Fares, ADA Costs, & Economic Shock



Metro Among Lowest in Fare Recovery

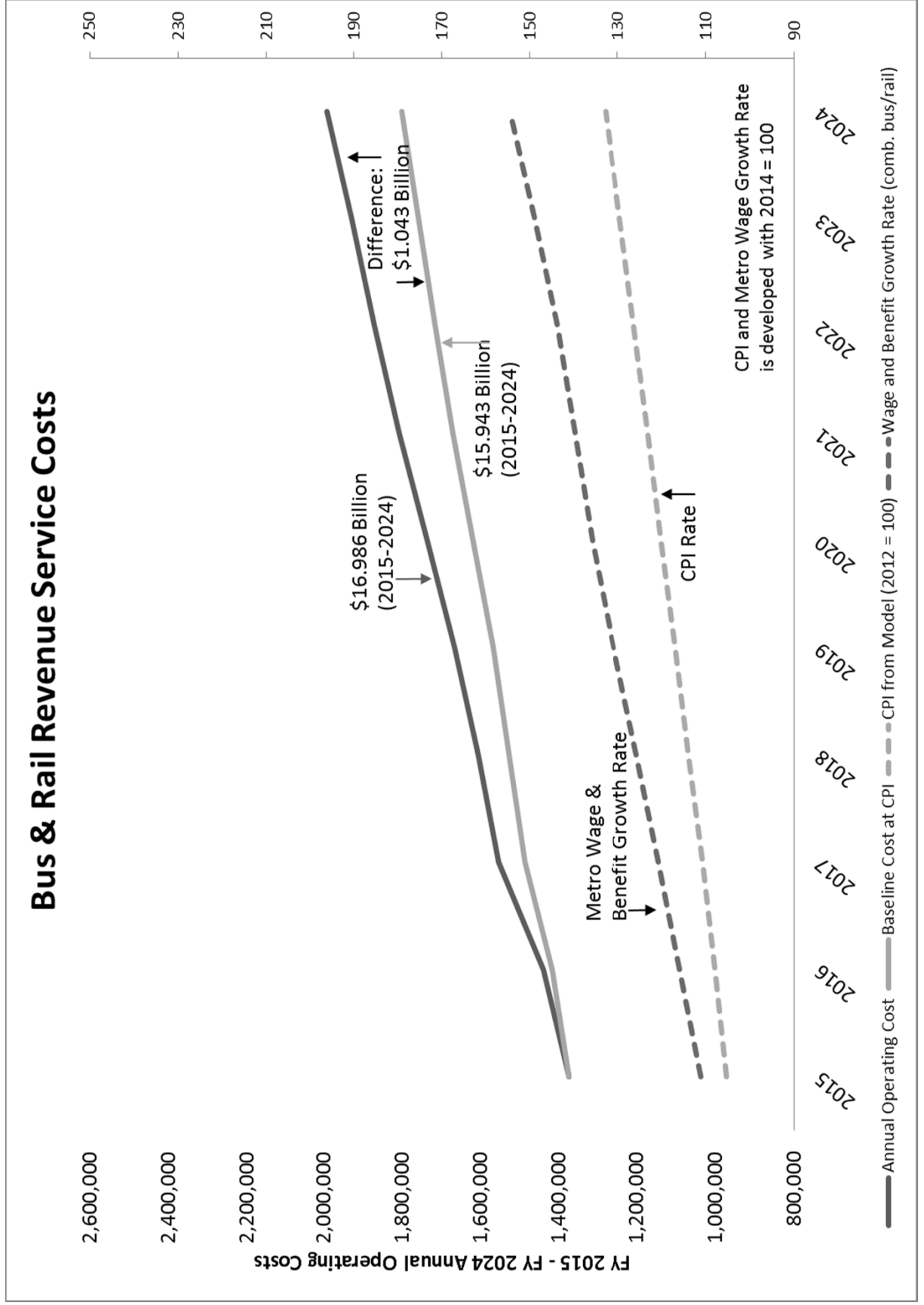
Farebox Recovery is the ratio of fare revenue to operating costs:

- Operating costs include transportation, maintenance, and other support costs
 - Capital costs are not included
- Revenue includes TAP card sales, farebox cash, vending machines, etc.
- Revenue does not include ad revenue, transit court, operations subsidies, or reimbursements from other agencies

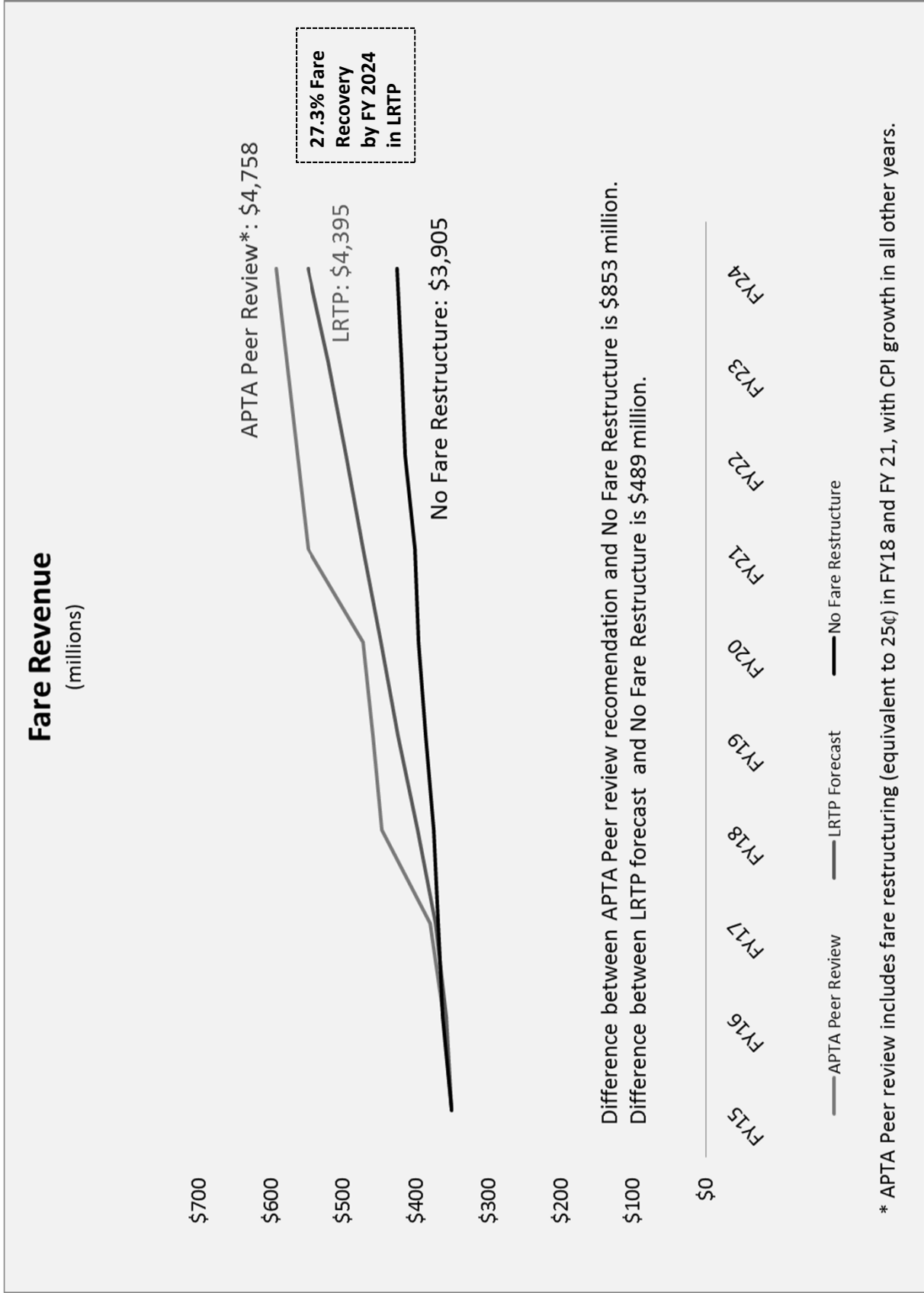


US data from 2012 National Transit Database; International data from Regional Plan Association (Transit Leadership Summit, April 2012)

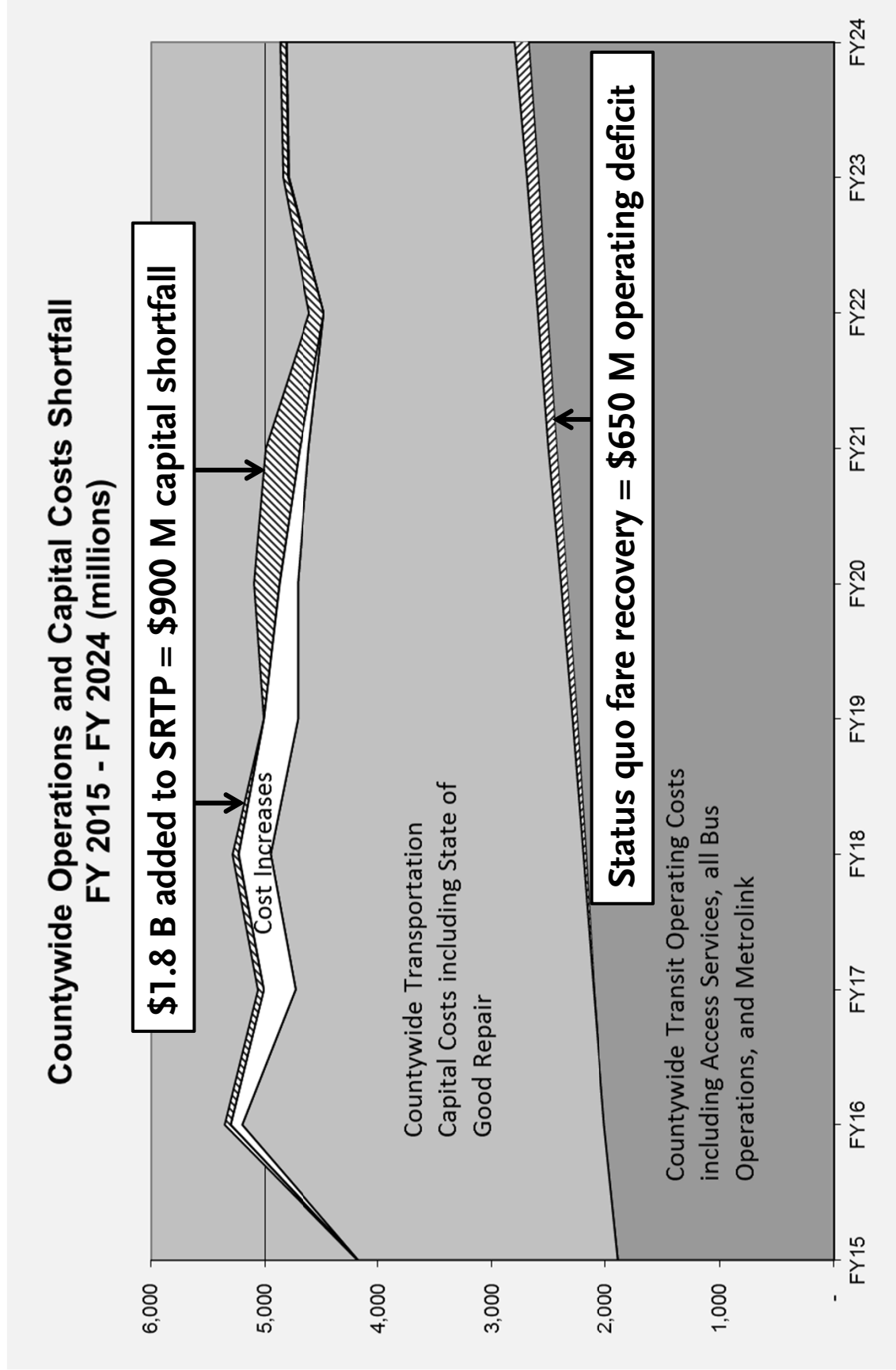
Wages and Benefits Drive Operating Cost Escalation



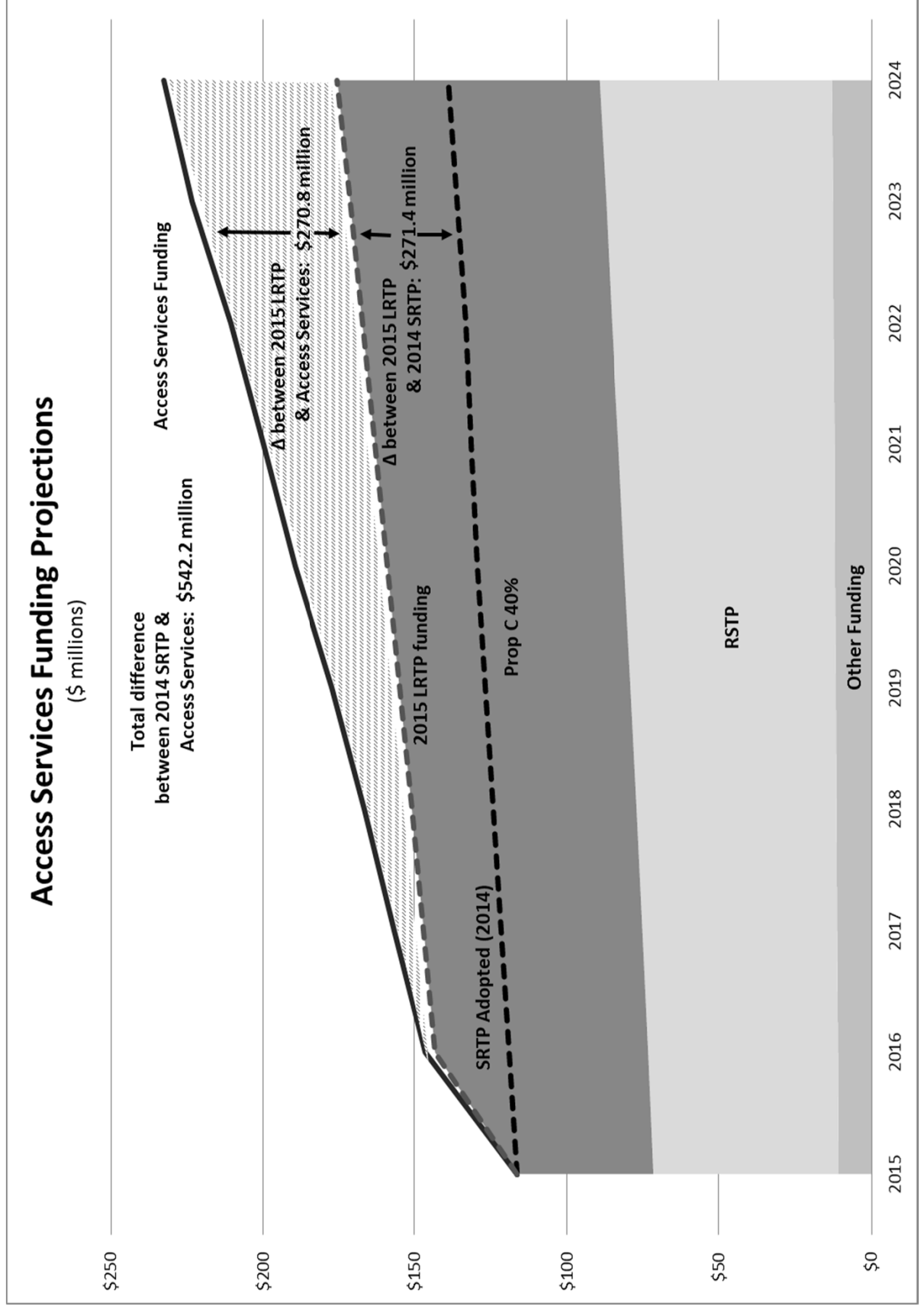
S RTP Assumes Modest Fare Recovery: 28%



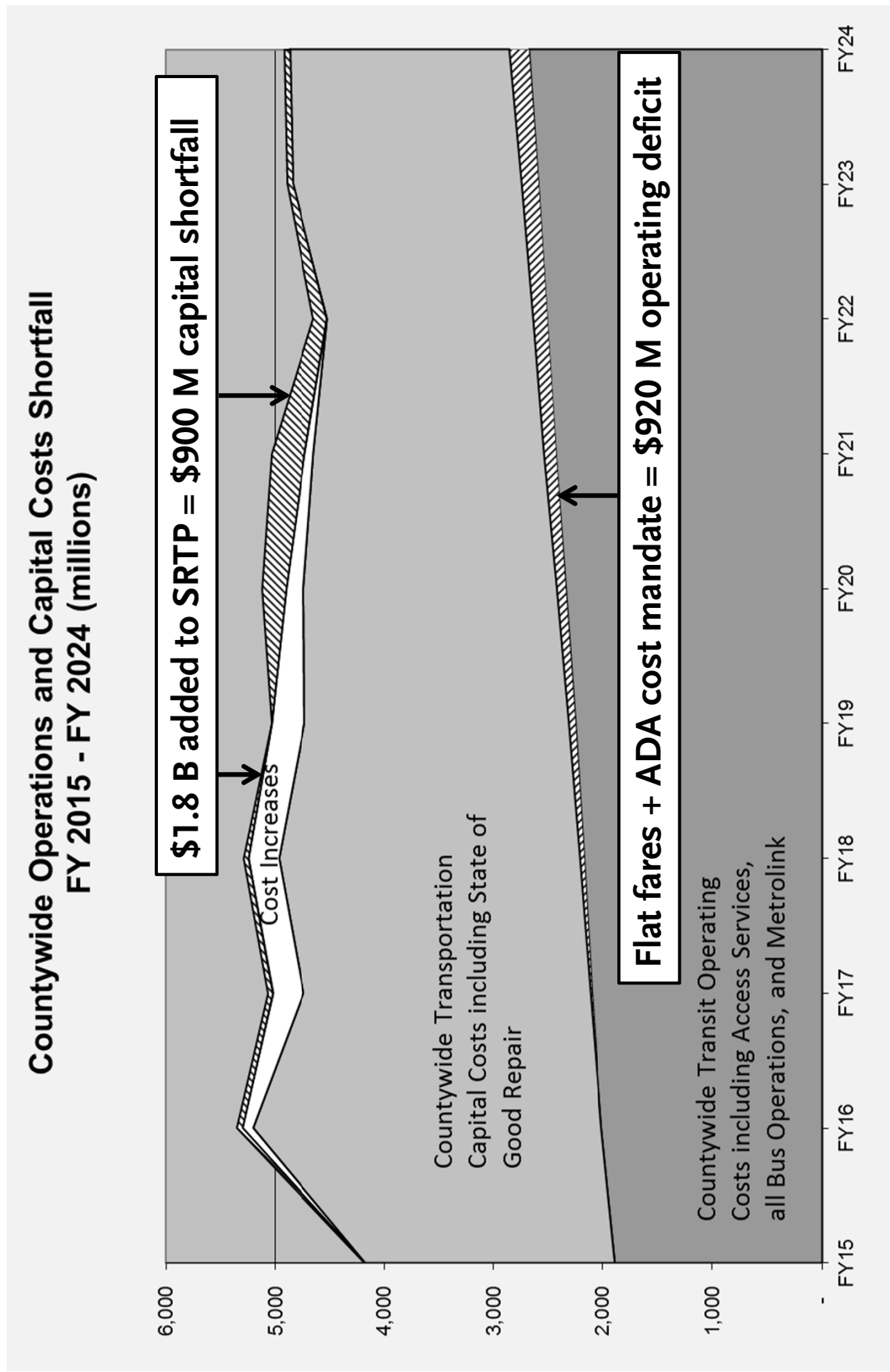
Lower Fare Recovery = Operating Deficit



Access Services Growth



Flat Fares & ADA Costs = Big Operating Deficit



Capital Program Cost Control Efforts

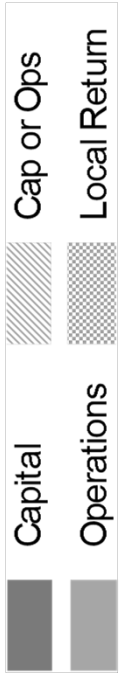
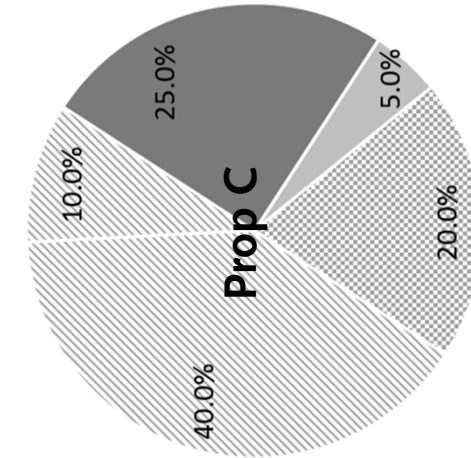
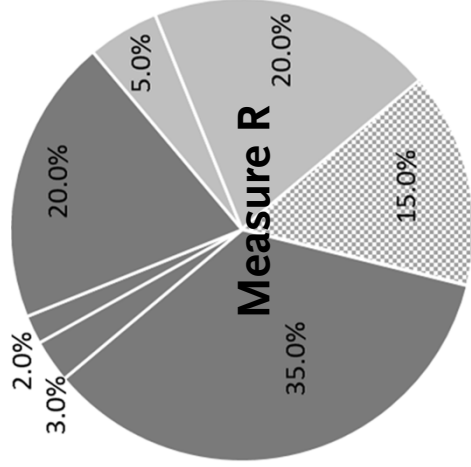
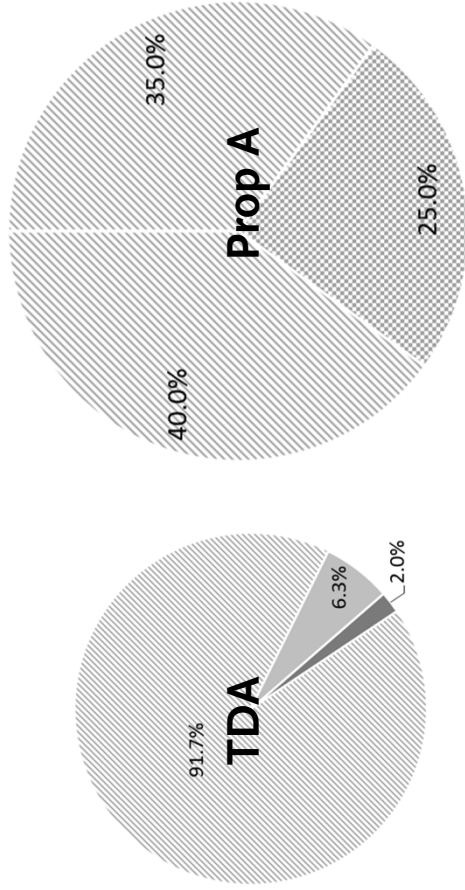
- **Capital cost control culture and practices**
- **need improvement**
 - Claims avoidance specialists and training
 - Improved value engineering and other efforts
 - P3 project delivery approaches are evolving
- **Reaffirmation of Metro Board policy actions**
 - Unified Cost Management Process and Policy
 - Measure R Contingency Policy
 - Repayment of Capital Project Loan Fund Policy
 - Light Rail Yard Cost Allocation Policy
- **Other due diligence measures**

Appendix A

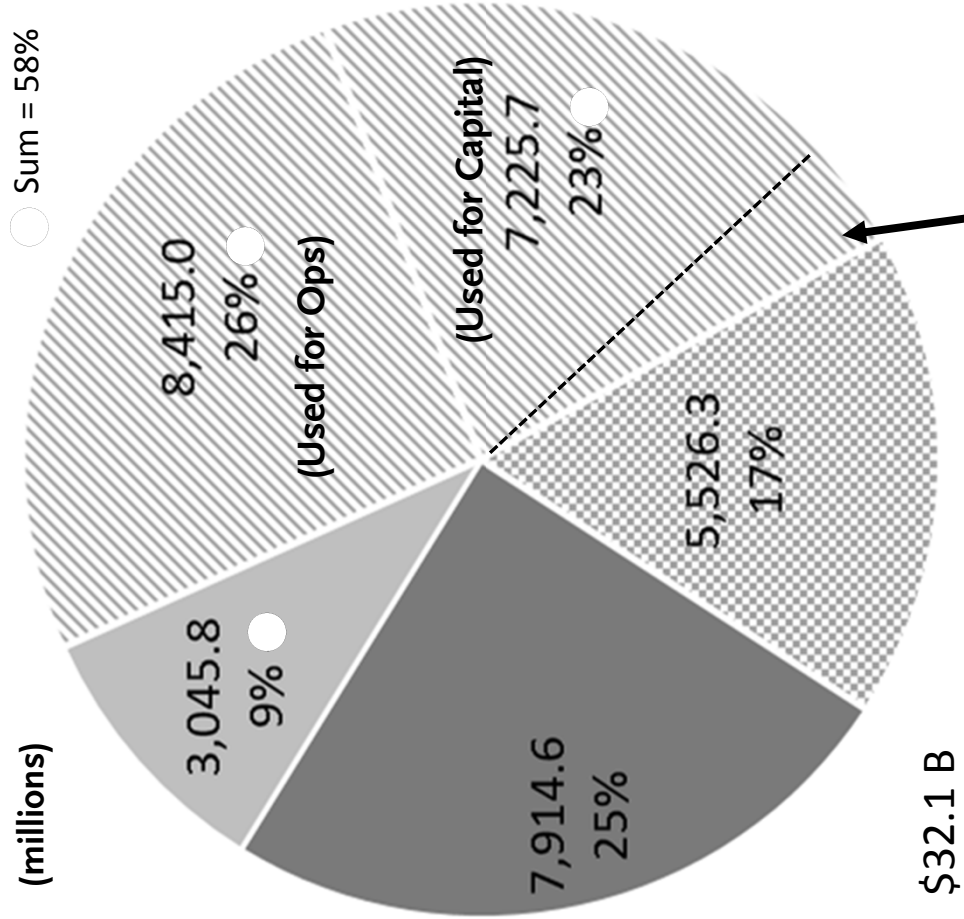
Improving Capital Program Firewalls:

58% Operating Eligible & 25% Capital Only (FY 2015 - FY 2024)

Sales Tax Firewalls Improving Over Time:



But Combined Sales Tax is 58% Ops Eligible:



SRTP Planned Debt Service Uses less than 6% (\$1,867 M) of Eligible Funds

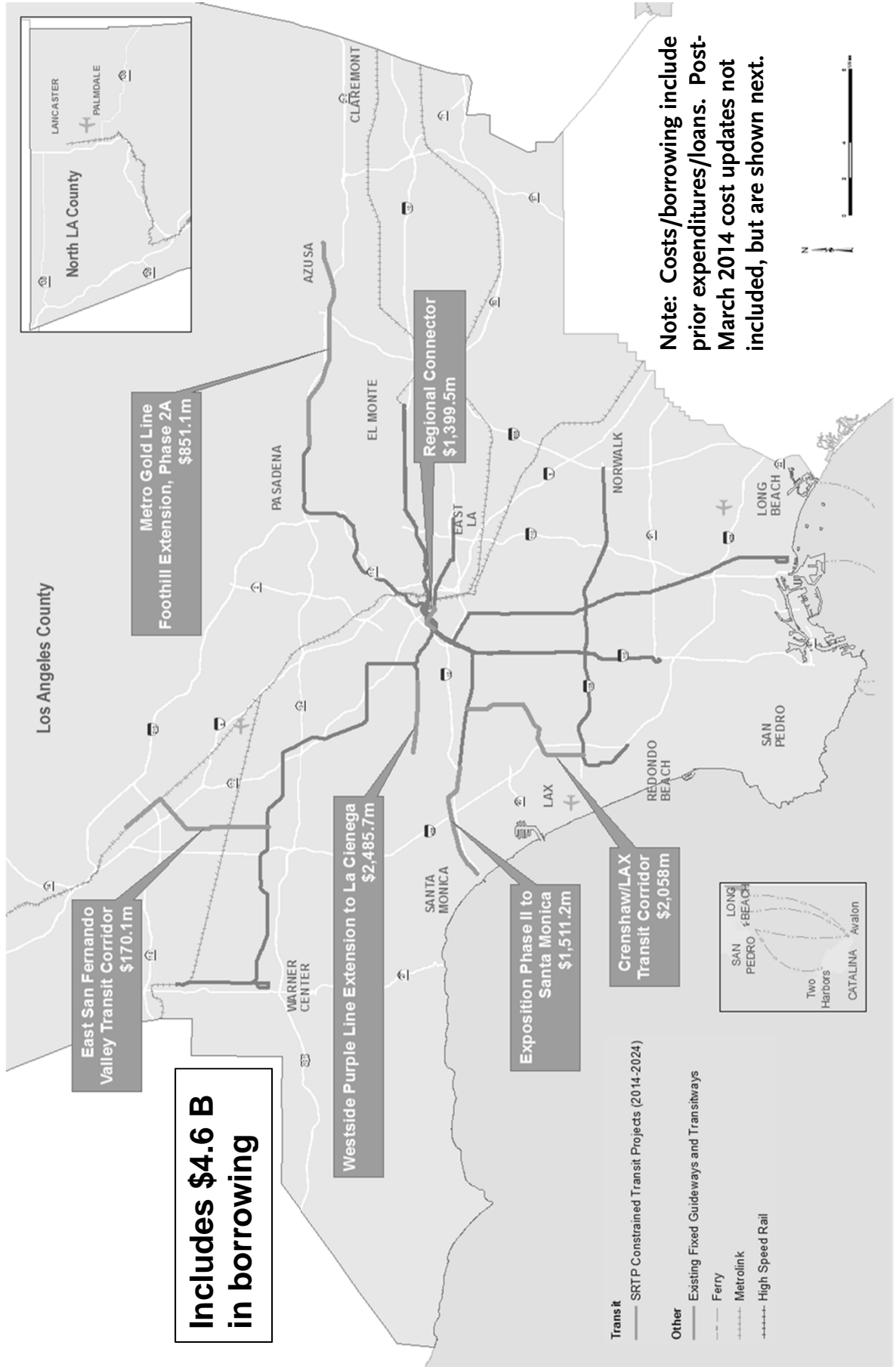
Operating Eligible Bond Funds Critical to Capital Program

SRTP Planned Debt Service Uses 6% of Eligible Funds
(Debt service for FY 2015 to FY 2024)

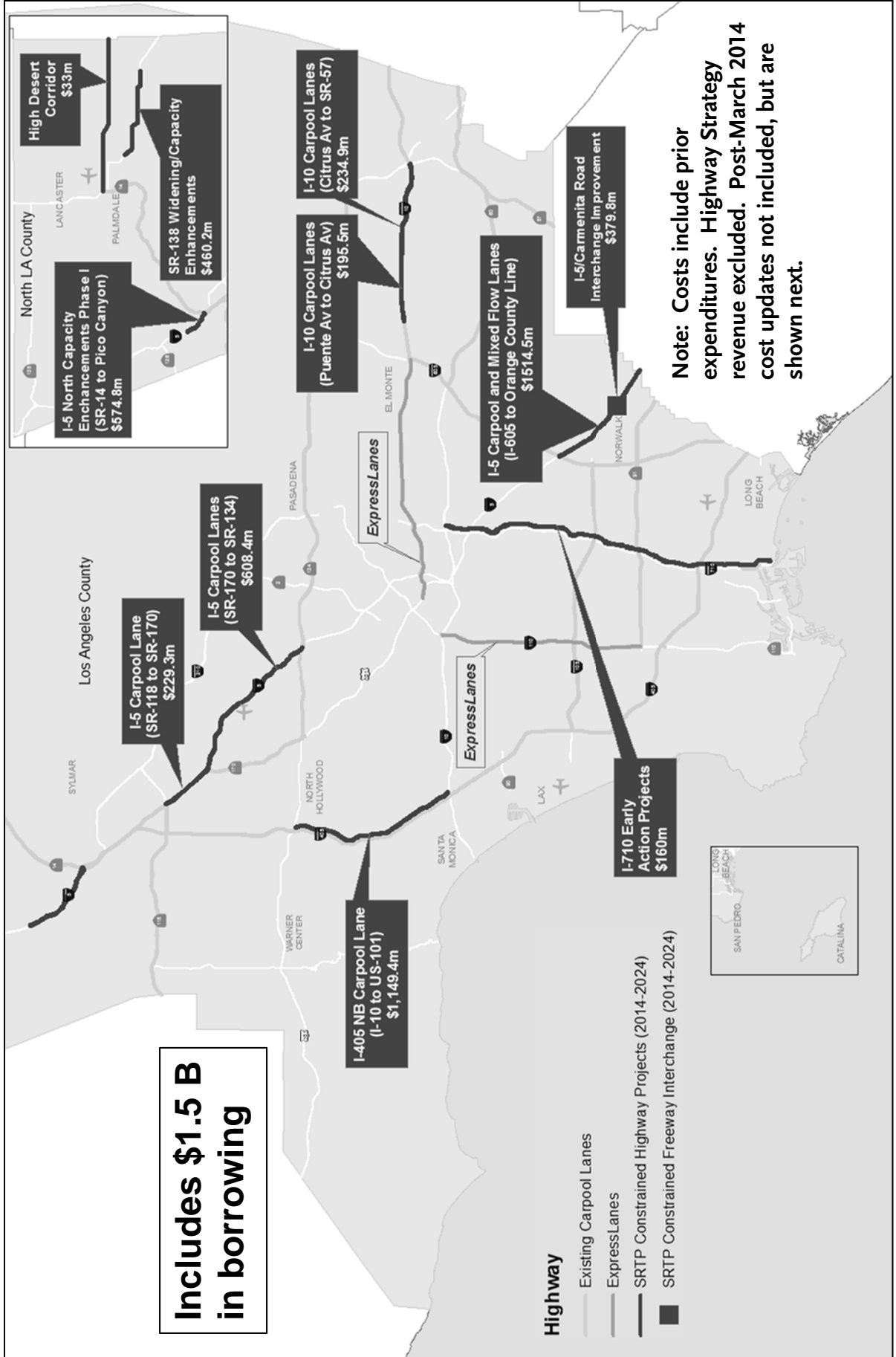
\$1,867 M
(6%)

This 6% = \$6.6 B in bond proceeds
(FY 2015 to FY 2024)

Transit Project Construction Cost: \$8.5 B



Highway Project Construction Cost: \$5.5 B



Appendix - Other Cost Increases Page 1 of 3

Project	Increase (\$'s 000's)	Source
Access Services Free Fare Program	\$2,046	Prop C 10%
Expo II Betterments	\$3,900	Measure R 35%
Willowbrook/Rosa Parks Station	\$20,000	Potential Cap & Trade
Intelligent Video Upgrade	\$286	TDA Article 4
Tunnel and Bridge Security	\$109	TDA Article 4
Division 22 Green Line Storage Bldg.	\$291	Prop A 35%
Fare Gate Project	\$5,492	Measure R 2%
Sustainable Parking Demo Project (Red Line)	\$1,400	Prop C 10%
LA River Bikeway Connection Feasibility Study	\$100	Prop A and Prop C Admin
Express Lanes Toll Revenue Reinvestment	\$1,750	Toll Revenues / Measure R 3%
Union Station Security	\$6,285	Homeland Security Grant (leveraged)
The Bloc/Metro Connection	\$400	Prop C 10%

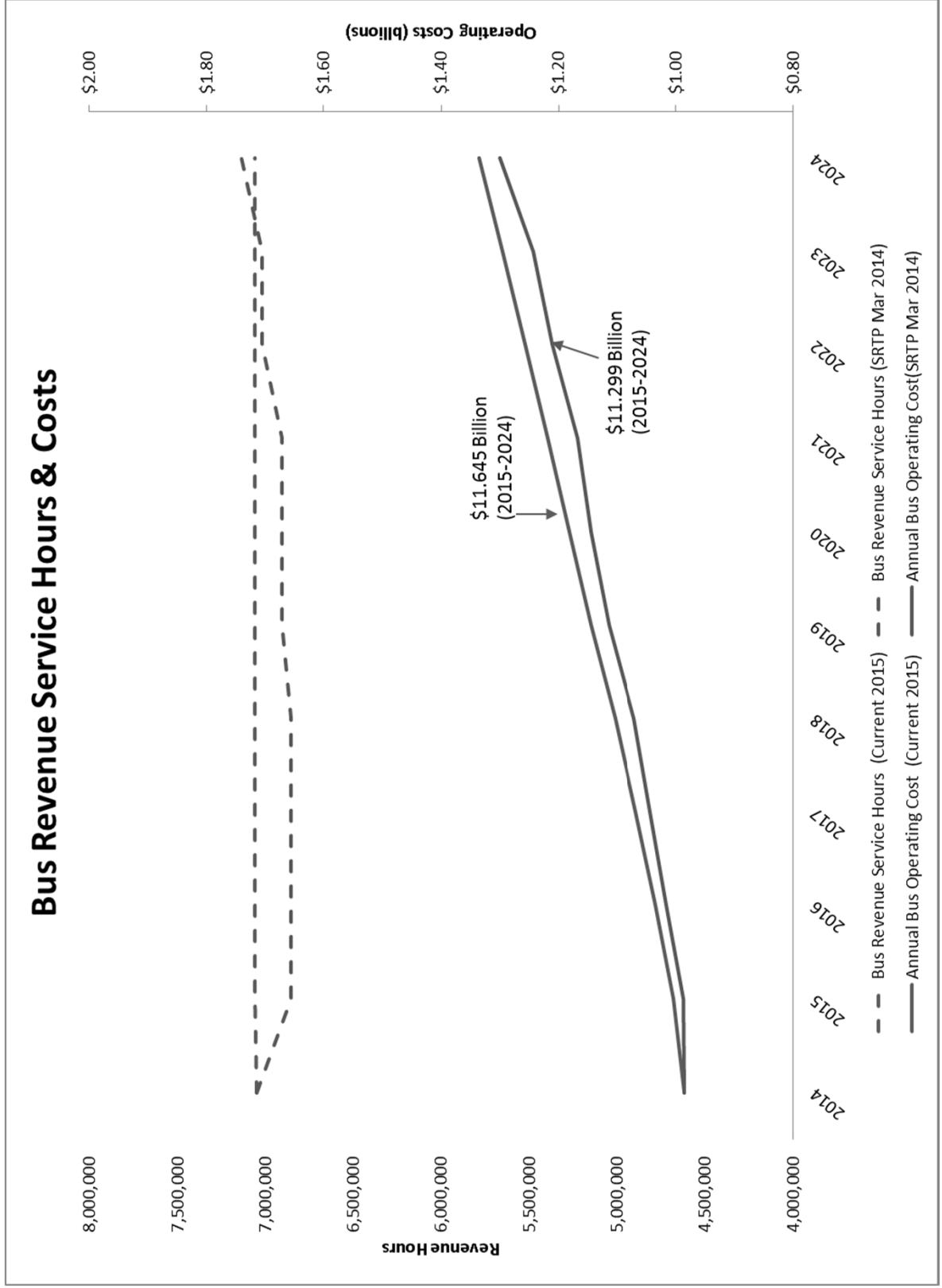
Appendix - Other Cost Increases Page 2 of 3

Project	Increase (\$'s 000's)	Source
LRTP Update/Ballot Initiative	\$550	Prop A and Prop C Admin
Bicycle Model Development	\$1,500	TBD
Union Station Master Plan	\$400	TBD
Rail to River Bikeway Study	\$2,850	Prop A, Prop C, Measure R Admin
Video Security System Enhancement	\$1,460	TDA Article 4 / Transit Security Grant
I-5 North Construction Mitigation Transit Service	TBD	TBD
Wayfinding Signage Grant Program	\$1000	TBD
I-5 North	\$25,500	Measure R 20%
I-5 South	\$46,000	Measure R 20%
Call For Projects (ATP Impact)	TBD	TBD
Access Services	See Slide	Puts Prop C 40% at Risk
So. Cal Regional Interconnector Project (SCRIP)	\$239,300	TBD

Appendix - Other Cost Increases Page 3 of 3

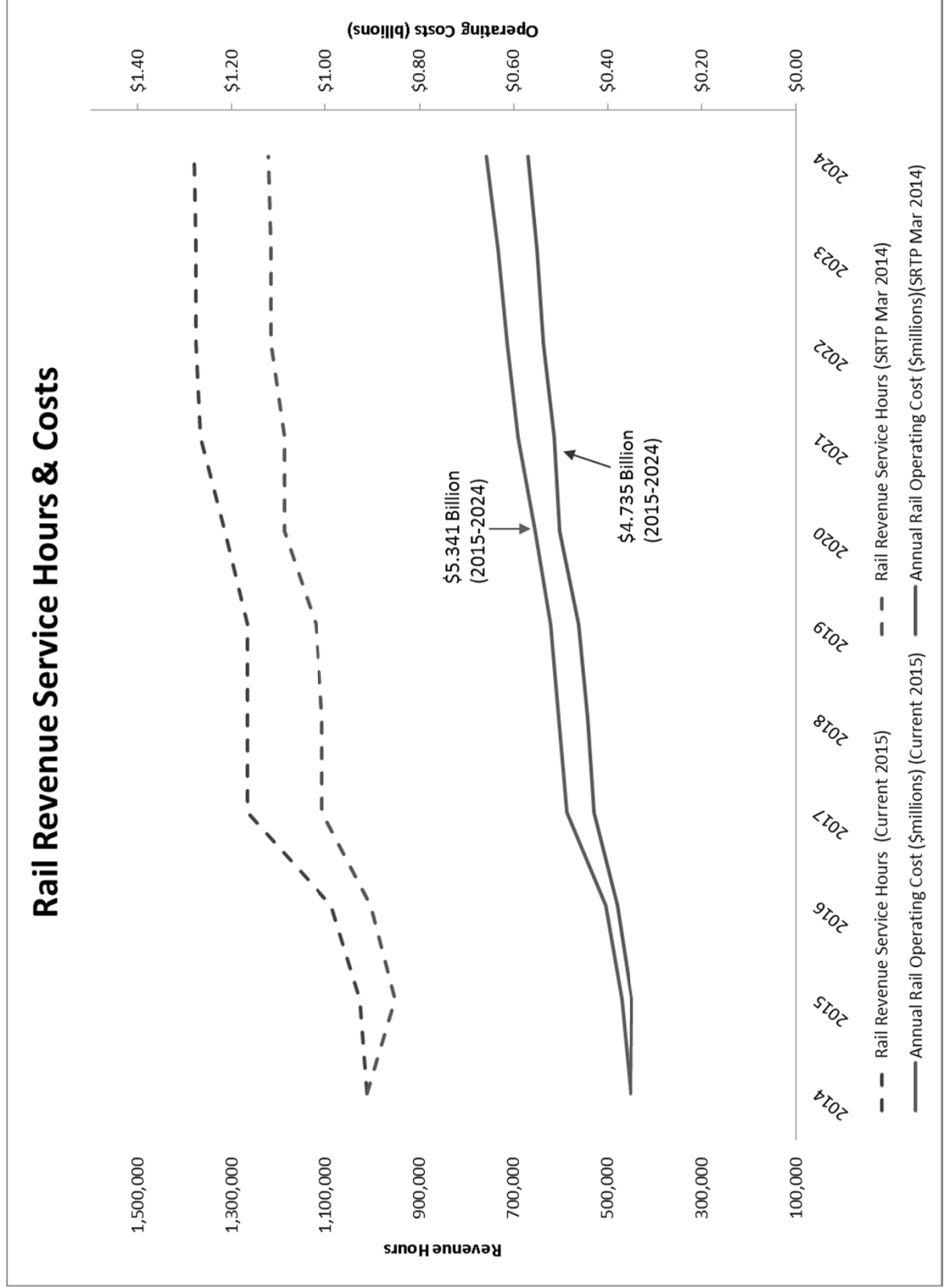
Project	Increase (\$'s 000's)	Source
Westside Purple Line Sec. 2 (Add Back 10 cars per FFGA)	\$55,000	Potential Cap & Trade
I-405 NB Claim 86	TBD	TBD
Red Line Seg 2 Close-out	\$6,500	Prop A 35%
Metrolink Antelope Valley Line Fare Enforcement	\$1,700	Prop C 10%
Red Line Escalator at Pershing Square	\$8,256	Prop A 35%
Affordable Housing	Up to \$10,000	Potential Cap & Trade
I-10 Carpool Lanes from I-605 to SR-57	<u>\$14,900</u>	Prop C 25%
Total =	\$456,975	

Bus Operating Cost Escalation (Current 2015 Projection vs. 2014 SRTP Projection)



Rail Operating Cost Escalation

(Current 2015 Projection vs. 2014 SRTP Projection)



Assumptions

Sales Tax Revenues

- 4.74% increase for FY16 ; 4.10% average increase for FY15-35

Fare Increase - Every two years beginning 1/1/2018

- Fare Recovery Ratio: 23.9% in FY16; 27.3% by FY24

State Transit Assistance (STA) funding is flat

CMAQ funds Operations

- First 3 years of all new projects including Expo II & Gold Line Foothill

Transit and Intercity Rail Capital Program

- \$31.3M per year for FY16 – FY20, allocated to eligible Metro rail capital (TBD)

Low Carbon Transit Operations Program (LCTOP)

- \$21.4M for FY16 and \$14.3 each year after, starting FY17
- Population Share allocated to Metro rail operations for new lines
- Operator Revenue Share allocated to Metro rail capital for new vehicles and other eligible items per FAP
- Operator Revenue Share allocated to Municipal Operators per FAP

CPI – per UCLA forecast, 2.45% for FY16

Bus Operations: FY 2016 Revenue Service Hours (RSH) assumed, no growth afterwards 7,061,735 RSH

- \$146.49 per hour now, but growth over inflation assumed

Rail Operations: Rail Services increase as new lines are opened from 1,089,254 RSH (FY 16) to 1,380,332 RSH (FY 24)

- \$371.70 per hour now, but growth over inflation assumed

Appendix B

**Fiscal Stability Overview and Funding Commitments Inventory
Airport Metro Connector Project Funding Comparison**

	Prior	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	Total
		2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	
(\$ in millions)																
As of March 2014																
S RTP Mar 2014																
Proposition A 35%															86.8	86.8
Proposition C 25%															-	-
Measure R 35%	6.9											28.6	80.3	67.5	16.8	200.0
Other Local ⁽²⁾															-	-
Repayment of Capital Projects Fund 3562																-
Local Agency Funds											2.0	2.0	2.0	2.0	1.9	9.9
Proposition 1B PTMISEA ⁽³⁾															-	-
Proposition 1B SLPP ⁽⁶⁾															-	-
Regional Improvement Program															-	-
CMAQ & RSTP ⁽⁴⁾											15.1	18.2				33.3
Section 5309 New Starts																-
Other State & Federal ⁽⁵⁾																-
Total	6.9	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	17.10	48.70	82.30	69.50	105.50	330.0

As of Mar 2015																
Proposition A 35%									17.5							17.5
Proposition C 25%																-
Measure R 35%	6.9	3.0	2.9	5.2	4.5	99.1	25.1	48.1	5.2							200.0
Other Local ⁽²⁾																-
Repayment of Capital Projects Fund 3562																-
Local Agency Funds																-
Proposition 1B PTMISEA ⁽³⁾																-
Proposition 1B SLPP ⁽⁶⁾																-
Regional Improvement Program																-
CMAQ & RSTP ⁽⁴⁾																-
Section 5309 New Starts		12.4	18.7	1.3	2.3	0.8										35.5
Other State & Federal ⁽⁵⁾																-
Total	6.9	15.4	21.6	6.5	6.8	99.9	25.1	48.1	22.7	0.0	0.0	0.0	0.0	0.0	0.0	252.9

Change⁽⁶⁾																
Proposition A 35%									17.5							(69.3)
Proposition C 25%																-
Measure R 35%	0.0	3.0	2.9	5.2	4.5	99.1	25.1	48.1	5.2			(28.6)	(80.3)	(67.5)	(16.8)	(0.1)
Other Local ⁽²⁾																-
Repayment of Capital Projects Fund 3562																-
Local Agency Funds																-
Proposition 1B PTMISEA ⁽³⁾																-
Proposition 1B SLPP ⁽⁶⁾																-
Regional Improvement Program																-
CMAQ & RSTP ⁽⁴⁾																-
Section 5309 New Starts		12.4	18.7	1.3	2.3	0.8						(15.1)	(18.2)			2.3
Other State & Federal ⁽⁵⁾																-
Total	0.0	15.4	21.6	6.5	6.8	99.9	25.1	48.1	22.7	-	(17.1)	(48.7)	(82.3)	(69.5)	(105.5)	(77.1)

**Fiscal Stability Overview and Funding Commitments Inventory
Crenshaw/LAX Transit Corridor Project Funding Comparison (includes light rail vehicles)**

	Prior	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	Total
(\$ in millions)																	
As of March 2014																	
Proposition A 35%	4.9	-	-	-	45.5	-	1129	26.3	(5.0)	(5.0)	(3.0)	(3.0)	(3.0)	(3.0)	(3.0)	(3.0)	50.4
Proposition C 25%	3.3	-	-	-	71.3	10.9	5.0	9.4	(15.0)	(15.0)	-	-	-	-	-	-	188.8
Proposition C 40%	130.1	110.5	75.1	146.5	214.5	5.0	6.8	-	-	-	-	-	-	-	-	-	10.9
Measure R 35%	-	337.4	208.5	5.0	0.0	-	-	-	-	-	-	-	-	-	-	-	661.1
Measure R 35% TIFIA Loan ⁽¹⁾	40.0	20.0	15.0	5.0	0.0	-	-	-	-	-	-	-	-	-	-	-	545.9
Other Local ⁽²⁾	8.0	5.0	23.8	9.0	6.8	-	20.0	20.0	-	-	-	-	-	-	-	-	80.0
Local Agency Funds	35.7	92.9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	107.5
Proposition 1B PTMISEA ⁽³⁾	49.5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	128.6
Proposition 1B SLPP ⁽⁶⁾	47.8	27.2	-	34.4	-	-	-	-	-	-	-	-	-	-	-	-	49.5
Regional Improvement Program	13.9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	109.4
TIGER II	58.2	44.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	13.9
CMAQ & RSTP ⁽⁴⁾	9.8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	102.2
Section 5339 AA	353.2	322.6	437.5	428.2	345.3	135.6	35.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9.8
Section 5309 Bus & Bus-Related Facilities Earm	485.9	214.6	507.0	403.7	273.5	94.0	79.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2,058.0
Total																	
As of Mar 2015																	
Proposition A 35%	4.8502	-	-	-	5.0	0.0	24.45	-	-	-	-	-	-	-	-	-	34.3
Proposition C 25% (not for LRVs)	3.3	-	-	-	71.3	87.0	47.2	(5.0)	(5.0)	(3.0)	(3.0)	(3.0)	(3.0)	(3.0)	(3.0)	(3.0)	183.8
Proposition C 40%	270.6	103.3	103.0	71.4	134.9	7.0	0.9	(15.0)	(15.0)	-	-	-	-	-	-	-	661.1
Measure R 35%	-	337.4	208.5	5.0	-	-	-	-	-	-	-	-	-	-	-	-	545.9
Measure R 35% TIFIA Loan ⁽¹⁾	40.0	0.0	35.0	5.0	-	-	-	-	-	-	-	-	-	-	-	-	80.0
Other Local ⁽²⁾	8.0	5.0	23.8	9.0	-	6.8	20.0	20.0	-	-	-	-	-	-	-	-	107.5
Local Agency Funds	122.2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	122.2
Proposition 1B PTMISEA ⁽³⁾	49.5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	49.5
Proposition 1B SLPP ⁽⁶⁾	12.5	35.3	27.2	-	-	-	-	-	-	-	-	-	-	-	-	-	75.1
Regional Improvement Program	13.9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	13.9
TIGER II	58.2	44.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	174.9
CMAQ & RSTP ⁽⁴⁾	9.8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	9.8
Section 5339 AA	485.9	214.6	507.0	403.7	273.5	94.0	79.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2,058.0
Section 5309 Bus & Bus-Related Facilities Earm	7.7	0.9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	8.6
Total																	
Change⁽⁶⁾																	
Proposition A 35%	(0.0)	-	-	-	(40.5)	-	24.5	-	-	-	-	-	-	-	-	-	(16.1)
Proposition C 25% (not for LRVs)	-	-	-	-	-	(25.9)	20.9	-	-	-	-	-	-	-	-	-	(5.0)
Proposition C 40%	-	-	-	-	-	(10.9)	-	-	-	-	-	-	-	-	-	-	(10.9)
Measure R 35%	140.5	(7.2)	27.9	(75.1)	(79.6)	2.0	(8.5)	-	-	-	-	-	-	-	-	-	(0.0)
Measure R 35% TIFIA Loan ⁽¹⁾	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Other Local ⁽²⁾	-	-	(20.0)	20.0	-	(6.8)	6.8	-	-	-	-	-	-	-	-	-	-
Local Agency Funds	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Proposition 1B PTMISEA ⁽³⁾	86.6	(92.9)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	(6.4)
Proposition 1B SLPP ⁽⁶⁾	0.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0
Regional Improvement Program	(35.3)	8.1	27.2	(34.4)	-	-	-	-	-	-	-	-	-	-	-	-	(34.3)
TIGER II	(58.2)	(16.8)	34.4	65.0	48.3	-	-	-	-	-	-	-	-	-	-	-	72.7
CMAQ & RSTP ⁽⁴⁾	1.2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1.2
Section 5339 AA	(2.1)	0.9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	(1.2)
Section 5309 Bus & Bus-Related Facilities Earm	132.7	(107.9)	69.5	(24.5)	(71.8)	(41.6)	43.6	-	-	-	-	-	-	-	-	-	0.0
Total																	

**Fiscal Stability Overview and Funding Commitments Inventory
East San Fernando Valley North-South Project Funding Comparison**

	Prior	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	Total	
		2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024		
(\$ in millions)														
S RTP Mar 2014	As of March 2014													
	Proposition A 35%	1.8	0.8	0.0	6.5	20.0								-
	Proposition C 25%				3.2									29.1
	Proposition C 40%				56.1									3.2
	Measure R 35%	6.7	5.7											68.5
	Repayment of Cap Proj Loans	0.6				(0.6)								-
	Other Local													-
	Local Agency Funds	1.9	1.0	1.0	1.0	0.1								5.0
	Proposition 1B PTMISEA													-
	Regional Improvement Program	1.0												-
	Section 5339 AA	3.5		27.0	17.2	15.6								1.0
	TCRP	15.5	7.5	28.0	84.0	35.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	63.4
	Total													170.1
Mar 2015	As of Mar 2015													
	Proposition A 35%	1.8		6.5	20.0			0.8						-
	Proposition C 25%			3.2										29.1
	Proposition C 40%			2.9										3.2
	Measure R 35%	3.8	2.2	4.3	2.9	-	15.4	39.9						68.5
	Repayment of Cap Proj Loans	0.6				(0.6)								-
	Other Local													-
	Local Agency Funds	1.9		1.0	0.1	2.0								5.0
	Proposition 1B PTMISEA													-
	Regional Improvement Program	1.0												-
	Section 5339 AA	3.5		4.0	5.8	1.3	23.0	18.4	7.3					1.0
	TCRP	12.6	2.2	8.3	19.4	20.8	40.4	58.3	8.1	0.0	0.0	0.0	0.0	63.4
	Total													170.1
Change	Change⁽⁶⁾													
	Proposition A 35%	-	-	-	-	-	-	-	-	-	-	-	-	-
	Proposition C 25%	-	(0.8)	-	-	-	-	0.8	-	-	-	-	-	-
	Proposition C 40%	-	-	-	-	-	-	-	-	-	-	-	-	-
	Measure R 35%	(2.9)	(3.5)	4.3	(53.2)	-	15.4	39.9	-	-	-	-	-	(0.0)
	Repayment of Cap Proj Loans	-	-	-	-	-	-	-	-	-	-	-	-	-
	Other Local	-	-	-	-	-	-	-	-	-	-	-	-	-
	Local Agency Funds	-	(1.0)	(1.0)	-	-	2.0	-	-	-	-	-	-	-
	Proposition 1B PTMISEA	-	-	-	-	-	-	-	-	-	-	-	-	-
	Regional Improvement Program	-	-	-	-	-	-	-	-	-	-	-	-	-
	Section 5339 AA	-	-	(23.0)	(11.4)	(14.3)	23.0	18.4	7.3	-	-	-	-	(0.0)
	TCRP	(2.9)	(5.3)	(19.7)	(64.6)	(14.3)	40.4	58.3	8.1	-	-	-	-	(0.0)
	Total													

**Fiscal Stability Overview and Funding Commitments Inventory
Exposition Boulevard Light Rail Transit Phase II Project Funding Comparison (excludes LRVs)**

(\$ in millions)	Prior	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	Total
		2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	
As of March 2014												
Proposition A 35%	8.8	143.8	63.8	7.6								224.0
Proposition C 25%	3.2			2.5								5.7
Measure R 35%	643.7	255.5	9.7									908.9
Other Local ⁽²⁾												-
Repayment of Capital Projects Fund 3562												-
Local Agency Funds	36.5		8.8									45.3
Proposition 1B PTMISEA ⁽³⁾	48.9											48.9
Proposition 1B SLPP ⁽⁸⁾	28.4											28.4
Regional Improvement Program	29.3	18.5										47.8
CIMAQ & RSTP ⁽⁴⁾												-
Section 5309 New Starts												-
Other State & Federal ⁽⁵⁾												-
Total	798.8	417.81	82.41	10.05	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1,309.1

As of Mar 2015												
Proposition A 35%		23.0	62.6	7.6								93.2
Proposition C 25%	2.6			2.5	166.5							171.6
Measure R 35%	599.6		321.5									921.1
Other Local ⁽²⁾												-
Repayment of Capital Projects Fund 3562												-
Local Agency Funds	18.1	1.5	25.8									45.3
Proposition 1B PTMISEA ⁽³⁾	15.2	14.4										29.6
Proposition 1B SLPP ⁽⁸⁾	0.4											0.4
Regional Improvement Program	47.8											47.8
CIMAQ & RSTP ⁽⁴⁾												-
Section 5309 New Starts												-
Other State & Federal ⁽⁵⁾												-
Total	683.7	38.9	409.9	10.1	166.5	0.0	0.0	0.0	0.0	0.0	0.0	1,309.1

Change⁽⁶⁾												
Proposition A 35%	(8.8)	(120.8)	(1.2)	(0.0)	-	-	-	-	-	-	-	(130.8)
Proposition C 25%	(0.6)	-	-	-	166.5	-	-	-	-	-	-	166.0
Measure R 35%	(44.1)	(255.5)	311.7	-	-	-	-	-	-	-	-	12.1
Other Local ⁽²⁾	-	-	-	-	-	-	-	-	-	-	-	-
Repayment of Capital Projects Fund 3562	-	-	-	-	-	-	-	-	-	-	-	-
Local Agency Funds	(18.4)	1.5	16.9	-	-	-	-	-	-	-	-	(0.0)
Proposition 1B PTMISEA ⁽³⁾	(33.7)	14.4	-	-	-	-	-	-	-	-	-	(19.3)
Proposition 1B SLPP ⁽⁸⁾	(28.0)	-	-	-	-	-	-	-	-	-	-	(28.0)
Regional Improvement Program	18.5	(18.5)	-	-	-	-	-	-	-	-	-	0.0
CIMAQ & RSTP ⁽⁴⁾	-	-	-	-	-	-	-	-	-	-	-	-
Section 5309 New Starts	-	-	-	-	-	-	-	-	-	-	-	-
Other State & Federal ⁽⁵⁾	-	-	-	-	-	-	-	-	-	-	-	-
Total	(115.1)	(378.9)	327.5	(0.0)	166.5	0.0	0.0	0.0	0.0	0.0	0.0	(0.0)

**Fiscal Stability Overview and Funding Commitments Inventory
Gold Line Foothill Light Rail Transit Extension Project Phase 2A Funding Comparison (excludes LRVs)**

(\$ in millions)	Prior	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	Total
		2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	
As of March 2014												
Proposition A 35%			33.4	5.6	8.1	28.5						75.6
Proposition C 25%												-
Proposition C 40%												-
Measure R	517.8	138.0	14.7									670.5
Measure R 35% TIFIA Loan ⁽¹⁾												-
Other Local ⁽²⁾												-
Local Agency Funds	25.5											25.5
Proposition 1B PTMISEA ⁽³⁾												-
Regional Improvement Program												-
CMAQ & RSTP ⁽⁴⁾												-
Other State & Federal ⁽⁵⁾	15.0											15.0
Total	558.3	138.0	48.1	5.6	8.1	28.5						786.6

As of Mar 2015												
Proposition A 35%		25.5										25.5
Proposition C 25%			50.1									50.1
Proposition C 40%												-
Measure R 35%	526.6		143.9									670.5
Measure R 35% TIFIA Loan ⁽¹⁾												-
Other Local ⁽²⁾												-
Local Agency Funds	25.5											25.5
Proposition 1B PTMISEA ⁽³⁾												-
Regional Improvement Program												-
CMAQ & RSTP ⁽⁴⁾												-
Other State & Federal ⁽⁵⁾	15.0											15.0
Total	567.1	25.5	194.0	0.0	0.0	0.0						786.6

Change⁽⁶⁾												
Proposition A 35%	-	25.5	(33.4)	(5.6)	(8.1)	(28.5)	-	-	-	-	-	(50.0)
Proposition C 25%	-	-	50.1	-	-	-	-	-	-	-	-	50.1
Proposition C 40%	-	-	-	-	-	-	-	-	-	-	-	-
Measure R 35%	8.7	(138.0)	129.2	-	-	-	-	-	-	-	-	(0.1)
Measure R 35% TIFIA Loan ⁽¹⁾	-	-	-	-	-	-	-	-	-	-	-	-
Other Local ⁽²⁾	-	-	-	-	-	-	-	-	-	-	-	-
Local Agency Funds	-	-	-	-	-	-	-	-	-	-	-	-
Proposition 1B PTMISEA ⁽³⁾	-	-	-	-	-	-	-	-	-	-	-	-
Regional Improvement Program	-	-	-	-	-	-	-	-	-	-	-	-
CMAQ & RSTP ⁽⁴⁾	-	-	-	-	-	-	-	-	-	-	-	-
Other State & Federal ⁽⁵⁾	-	-	-	-	-	-	-	-	-	-	-	-
Total	8.7	(112.4)	145.9	(5.6)	(8.1)	(28.5)	-	-	-	-	-	(0.0)

**Fiscal Stability Overview and Funding Commitments Inventory
Regional Connector Project Funding Comparison**

(\$ in millions)	Prior	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	Total
	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	
As of March 2014													
TDA Admin	0.3												0.3
Measure R 35%													-
Measure R 35% TIFIA Loan ⁽¹⁾		61.9		55.9	17.9	6.2	18.1						160.0
Measure R 2%													-
Lease Revenues	30.2			39.7	6.8	18.5	(31.0)						64.2
Repayment of Capital Projects Fund 3562	65.7	(1.2)	37.5	28.6	23.5	39.0	(61.0)	0.0					132.1
Local Agency Funds			5.0	7.0	6.0	10.0	14.0						42.0
Proposition 1B PTMISEA ⁽³⁾	97.2	24.3	13.6										135.1
Proposition 1A High Speed Rail Bonds	4.6		64.0	46.3									114.9
Regional Improvement Program	2.6	14.4											17.0
CMAQ & RSTP ⁽⁴⁾	64.0												64.0
Section 5309 New Starts	65.0	100.0	100.0	100.0	100.0	100.0	100.0	104.9					669.9
Total	329.5	199.3	220.1	221.7	192.3	185.4	33.0	18.1	0.0	0.0	0.0	0.0	1,399.5
As of Mar 2015													
TDA Admin	0.3												0.3
Measure R 35%													-
Measure R 35% TIFIA Loan ⁽¹⁾		61.9		55.9	17.9	6.2	18.1						160.0
Measure R 2%		5.2	5.2										10.5
Lease Revenues	3.8			6.0	58.2								68.0
Repayment of Capital Projects Fund 3562	87.2	0.9	30.8	25.5	42.3	21.3	(26.7)	(2.8)					178.4
Local Agency Funds			5.0	7.0	6.0	10.0	14.0						42.0
Proposition 1B PTMISEA ⁽³⁾	12.5	3.3	108.6	10.6									135.1
Proposition 1A High Speed Rail Bonds				97.7	17.1								114.9
Regional Improvement Program	2.6		14.4										17.0
CMAQ & RSTP ⁽⁴⁾	64.0												64.0
Section 5309 New Starts	65.0	100.0	115.0	115.0	115.0	115.0	115.0	44.9					669.9
Total	167.6	239.1	279.1	255.8	242.4	222.5	38.3	15.3	0.0	0.0	0.0	0.0	1,460.0
Change⁽⁶⁾													
TDA Admin	-	-	-	-	-	-	-	-	-	-	-	-	-
Measure R 35%	-	-	-	-	-	-	-	-	-	-	-	-	-
Measure R 35% TIFIA Loan ⁽¹⁾	-	-	-	-	-	-	-	-	-	-	-	-	-
Measure R 2%	-	5.2	5.2	-	-	-	-	-	-	-	-	-	10.5
Lease Revenues	(30.2)	3.8	-	(39.7)	(0.8)	39.7	31.0	-	-	-	-	-	3.7
Repayment of Capital Projects Fund 3562	21.5	2.1	(6.8)	(3.2)	18.8	(17.7)	34.3	(2.8)	-	-	-	-	46.3
Local Agency Funds	-	-	0.0	-	-	-	-	-	-	-	-	-	0.0
Proposition 1B PTMISEA ⁽³⁾	(84.7)	(21.0)	95.0	10.6	-	-	-	-	-	-	-	-	(0.0)
Proposition 1A High Speed Rail Bonds	(4.6)	-	(64.0)	51.4	17.1	-	-	-	-	-	-	-	-
Regional Improvement Program	-	(14.4)	14.4	-	-	-	-	-	-	-	-	-	0.0
CMAQ & RSTP ⁽⁴⁾	(64.0)	64.0	-	-	-	-	-	-	-	-	-	-	-
Section 5309 New Starts	-	-	15.0	15.0	15.0	15.0	(60.0)	-	-	-	-	-	-
Total	(161.9)	39.7	58.9	34.2	50.1	37.1	5.3	(2.8)	-	-	-	-	60.5

Fiscal Stability Overview and Funding Commitments Inventory
West Santa Ana Branch Project Funding Comparison

	Prior	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	Total
		2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028		
(\$ in millions)																	
As of March 2014																	
Proposition A 35%	1.7							5.7	3.4			13.6	49.9	52.5	28.0		153.0
Proposition C 25%																	1.7
Proposition C 40%																	-
Measure R 35%										17.1	145.7	77.2					240.0
Measure R 20% Transfer									18.9	80.3	1.1	19.6	55.0				174.8
Repayment of Cap Proj Loans												2.5	32.4				34.9
Local Agency Funds												19.5					19.5
Proposition 1B PTMISEA																	-
Regional Improvement Program								25.1									25.1
CMAQ & RSTP																	-
Other State & Federal																	-
Total	1.7	0.0	0.0	0.0	0.0	0.0	0.0	30.8	22.4	97.4	146.8	132.4	137.3	52.5	28.0		649.0
As of Mar 2015																	
Proposition A 35%	1.7											62.6	104.9	33.0	25.8		226.2
Proposition C 25%																	1.7
Proposition C 40%																	-
Measure R 35%	0.002	2.2							3.4	42.0	148.2	44.2					240.0
Measure R 20% Transfer								30.8	19.0	55.4	1.1	55.4					161.6
Repayment of Cap Proj Loans														19.5			-
Local Agency Funds																	-
Proposition 1B PTMISEA																	-
Regional Improvement Program																	-
CMAQ & RSTP																	-
Other State & Federal																	-
Total	1.7	2.2	0.0	0.0	0.0	0.0	0.0	30.8	22.4	97.4	149.3	162.3	104.9	52.5	25.8		649.0
Change⁽⁶⁾																	
Proposition A 35%	-	-	-	-	-	-	-	(5.7)	(3.4)	-	-	49.0	55.0	(19.5)	(2.2)		73.2
Proposition C 25%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Proposition C 40%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Measure R 35%	0.0	2.2	-	-	-	-	-	-	3.4	24.9	2.5	(33.0)	-	-	-	-	(0.0)
Measure R 20% Transfer	-	-	-	-	-	-	-	30.8	0.0	(24.9)	0.0	35.8	(55.0)	-	-	-	(13.2)
Repayment of Cap Proj Loans	-	-	-	-	-	-	-	-	-	-	-	(2.5)	(32.4)	-	-	-	(34.9)
Local Agency Funds	-	-	-	-	-	-	-	-	-	-	-	(19.5)	-	19.5	-	-	-
Proposition 1B PTMISEA	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Regional Improvement Program	-	-	-	-	-	-	-	(25.1)	-	-	-	-	-	-	-	-	(25.1)
CMAQ & RSTP	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Other State & Federal	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Total	0.0	2.2	-	-	-	-	-	-	0.0	-	2.5	29.9	(32.4)	-	(2.2)		0.0

**Fiscal Stability Overview and Funding Commitments Inventory
Westside Purple Line Extension Project Funding Comparison (Section 1)**

	Prior	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	Total
(S in millions)															
As of March 2014	5.9														5.9
Other Local	-														-
Proposition A 35%	-														-
Proposition C 25%	-														-
Measure R 35%	193.1	4.0	3.0	3.0	6.3	340.7	305.7	184.9	27.6	128.1	6.2				368.3
Measure R 35% TIFIA Loan ⁽¹⁾														(47.9)	856.0
Lease Revenues	19.0				32.3				34.3						37.8
Repayment of Capital Projects Fund 3562	57.8	6.9	6.1		3.4	1.5	0.0	21.2	(27.0)	(27.0)	5.2	(13.1)	(22.0)		39.9
Local Agency Funds					1.3					5.0	25.0	22.0			75.3
Regional Improvement Program	2.6														2.6
CIMAG & RSTP ⁽⁴⁾			1.6	7.5	3.0										12.2
Section 5309 New Starts	65.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	85.0	1,250.0
5309 Capital Grant Rcpt Rev Bonds Proceeds	115.2	228.5	289.5	243.7	29.5			87.8	43.2	2.2					1,039.6
5309 Capital Grant Rcpt Rev Bonds Repay & Int	(65.0)	(100.0)	(100.0)	(100.0)	(100.0)	(100.0)	(100.0)	(100.0)	(100.0)	(100.0)	(100.0)	(100.0)	(100.0)	(37.1)	(1,202.1)
Other State & Federal ⁽⁵⁾	0.4														0.4
Total	394.1	239.3	297.2	254.2	415.2	308.5	184.9	195.6	149.3	38.6	8.9	0.0	0.0	0.0	2,485.7
As of Mar 2015	5.9														5.9
Other Local	-														-
Proposition A 35%	-														-
Proposition C 25%	-														-
Measure R 35%	32.9	221.6	124.5	0.9	(97.5)	16.1	28.9	143.7	99.2	8.3	45.6	15.0	(0.4)		638.8
Measure R 35% TIFIA Loan ⁽¹⁾															856.0
Lease Revenues	19.0				340.7				24.7						37.8
Repayment of Capital Projects Fund 3562	57.9	6.9	6.1		1.5	0.0	24.6	(27.0)	(27.0)	5.2	(13.1)	(22.0)		40.0	
Local Agency Funds					1.3				5.0	25.0	22.0				75.3
Regional Improvement Program	2.6														2.6
CIMAG & RSTP ⁽⁴⁾			1.6	7.5	3.0										12.2
Section 5309 New Starts	45.8	119.2	115.0	112.0	118.0	115.0	100.0	100.0	100.0	100.0	100.0	55.0	85.0	85.0	1,250.0
5309 Capital Grant Rcpt Rev Bonds Proceeds	115.2	228.5	289.5	243.7	29.5			87.8	43.2	2.2					1,039.6
5309 Capital Grant Rcpt Rev Bonds Repay	(100.0)	(100.0)	(100.0)	(100.0)	(100.0)	(100.0)	(100.0)	(100.0)	(100.0)	(100.0)	(100.0)	(100.0)	(100.0)	(84.6)	(1,184.6)
Other State & Federal ⁽⁵⁾	0.5														0.5
Total	145.6	381.9	375.6	310.0	507.9	369.1	213.8	193.0	165.1	100.4	11.6	0.0	0.0	0.0	2,773.9
Change⁽⁶⁾															
Other Local	-														-
Proposition A 35%	-														-
Proposition C 25%	-														-
Measure R 35%	(160.2)	217.6	124.5	(2.1)	(103.7)	16.1	28.9	116.1	(28.9)	2.1	45.6	15.0	(0.4)		270.5
Measure R 35% TIFIA Loan ⁽¹⁾															-
Lease Revenues	(19.0)	19.0			(32.3)		(34.3)			18.7				47.9	-
Repayment of Capital Projects Fund 3562	0.0				(3.4)	(0.0)	3.4								0.0
Local Agency Funds															-
Regional Improvement Program															-
CIMAG & RSTP ⁽⁴⁾															-
Section 5309 New Starts	(19.2)	19.2	15.0	12.0	18.0	15.0						(45.0)	(15.0)		-
5309 Capital Grant Rcpt Rev Bonds Proceeds	(115.2)	(113.3)	(61.1)	45.9	214.1	29.5		(87.8)	44.6	41.0	2.2				(0.0)
5309 Capital Grant Rcpt Rev Bonds Repay	65.0														17.5
Other State & Federal ⁽⁵⁾	0.1														0.1
Total	(248.5)	142.5	78.4	55.8	92.7	60.6	28.9	(2.6)	15.8	61.8	2.7	-	-	-	288.2

**Fiscal Stability Overview and Funding Commitments Inventory
Eastern and Southwest Yards (not in project budgets) - Funding Comparison**

	(\$ in millions)	2014		2015		2016		2017		2018		2019		2020		2021		2022		2023		2024		Total	
		Prior	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035		
SRTF Mar 2014	As of March 2014																								
	Prop A 35%	231.0	60.5	42.6	4.3																			338.4	
	Prop C 40%				10.8																			10.8	
	Measure R 35%																							-	
	Measure R 2%																							56.8	
	Lease Revenues	26.8	30.0																					-	
	Repayment of Capital Projects Fund 3562																							-	
Proposition 1B PTMISEA ⁽³⁾																							-		
Regional Improvement Program																							-		
CMAQ & RSTP ⁽⁴⁾	39.0		7.7																				46.7		
Total	296.8	90.5	50.3	15.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	452.7		
Mar 2015	As of Mar 2015																								
	Prop A 35%	137.9	29.9	25.8	26.5	32.5	12.9																	265.5	
	Prop C 40%																							-	
	Measure R 35%																							-	
	Measure R 2%		1.2	68.3	2.4	15.8																		87.7	
	Lease Revenues																							-	
	Repayment of Capital Projects Fund 3562																							-	
Proposition 1B PTMISEA ⁽³⁾																							-		
Regional Improvement Program																							-		
CMAQ & RSTP ⁽⁴⁾	137.9	31.1	94.1	28.9	32.5	28.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	353.2		
Total	137.9	31.1	94.1	28.9	32.5	28.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	353.2		
Change	Change⁽⁶⁾																								
	Prop A 35%	(93.1)	(30.6)	(16.8)	22.2	32.5	12.9																	(72.9)	
	Prop C 40%	-	-	-	(10.8)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	(10.8)	
	Measure R 35%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
	Measure R 2%	(26.8)	(28.8)	68.3	2.4	-	15.8																	30.9	
	Lease Revenues	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
	Repayment of Capital Projects Fund 3562	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Proposition 1B PTMISEA ⁽³⁾	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
Regional Improvement Program	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
CMAQ & RSTP ⁽⁴⁾	(39.0)	-	(7.7)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	(46.7)		
Total	(158.9)	(59.4)	43.8	13.8	32.5	28.7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	(99.5)		

Note: SRTF total was overstated by \$110 million due to prior year amount being overstated.

Fiscal Stability Overview and Funding Commitments Inventory
P3010 Light Rail Vehicles - Funding Comparison

	(\$ in millions)												Total	
	Prior	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024		
As of March 2014														
Prop A 35%	19.8	67.2	18.8	29.7										135.4
Prop C 40%														-
Measure R 35%	33.2		9.3	22.0										64.5
Measure R 2%		2.0	6.0											8.0
Lease Revenues														-
Other Local														-
Proposition 1B PTMISEA ⁽³⁾	87.3	5.1												92.4
Regional Improvement Program	4.6		7.7	0.0	114.4	90.6								217.3
CMAQ & RSTP ⁽⁴⁾	56.1					66.9								123.0
Total	201.0	74.3	35.8	57.7	114.4	157.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	640.6

As of Mar 2015														
Prop A 35%	11.5		17.4	50.1	56.6									135.6
Prop C 40%														-
Measure R 35%	0.2	22.9	28.4	10.8	2.1									64.5
Measure R 2%	10.2		2.0		1.2	2.0	2.0							17.5
Lease Revenues														-
Other Local	0.1													0.1
Proposition 1B PTMISEA ⁽³⁾	5.2	2.5	51.8	23.3	0.2									83.0
Regional Improvement Program	7.1	122.4			87.7									217.2
CMAQ & RSTP ⁽⁴⁾	21.9	13.8		20.1		67.0								122.8
Total	56.3	161.6	99.5	104.4	60.1	89.7	69.0	0.0	0.0	0.0	0.0	0.0	0.0	640.6

Change⁽⁶⁾														
Prop A 35%	(8.3)	(67.2)	(1.4)	20.5	56.6	-	-	-	-	-	-	-	-	0.1
Prop C 40%	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Measure R 35%	(33.0)	22.9	19.1	(11.2)	2.1	-	-	-	-	-	-	-	-	(0.0)
Measure R 2%	10.2	(2.0)	2.0	(6.0)	1.2	2.0	2.0	-	-	-	-	-	-	9.5
Lease Revenues	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Other Local	0.1	-	-	-	-	-	-	-	-	-	-	-	-	0.1
Proposition 1B PTMISEA ⁽³⁾	(82.1)	(2.6)	51.8	23.3	0.2	-	-	-	-	-	-	-	-	(9.4)
Regional Improvement Program	2.6	122.4	(7.7)	(0.0)	(114.4)	(2.9)	-	-	-	-	-	-	-	(0.1)
CMAQ & RSTP ⁽⁴⁾	(34.2)	13.8	-	20.1	-	(66.9)	67.0	-	-	-	-	-	-	(0.2)
Total	(144.7)	87.3	63.7	46.7	(54.2)	(67.8)	69.0	-	-	-	-	-	-	0.0

**Fiscal Stability Overview and Funding Commitments Inventory
Interstate 5 North Carpool Lanes from State Route 170 to State Route 134 Project Funding Comparison**

	2014		2015		2016		2017		2018		2019		2020		2021		Total
	Prior	2014	2015	2016	2017	2018	2019	2020	2021	2020	2021	2020	2021	2020	2021		
(\$ in millions)																	
As of March 2014																	
SRTF Mar 2014	43.4	11.3	121.0	72.6													248.3
Proposition C 25%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Proposition C 10%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Measure R 20%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Local Agency Funds	64.7																64.7
Proposition 1B CMIA ⁽⁷⁾	13.1																13.1
Proposition 1B SLPP ⁽⁸⁾	-																-
Proposition 1B Highway-Railroad Crossing Safety	-																-
Traffic Congestion Relief Program	22.0	80.0															102.0
CMAQ & RSTP ⁽⁴⁾	109.4	30.0															139.3
Regional Improvement Program	16.0	25.0															41.0
Other State & Federal ⁽⁵⁾	268.6	146.3	121.0	72.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	608.4
Total																	
As of Mar 2015																	
Mar 2015	50.3																50.3
Proposition C 25%	-																-
Proposition C 10%	-																-
Measure R 20%	33.2	18.5	61.6	53.6	49.8	11.7											228.5
Local Agency Funds	-																-
Proposition 1B CMIA ⁽⁷⁾	33.2	8.8	22.7														64.7
Proposition 1B SLPP ⁽⁸⁾	13.1																13.1
Proposition 1B Highway-Railroad Crossing Safety	-																-
Traffic Congestion Relief Program	20.5	42.0	35.7														98.2
CMAQ & RSTP ⁽⁴⁾	109.7	30.0															139.7
Regional Improvement Program	0.4	18.2	20.9														39.5
Other State & Federal ⁽⁵⁾	260.3	99.0	97.8	61.6	53.6	49.8	11.7										633.9
Total																	
Change⁽⁶⁾																	
Change	6.9	(11.3)	(121.0)	(72.6)	-	-	-	-	-	-	-	-	-	-	-	-	(198.0)
Proposition C 25%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Proposition C 10%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Measure R 20%	33.2	-	18.5	61.6	53.6	49.8	11.7										228.5
Local Agency Funds	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Proposition 1B CMIA ⁽⁷⁾	(31.5)	8.8	22.7	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0
Proposition 1B SLPP ⁽⁸⁾	(0.0)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	(0.0)
Proposition 1B Highway-Railroad Crossing Safety	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Traffic Congestion Relief Program	(1.5)	(38.0)	35.7	-	-	-	-	-	-	-	-	-	-	-	-	-	(3.8)
CMAQ & RSTP ⁽⁴⁾	0.3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.3
Regional Improvement Program	(15.6)	(6.8)	20.9	-	-	-	-	-	-	-	-	-	-	-	-	-	(1.5)
Other State & Federal ⁽⁵⁾	(8.2)	(47.3)	(23.2)	(11.0)	53.6	49.8	11.7										25.5
Total																	

**Fiscal Stability Overview and Funding Commitments Inventory
Interstate 5 South from Orange County Line to Interstate 605 (includes Carmenita Interchange) Project Funding Comparison**

	(\$ in millions)												Total				
	Prior	2014	2015	2016	2017	2018	2019	2020	2021	2022	2021	2022					
As of March 2014																	
Proposition C 25%	52.8	13.7	103.1	160.9	154.6	54.8	52.5										592.5
Proposition C 10%																	-
Measure R 20%																	-
Local Agency Funds	0.5																0.5
Proposition 1B CMIA ⁽⁷⁾	89.3	165.9	59.8														315.0
Proposition 1B SLPP ⁽⁸⁾	14.9																14.9
Proposition 1B Highway-Railroad Crossing Safety																	-
Traffic Congestion Relief Program	156.3	19.8	19.8														196.0
CMAQ & RSTP ⁽⁴⁾	106.7	10.4	78.9														196.0
Regional Improvement Program	334.7	46.4		54.1													435.2
Other State & Federal ⁽⁵⁾	87.3	7.0				50.0											144.3
Total	842.6	263.3	261.6	215.0	154.6	104.8	52.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1,894.3

As of Mar 2015																	
Proposition C 25%	42.8			23.4	65.0	50.2	30.8	6.0									218.1
Proposition C 10%																	-
Measure R 20%	49.7	40.2	120.0														209.9
Local Agency Funds	0.5																0.5
Proposition 1B CMIA ⁽⁷⁾	67.9	45.0	113.9	88.3													315.1
Proposition 1B SLPP ⁽⁸⁾	14.9		0.0														14.9
Traffic Congestion Relief Program	156.3	10.2	9.6	19.8													196.0
CMAQ & RSTP ⁽⁴⁾	148.5		77.3	35.7	34.5												296.0
Regional Improvement Program	394.5	150.8	0.2														545.5
Other State & Federal ⁽⁵⁾	20.3	39.0	35.0			50.0											144.3
Total	895.4	285.3	356.0	167.2	99.5	100.2	30.8	6.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1,940.3

Change⁽⁶⁾																	
Proposition C 25%	(10.1)	(13.7)	(103.1)	(137.5)	(89.6)	(4.6)	(21.7)	6.0	-	-	-	-	-	-	-	-	(374.3)
Proposition C 10%																	-
Measure R 20%	49.7	40.2	120.0	-	-	-	-	-	-	-	-	-	-	-	-	-	209.9
Local Agency Funds																	-
Proposition 1B CMIA ⁽⁷⁾	(21.5)	(120.9)	54.1	88.3	-	-	-	-	-	-	-	-	-	-	-	-	0.0
Traffic Congestion Relief Program		(9.6)	(10.2)	19.8	-	-	-	-	-	-	-	-	-	-	-	-	-
CMAQ & RSTP ⁽⁴⁾	41.8	(10.4)	(1.6)	35.7	34.5	-	-	-	-	-	-	-	-	-	-	-	100.0
Regional Improvement Program	59.8	104.4	0.2	(54.1)	-	-	-	-	-	-	-	-	-	-	-	-	110.3
Other State & Federal ⁽⁵⁾	(67.0)	32.0	35.0	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0
Total	52.8	22.0	94.3	(47.8)	(55.1)	(4.6)	(21.7)	6.0	-	-	-	-	-	-	-	-	46.0

**Fiscal Stability Overview and Funding Commitments Inventory
Interstate 10 Carpool Lanes from Interstate 605 to State Route 57 Project Funding Comparison**

	(\$ in millions)	2014		2015		2016		2017		2018		2019		2020		2021		2022		2023		2024		Total
		Prior	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034		
As of March 2014		2.1			41.5	35.4																	79.0	
Proposition C 25%																							-	
Proposition C 10%																							-	
As of March 2014																							-	
Local Agency Funds																							-	
Proposition 1B CMIA ⁽⁷⁾																							-	
Traffic Congestion Relief Program (TCRP)*		58.5	10.3	10.3	10.3	10.3																	89.4	
TCRP LONP*		(30.9)	(10.3)	(10.3)	(10.3)	(10.3)																	(61.8)	
CMAQ & RSTP ⁽⁴⁾		62.7	-	37.3	63.1	55.3	14.3																232.7	
Regional Improvement Program		167.8	17.4	18.0	-																		203.2	
Other State & Federal ⁽⁵⁾		24.6	61.9																				86.5	
Total		284.8	79.3	55.3	63.1	96.8	49.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	629.0	

As of Mar 2015		2.1		0.1	35.7	42.9	37.1	14.8															132.7
Proposition C 25%																							-
Proposition C 10%																							-
As of March 2014																							-
Local Agency Funds																							-
Proposition 1B CMIA ⁽⁷⁾																							-
Traffic Congestion Relief Program (TCRP)*		58.5	10.3	10.3	10.3																		89.4
TCRP LONP*		(30.9)	(10.3)	(10.3)	(10.3)																		(61.8)
CMAQ & RSTP ⁽⁴⁾		59.8		27.6	54.5	24.6	6.3	21.0															193.8
Regional Improvement Program		167.9	7.6	27.9																			203.4
Other State & Federal ⁽⁵⁾		1.4	19.9	28.6	29.8	6.7																	86.4
Total		258.8	27.5	84.1	84.4	67.0	49.2	37.1	35.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	643.9

Change⁽⁶⁾		-	-	-	0.1	(5.8)	7.5	37.1	14.8	-	-	-	-	-	-	-	-	-	-	-	-	-	53.7
Proposition C 25%		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Proposition C 10%		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Measure R 20%		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Local Agency Funds		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Proposition 1B CMIA ⁽⁷⁾		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Traffic Congestion Relief Program (TCRP)*		0.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0
TCRP LONP*		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
CMAQ & RSTP ⁽⁴⁾		(2.9)	-	(9.7)	(8.6)	(30.7)	(8.0)	21.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	(38.9)
Regional Improvement Program		0.1	(9.8)	9.9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.2
Other State & Federal ⁽⁵⁾		(23.2)	(42.0)	28.6	29.8	6.7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	(0.1)
Total		(26.0)	(51.8)	28.8	21.3	(29.8)	(0.6)	37.1	35.8	-	-	-	-	-	-	-	-	-	-	-	-	-	14.9

**Fiscal Stability Overview and Funding Commitments Inventory
Interstate 405 Northbound Carpool Lanes from Interstate 10 to US-101 Project Funding Comparison**

	(\$ in millions)	2014		2015		2016		2017		2018		2019		2020		Total
		Prior	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026		
SRTF Mar 2014	As of March 2014															
	Proposition C 25%	7.0	82.0													89.0
	Proposition C 10%															-
	Measure R 20%															-
	Local Agency Funds	2.6	3.7													6.3
	Proposition 1B CMIA ⁽⁷⁾	640.1														640.1
	Proposition 1B SLPP ⁽⁸⁾															-
	Proposition 1B Highway-Railroad Crossing Safety															-
	Traffic Congestion Relief Program	66.0	8.0	8.0	8.0											90.0
	CMAQ & RSTP ⁽⁴⁾	9.2														9.2
	Regional Improvement Program															-
	Other State & Federal ⁽⁵⁾	314.9														314.9
	Total	1,039.8	93.7	8.0	8.0	8.0	8.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1,149.5

Mar 2015	As of Mar 2015															
	Proposition C 25%	7.0	82.0													89.0
	Proposition C 10%															-
	Measure R 20%															-
	Local Agency Funds	2.6	3.7													6.3
	Proposition 1B CMIA ⁽⁷⁾	640.0														640.0
	Proposition 1B SLPP ⁽⁸⁾															-
	Proposition 1B Highway-Railroad Crossing Safety															-
	Traffic Congestion Relief Program	66.0	8.0	8.0	8.0											90.0
	CMAQ & RSTP ⁽⁴⁾	9.2	90.0													99.2
	Regional Improvement Program															-
	Other State & Federal ⁽⁵⁾	306.9														306.9
	Total	1,031.7	101.7	90.0	8.0	8.0	8.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1,231.4

Change	Change⁽⁶⁾															
	Proposition C 25%	(0.0)	(82.0)	82.0												(0.0)
	Proposition C 10%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Measure R 20%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Local Agency Funds	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Proposition 1B CMIA ⁽⁷⁾	(0.1)	-	-	-	-	-	-	-	-	-	-	-	-	-	(0.1)
	Proposition 1B SLPP ⁽⁸⁾	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Proposition 1B Highway-Railroad Crossing Safety	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Traffic Congestion Relief Program	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	CMAQ & RSTP ⁽⁴⁾	-	90.0	-	-	-	-	-	-	-	-	-	-	-	-	90.0
	Regional Improvement Program	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Other State & Federal ⁽⁵⁾	(7.9)	-	-	-	-	-	-	-	-	-	-	-	-	-	(7.9)
	Total	(8.1)	8.0	82.0	-	-	-	-	-	-	-	-	-	-	-	81.9

**Fiscal Stability Overview and Funding Commitments Inventory
SR-710 North Project Funding Comparison**

	Prior	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	Total	
As of March 2014																													
Proposition C 25%	42.6	17.3	13.1	7.0	0.0	0.0	20.0	20.0	10.0	0.0	100.0	200.0	200.0	100.0	50.0													780.0	
Measure R 20%																												-	
Local Agency Funds																												-	
Traffic Congestion Relief Program																31.0	0.2	0.8	8.7	2.1	58.0	27.7	27.2	16.3				171.8	
CMAQ & RSTP ⁽⁴⁾	8.8															29.9	47.6	25.0	20.3				1.5					133.1	
Regional Improvement Program	18.3																											18.3	
Other State & Federal ⁽⁵⁾																													
TBD Highway Strategy Funding	69.7	42.3	31.1	7.0	0.0	0.0	20.0	20.0	677.0	667.0	667.0	667.0	866.0	866.0	323.0	272.0	48.4	33.7	22.4	58.0	27.7	27.2	17.8	0.0	0.0	0.0	0.0	4,526.9	
Total																												5,630.1	
As of Mar 2015																													
Proposition C 25%	37.7	6.3	5.5	30.6			20.0	20.0	10.0	7.0	124.4	36.3				27.1	45.4	101.1	61.0	56.0	86.2	66.2	39.4						780.0
Measure R 20%																													-
Local Agency Funds																													-
Traffic Congestion Relief Program																18.2	0.2	0.8	8.7	11.6	60.0	34.7	27.2	7.3			3.2	171.8	
CMAQ & RSTP ⁽⁴⁾	8.8															29.9	47.6	25.0	20.3				1.5					133.1	
Regional Improvement Program	18.3																											18.3	
Other State & Federal ⁽⁵⁾																													
TBD Highway Strategy Funding	64.8	25.0	18.0	31.3	23.5	30.6	0.0	0.0	20.0	677.0	667.0	667.0	703.3	866.0	202.1	57.2	93.8	134.8	92.9	116.0	120.8	93.4	48.2	0.0	0.0	0.0	0.0	4,526.9	
Total																												5,630.1	
Change⁽⁶⁾																													
Proposition C 25%																													-
Measure R 20%	(4.9)	(11.0)	(7.6)	23.5						7.0	24.4	(163.7)	(200.0)	(100.0)	(50.0)													(0.0)	
Local Agency Funds																													-
Traffic Congestion Relief Program																													-
CMAQ & RSTP ⁽⁴⁾																(12.8)			0.0	9.5	2.1	7.0	(9.0)					(0.0)	
Regional Improvement Program	0.0															0.0												0.1	
Other State & Federal ⁽⁵⁾	0.0																											0.0	
TBD Highway Strategy Funding	(4.9)	(11.0)	(7.6)	23.5						7.0	24.4	(163.7)		200.0	100.0	(58.1)	(241.9)											-	
Total																												0.0	

Fiscal Stability Overview and Funding Commitments Inventory
Interstate 710 South Project Funding Comparison

(\$ in millions)	Prior	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	Total
		2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040		
As of March 2014																													
SRTP Mar 2014																													
Proposition C 25%	2.5																												2.5
Measure R 20%	14.8	22.0					2.0	5.0																					430.8
Local Agency Funds	0.9																												0.9
Traffic Congestion Relief Program																													-
CMAQ & RSTP ⁽⁴⁾						30.9	10.2											4.7	47.0	19.1	19.2	14.2	19.0	18.8	14.6				197.6
Regional Improvement Program																													52.6
Other State & Federal ⁽⁵⁾																													-
TBD Highway Strategy Funding																													5.110.0
Total	18.2	257.0	757.0	767.0	767.0	522.0	523.0	523.0	523.0	523.0	210.0	210.0	210.0	210.0	230.0	20.0	10.0	10.0	29.7	104.0	84.1	47.2	155.2	19.0	18.8	14.6	0.0	0.0	5,794.4
As of Mar 2015																													
Mar 2015																													
Proposition C 25%	2.5	1.3				13.2	26.2																						43.2
Measure R 20%	0.6	8.0	12.0	8.0	6.0	10.0	8.6																						430.0
Local Agency Funds	0.9																												0.9
Traffic Congestion Relief Program																													-
CMAQ & RSTP ⁽⁴⁾																													156.5
Regional Improvement Program																													53.0
Other State & Federal ⁽⁵⁾																													-
TBD Highway Strategy Funding																													4,220.0
Total	4.1	9.3	270.0	300.0	308.0	145.0	535.0	535.0	535.0	500.0	400.0	400.0	400.0	50.0	50.0	70.0	20.0	10.0	45.9	96.6	79.7	42.8	144.2	14.5	14.3	10.1	3.5	9.9	4,903.6
Change⁽⁶⁾																													
Proposition C 25%	0.0	1.3	-	-	-	13.2	26.2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	40.7
Measure R 20%	(14.2)	(14.0)	12.0	8.0	6.0	10.0	6.6	(5.0)	-	-	-	-	0.8	-	-	-	-	-	-	-	-	-	(11.0)	-	-	-	-	-	(0.8)
Local Agency Funds	(0.0)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	(0.0)
Traffic Congestion Relief Program	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
CMAQ & RSTP ⁽⁴⁾	-	-	-	-	-	(30.9)	(10.2)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Regional Improvement Program	-	-	-	-	-	-	0.4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.4
Other State & Federal ⁽⁵⁾	-	(235.0)	(487.0)	(467.0)	(377.0)	12.0	12.0	12.0	290.0	290.0	190.0	190.0	190.0	(160.0)	(160.0)	-	-	-	-	-	-	-	-	-	-	-	-	-	(890.0)
TBD Highway Strategy Funding	(14.1)	(247.7)	(475.0)	(459.0)	(371.0)	4.3	35.1	7.0	290.0	290.0	190.0	190.0	(159.2)	(160.0)	(160.0)	-	-	-	16.2	(7.4)	(4.4)	(4.4)	(11.0)	(4.5)	(4.5)	(4.5)	3.5	9.9	(890.8)

**Fiscal Stability Overview and Funding Commitments Inventory
2015 & Future Call For Projects (CFP) and ATP**

	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total	
(\$ in millions)																				
As of March 2014																				
S RTP Mar 2014																				
Proposition C 25%					13.4	236.9	99.8	74.0	227.2	166.4	160.6	175.7	186.0	211.2	196.4	186.3	0.0		1,933.8	
Proposition C 10%					5.0	5.0	5.0	5.0	5.0	5.9	8.8	9.7	13.5	15.3	6.2				79.4	
Repayment of Capital Projects Fund 3562																			-	
Transportation Alternatives (TAP)							102.9	136.4	24.7	85.5	88.6	63.3	51.2	50.0	16.3				618.8	
Regional Improvement Program						27.0	27.0	27.0	27.0	27.0	27.0	27.0	27.0	27.0	27.0	27.0	27.0	27.0	297.0	
Active Transportation Program (ATP)						0.3	22.0												22.3	
CMAQ & RSTP ⁽⁴⁾																				
Total	0.0	0.0	0.0	0.0	13.4	269.2	256.7	242.4	283.9	284.8	285.0	275.7	277.7	303.4	245.8	213.3	0.0	0.0	2,951.2	
As of Mar 2015																				
Proposition C 25%						47.9	116.5	64.3	188.6	142.0	138.3	162.1	171.0	185.5	190.0	228.2	205.0		1,839.3	
Proposition C 10%						5.1	5.1	5.1	5.1	5.9	8.8	9.7	13.0	14.5	6.2	0.9			79.3	
Repayment of Capital Projects Fund 3562																			44.9	
Transportation Alternatives (TAP)																			-	
Regional Improvement Program						30.3	30.3	30.3	30.3	30.3	30.3	30.3	30.3	30.3	30.3	30.3	30.3	30.3	458.0	
Active Transportation Program (ATP)						9.6	0.0	71.8	31.6	16.6	15.1	14.9	14.8	0.0	37.6	20.9			333.3	
CMAQ & RSTP ⁽⁴⁾																			232.8	
Total	0.0	0.0	0.0	0.0	0.0	96.7	163.2	280.3	280.3	280.3	280.3	280.3	280.3	280.3	280.3	280.3	205.0	205.0	2,987.5	
Change⁽⁶⁾																				
Proposition C 25%	-	-	-	-	(13.4)	(189.0)	16.7	(9.7)	(38.7)	(24.4)	(22.4)	(13.6)	(15.0)	(25.7)	(6.4)	42.0	205.0		(94.5)	
Proposition C 10%	-	-	-	-	-	0.1	0.1	0.1	0.1	-	(0.1)	(0.0)	(0.5)	(0.8)	0.0	0.9	-	-	(0.1)	
Repayment of Capital Projects Fund 3562	-	-	-	-	-	3.9	11.3	19.9	-	-	9.8	-	-	-	-	-	-	-	44.9	
Transportation Alternatives (TAP)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Regional Improvement Program	-	-	-	-	-	0.0	(102.9)	(47.5)	-	-	(10.5)	0.0	0.0	0.0	0.0	-	-	-	(160.8)	
Active Transportation Program (ATP)	-	-	-	-	-	3.3	3.3	3.3	3.3	3.3	3.3	3.3	3.3	3.3	3.3	3.3	3.3	3.3	36.3	
CMAQ & RSTP ⁽⁴⁾	-	-	-	-	-	9.3	(22.0)	71.8	31.6	16.6	15.1	14.9	14.8	-	37.6	20.9	-	-	210.6	
Total	-	-	-	-	(13.4)	(172.5)	(93.5)	37.9	(3.6)	(4.5)	(4.7)	4.6	2.6	(23.1)	34.5	67.0	205.0	205.0	36.3	

Fiscal Stability Overview and Funding Commitments Inventory

Notes

- (1) TIFIA= Transportation Infrastructure Finance And Innovation Act
- (2) Other Local includes Lease Revenues, Local Transportation Funds and Transportation Development Act.
- (3) PTMISEA= Public Transportation Modernization, Improvement, and Service Enhancement Account
- (4) CMAQ= Congestion Mitigation and Air Quality; RSTP= Regional Surface Transportation Program.
- (5) Other State & Federal includes High Speed Rail Bonds, Section 5309 Bus & Bus-Related, Section 5339, Metro and Caltrans American Recovery and Reinvestment Act of 2009 funds, State Highway Operation and Protection Program (SHOPP), Transportation Enhancements, and Interregional Improvement Program (IIP).
- (6) Changes include LACMTA Board of Directors directed changes (by specific action or policy) and CEO delegated authority changes.
- (7) CMIA= Corridor Mobility Improvement Account
- (8) SLPP= State-Local Partnership Program Account

Short Range Transportation Plan (SRTTP)

Fiscal Stability and Funding Commitments Inventory

FY 2015 through FY 2024

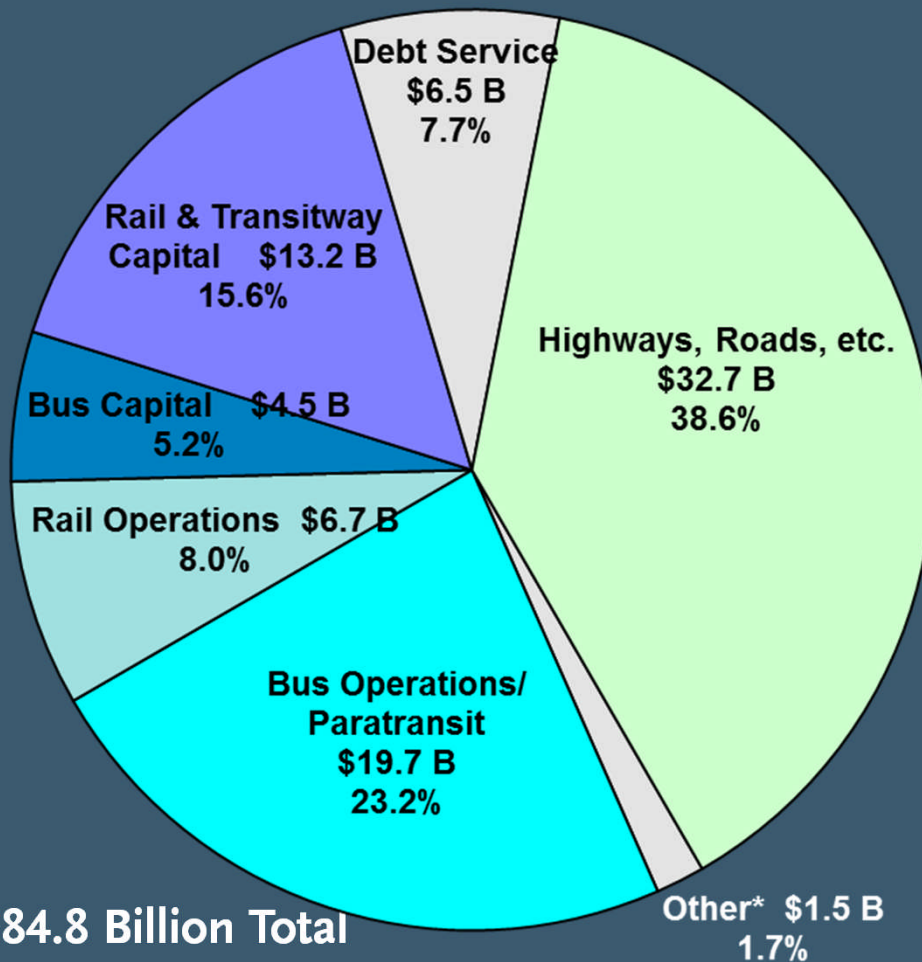
Finance, Budget and Audit Committee (Item 5)
Planning and Programming Committee (Item 19)
June 25, 2015



Excerpts from Attachment M

Transportation Public Investments by Mode: Countywide and Metro Controlled Spending Forecast

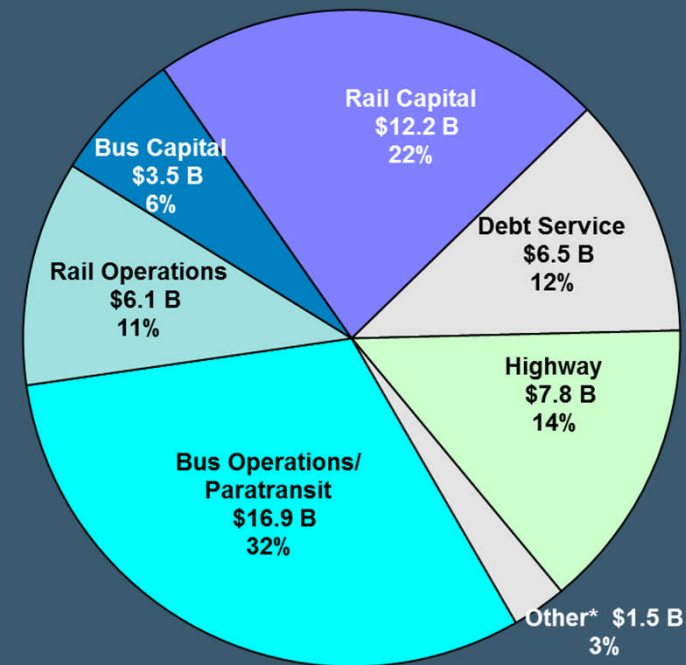
**Countywide Uses
FY 2015 – FY 2024**



**\$84.8 Billion Total
FY 2015 – FY 2024**

* Includes safety net program, agency-wide capital, and regulatory oversight.

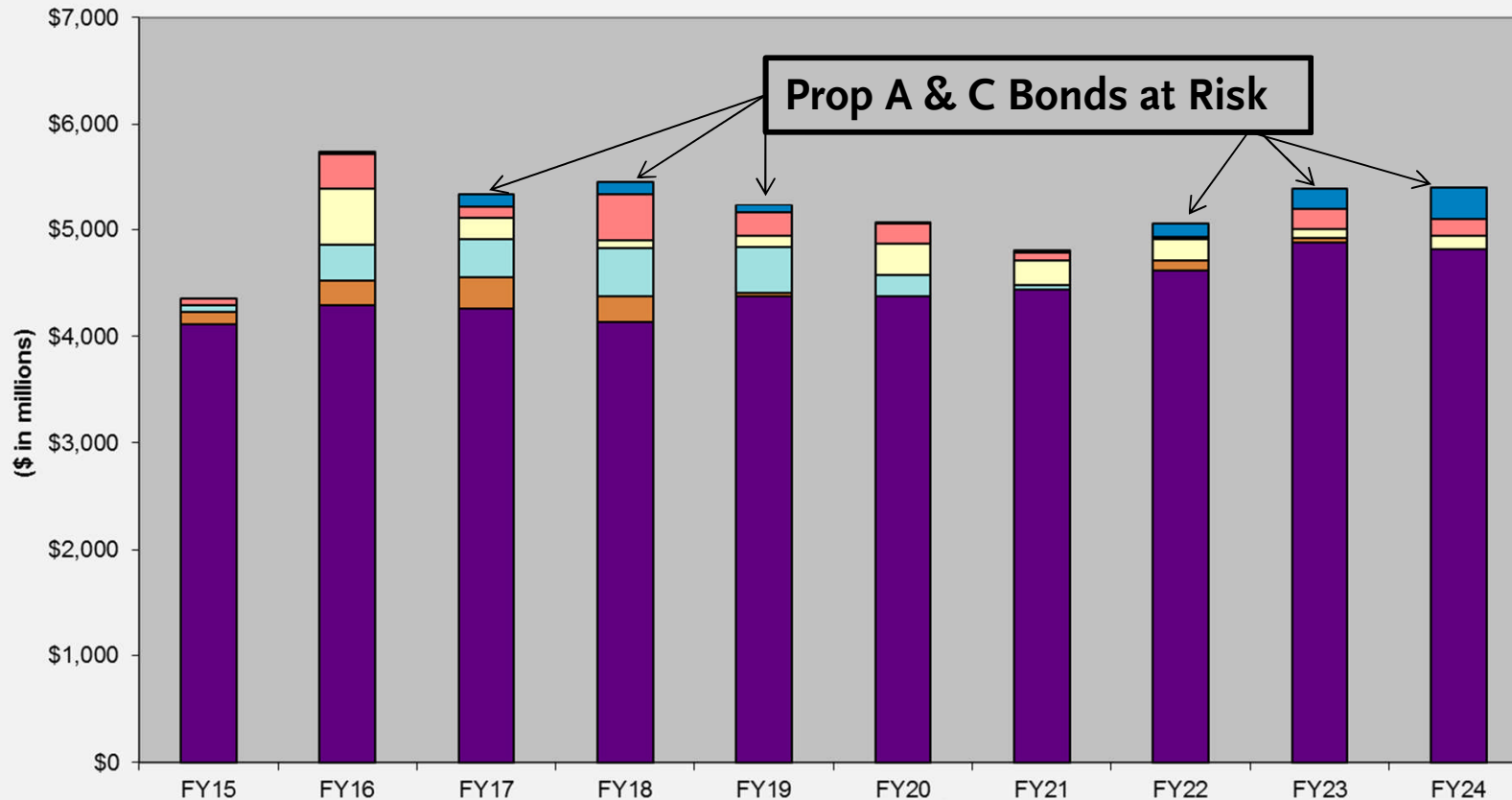
**Metro Controlled Uses
FY 2015 – FY 2024**



**\$54.5 Billion Total
FY 2015 – FY 2024**

Borrowing Key to Transformative Plan

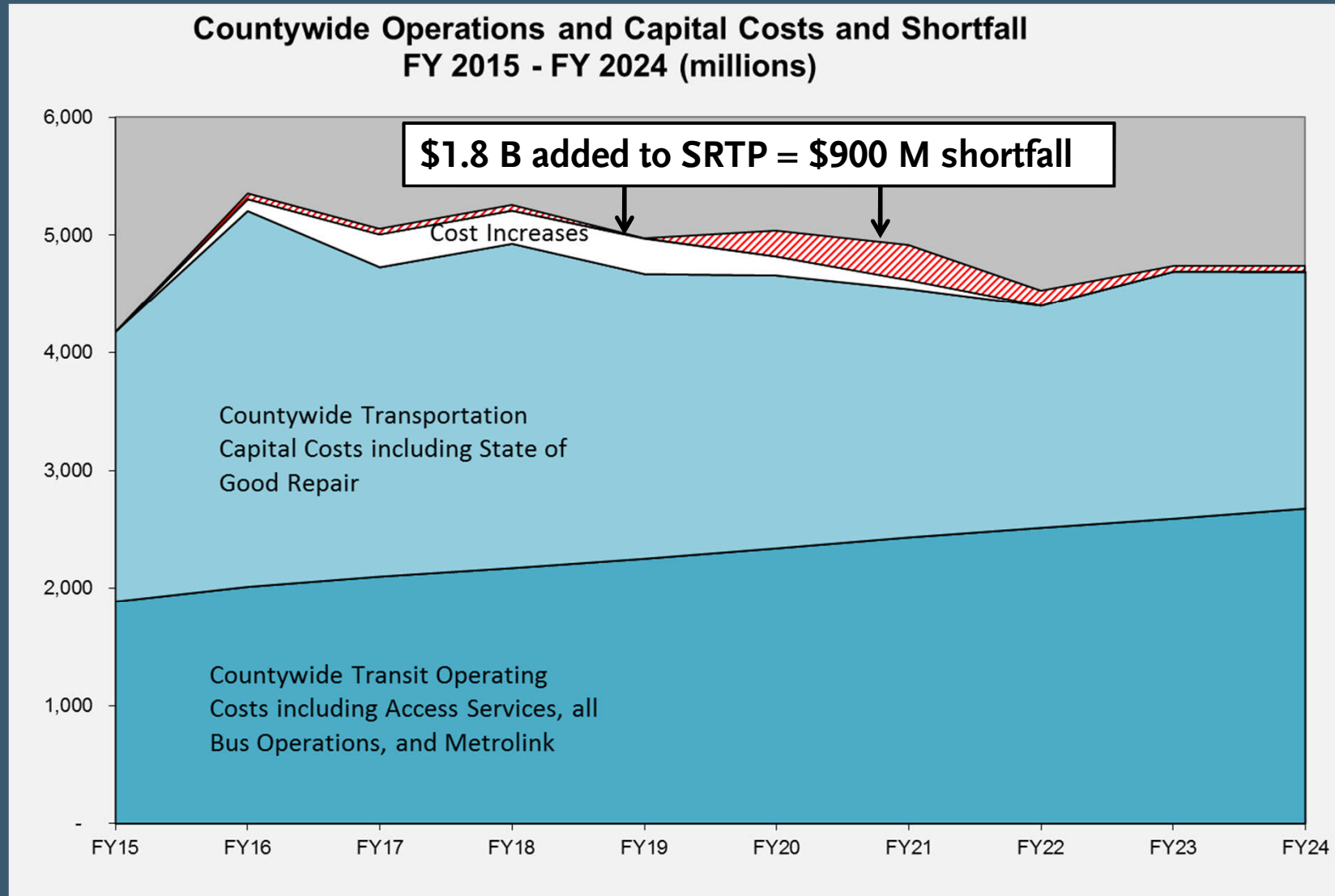
Funding Plan for Metro-Controlled Uses
FY 2015 - FY 2024



- Props A and C Borrowing - Operations Eligible \$1.0 B
- Prop C 25% Transit-related Highway Bonds \$1.8 B
- Measure R 35% Transit and 20% Highway Bonds \$1.9 B
- Measure R 35% TIFIA Loans \$1.9 B
- Financing: Capital Grant Receipt Revenue Bonds \$1.0 B
- State, Federal and Other Local Metro-controlled Revenues \$44.3 B*

* Excludes Beginning Balances

Countywide Forecast: SRTP Has \$900 M Shortfall

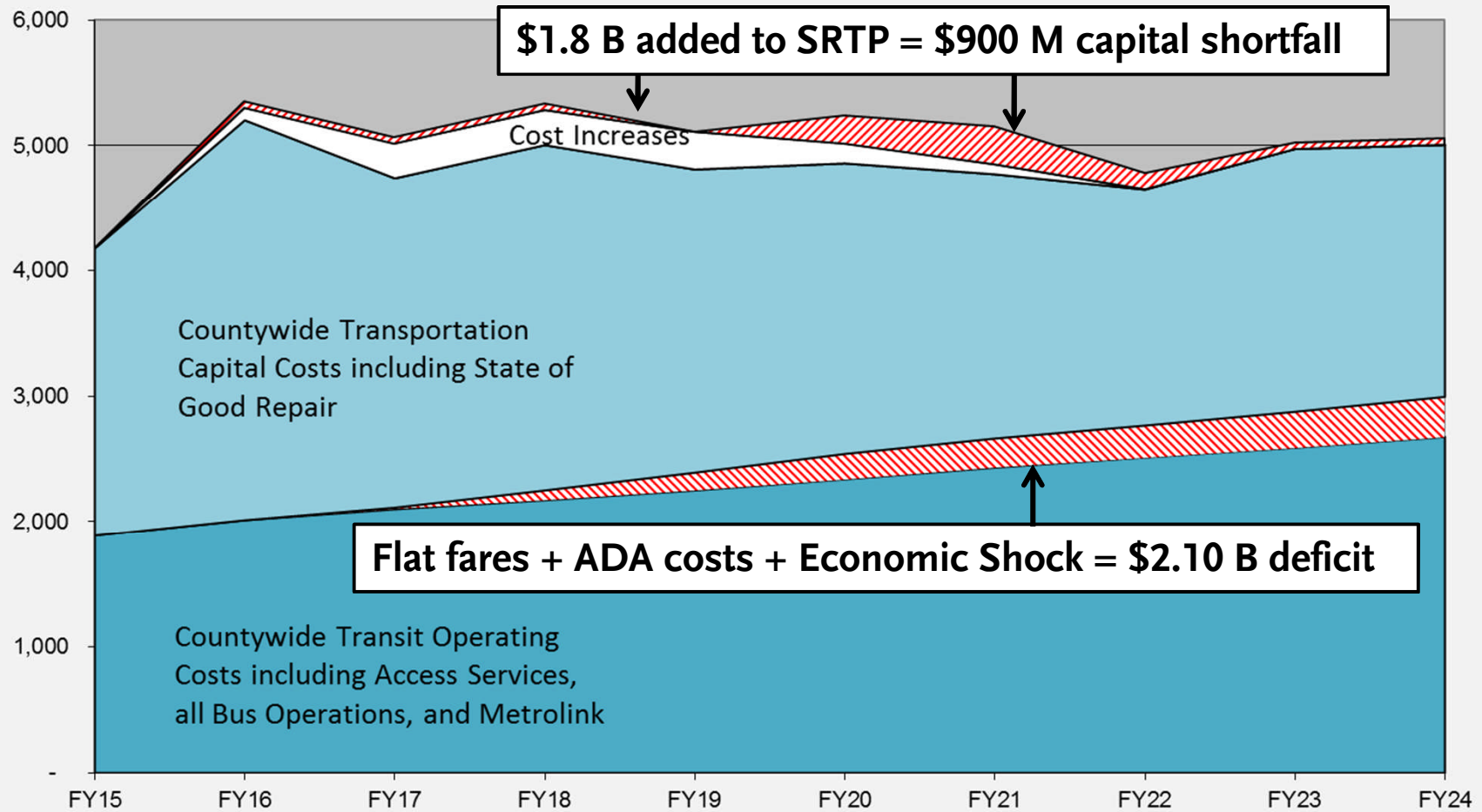


Metro's Worst Case: Could be Far Worse

- **Periodic economic shocks expected**
 - Higher bids and other cost increases occurring now
 - Economic recession could occur during plan period
- **Borrowing strategies are at risk**
 - Transit operating costs rise faster than CPI
 - Fares not keeping pace with costs
 - Access Services demand growing
- **New revenue sources are important**
 - Federal funding increase needed in reauthorization
 - State Cap & Trade needed for SRTP greenhouse gas reductions

Perfect Storm: Flat Fares, ADA Costs, & Economic Shock

Countywide Operations and Capital Costs Shortfall
FY 2015 - FY 2024 (million)





Board Report

File #: 2015-0259, **File Type:** Program

Agenda Number: 6.

**FINANCE, BUDGET, AND AUDIT COMMITTEE
JUNE 17, 2015**

SUBJECT: FY 2015-16 METROLINK ANNUAL WORK PROGRAM BUDGET

ACTION: APPROVE METROLINK'S FY 2015-16 ANNUAL WORK PROGRAM AND RELATED ACTIONS

RECOMMENDATION

APPROVED:

- A. the **Southern California Regional Rail Authority's (SCRRA) FY 2015-16 Annual Work Program** pursuant to their April 17, 2015, budget transmittal (Attachment A) and subsequent May 28, 2015, revised budget transmittal (Attachment B);
- B. the Los Angeles County Metropolitan Transportation Authority's (LACMTA) share of SCRRA FY 2015-16 Metrolink funding totaling \$87,514,128 to reflect the programming of funds as follows:
 - 1. \$65,481,000 for Metrolink Operations;
 - 2. \$2,578,128 for Right of Way (ROW) Security;
 - 3. \$5,806,000 for ROTEM Reimbursement;
 - 4. \$13,074,000 for New TVM Purchase in Los Angeles County;
 - 5. \$475,000 for Capital Projects; and
 - 6. \$100,000 for one-time special events
- C. authorizing the Chief Executive Officer (CEO) to defer LACMTA's share of SCRRA FY 2015-16 Renovation and Rehabilitation budget and extend the lapsing dates of expiring MOUs until the agreed upon cash flow and reconciliation of SCRRA's Renovation and Rehabilitation program is provided to LACMTA or until September 30, 2015;
- D. the FY 2015-16 Transfers to Other Operators payment rate of \$1.10 per boarding to LACMTA and an EZ Pass reimbursement cap to LACMTA of \$5,592,000;

- E. authorizing the CEO to amend LACMTA's Commuter Rail Program budget as described in the financial impact section of this report and to negotiate and execute all necessary agreements between LACMTA and the SCRRA for the approved funding; and
- F. authorizing the CEO to amend LACMTA's adopted budget to reflect the above recommendations.

ISSUE

The SCRRA Joint Powers Agreement (JPA) requires the member agencies to approve their share of Metrolink funding before the SCRRA Board adopts their budget. The SCRRA Board is scheduled to approve the FY 2015-16 Budget at their June 26, 2015, Board meeting pending LACMTA Board approval on June 25, 2015. Since LACMTA approved their FY 2015-16 Budget on May 28, 2015, the LACMTA FY 2015-16 Budget will need to be amended to reflect the programming and budget actions recommended in this item.

POLICY IMPLICATIONS

The SCRRA FY 2015-16 Budget sets service levels, identifies rehabilitation and renovation projects, programs new capital projects, and establishes member agency shares of operating costs and subsidy allocation commitments for Metrolink service. Approval of this funding commitment is made in accordance with the SCRRA Joint Powers Agreement and will allow SCRRA to continue Metrolink operations at the specified levels and to maintain the railroad in a reliable state of good repair.

DISCUSSION

The Metrolink system provides commuter rail service within Los Angeles County and between Los Angeles County and the surrounding counties of Orange, Riverside, San Bernardino, and Ventura, as well as northern San Diego County. Ridership currently averages 41,374 boardings per day. Approximately 78% of riders have destinations within Los Angeles County with the average rider traveling 35 miles each way.

SCRRA's Chief Executive Officer transmitted the Preliminary FY 2015-16 Budget to the five member agencies on April 17, 2015, and the revised FY 2015-16 Budget on May 28, 2015. SCRRA's FY 2015-16 Budget assumes no fare increase.

The SCRRA overall FY 2015-16 Budget consists of \$229.8 million for operations, \$75.0 million for rehabilitation projects and \$57.0 million for new capital projects. Approximately 45% of the operating expenses are offset by fare box and other operating revenues. The remaining 55% of operating costs is shared by the five member agencies based on formulas established by the JPA. LACMTA's share of the operations subsidy is approximately 51%.

Metrolink Operations - \$65,481,000

Metrolink operates 172 weekday and 90 weekend trains. SCRRA’s 2015-16 Budget includes new service with the addition of the 91 Line Perris Valley extension consisting of three new round trips from South Perris to L.A. Union Station and three intra-county round trips. This new service is expected to begin December 14, 2015.

For FY 2015-16, SCRRA’s operating expenses are projected to increase \$7.2 million (3.2%) over FY 2014-15 levels. Much of this increase is attributable to the new Perris Valley Line service, increased TVM ticket stock and credit card service costs, insurance increases as a result of the Oxnard accident and transfers to other operators.

METROLINK OPERATIONS BUDGET SUMMARY (\$ Millions)				
	FY 2014-15	FY 2015-16	DIFF.	CHANGE *
Expenses	\$ 222	\$ 230	\$ 7	3%
Revenues	\$ 111	\$ 102	(\$ 9)	(8%)
Member Agency	\$ 112	\$ 128	\$ 15	14%
Metro Subsidy	\$ 60	\$ 65	\$ 5	9%

* Numbers may not add up due to rounding

For FY 2015-16, the member agencies will absorb \$16 million in increased member agency subsidies to SCRRA. Because LACMTA is the largest funding partner for SCRRA, LACMTA will incur the majority of the \$16 million subsidy increase. LACMTA’s requested contribution for FY 2015-16 Metrolink Operations will increase 9% from \$60 million to \$65 million. It should be noted that Metrolink operating costs have been dramatically increasing over the past three years. This trend is not sustainable and exceeds LACMTA’s LRTP projection .

Right-of-Way (ROW) Security Services from L.A. County Sheriff - \$2,578,128

SCRRA contracts with the Los Angeles County Sheriff Department (LASD) to provide core security and fare enforcement services on board trains and at stations. In addition, and separate from the aforementioned core services, LACMTA provides additional subsidy to SCRRA for supplemental LASD services on Metrolink ROW owned by LACMTA. The budget amount for 9.5 full time equivalents (FTEs) are funded to provide a dedicated security presence along LACMTA owned ROW, and to more quickly respond to incidents along the ROW within Los Angeles County.

OCTA/Rotem Rolling Stock Acquisition - \$5,806,000

The Orange County Transportation Authority (OCTA) purchased 22 rails cars for inter-county service which were later incorporated into the system-wide fleet. The member agencies reached an agreement that OCTA is to be compensated for these system-wide cars. A five year funding plan was established and payments will be made for a total LACMTA commitment of \$19,928,150. LACMTA previously approved \$4,100,000 as a first year commitment for FY 2012-13, \$4,500,000 for the second year commitment in FY 2013-14 and \$4,000,000 for the third year commitment in FY 2014-15. For the fourth year commitment, FY 2015-16 only, LACMTA will program \$5,806,000 in Measure R 3% funds. The final commitment of \$1,522,150 for year five will be taken to the LACMTA

Board with the FY 2016-17 budget.

Renovation and Rehabilitation Program

Each year LACMTA allocates funds to SCRRA for its Rehabilitation and Renovation program. This program funds routine repairs and improvements to track work, bridge repair and other infrastructure, signal system, rail, ties, ballast and replacement/refurbishment of rolling stock in order to keep the railroad in a state of good repair.

SCRRA has requested \$20,000,000 in programming authority for their FY 2015-16 Renovation and Rehabilitation program. This is in addition to the approximately \$40M of previously programmed and budgeted rehabilitation funds which remain unspent. Staff has requested a cash flow from SCRRA that identifies the actual funding status from previously executed MOUs outlining each authorized project's budget, project schedule status, and remaining amounts to be billed. This will assist SCRRA in reviewing and reprioritizing their Renovation and Rehabilitation program. The reconciliation and cash flow is expected to be completed by June 30, 2015. Once SCRRA provides this reconciliation and cash flow to LACMTA, staff will return to the Board with a separate request for SCRRA's FY 2015-16 Renovation and Rehabilitation program funding request.

Capital Projects

Metrolink is requesting \$475,000 to be used for preparing project study reports and initial design for enhancement and expansion (i.e. non-good state of repair projects).

Special Event Services - \$100,000

An additional \$100,000 in funding is requested for the following special events:

- Dodgers Trains
- Angels Trains
- Any other special services/events which may occur.

These services provide alternate transportation and reduce congestion for these large scale events which usually occur during peak commuter hours.

Extend Lapsing Date of Renovation/Rehabilitation Funds

SCRRA programs rehabilitation funds for multiple years. This is necessary to maximize the effectiveness of the program and take advantage of matching federal funds. In addition, several projects, such as the Tier 4 locomotive rehabilitation program, are expected to extend over several years. As a result of this, the funds programmed over multiple years may not be completely invoiced prior to lapsing. In FY 2014-15 LACMTA extended the lapsing period from three years to four years and extended the lapsing dates of several MOUs. However, projects remain incomplete.

SCRRA's funding lapses on June 30, 2015, for several MOUs. Staff is seeking Board authority to extend funding until SCRRA provides the cash flow and reconciliation requested or until September

30, 2015. Lapsing dates will be determined after reviewing SCRRA's project reconciliation.

Transfers to Other Operators Payment Rate to LACMTA

SCRRA reimburses LACMTA for Metrolink riders who transfer to and from LACMTA services for free, including the rail system at Union Station, through the EZ Transit Pass Program. Since LACMTA began latching subway gates in 2013, it is anticipated that the actual number of Metrolink passengers transferring to LACMTA services will be significantly higher than currently estimated. To obtain more accurate data, Metro is expanding TAP services to capture Metrolink ridership on Metro buses and from other transit operators.

For FY 2015-16, staff is recommending the reimbursement rate remain at \$1.10, the same as for FY 2014-15, and that the existing EZ Transit Pass cap of \$5,592,000 be honored. This will maintain the current arrangement until there is sufficient Transit Access Pass (TAP) data available to identify the actual number of passengers transferring to and from LACMTA services.

LACMTA Audit Scope Expansion

Each year LACMTA conducts a financial and compliance audit of Proposition C 10% and Measure R 3% funds allocated by LACMTA to SCRRA. The intent is to certify compliance with board adopted policies, program guidelines and the annual work program MOU adopted language. LACMTA has elected to expand the scope of the audit to include allowable costs beginning with LACMTA's fiscal year 2013-14 audit. This will ensure LACMTA is being charged reasonable costs that are generally recognized as an ordinary or necessary part of doing business, follows sound business practices and comply with all federal, state and local laws.

PRIOR BOARD ACTION

LACMTA's board previously approved funding for the following Metrolink programs:

Antelope Valley Line 100% Fare Enforcement Program - \$1,700,000

(Please refer to the December 4, 2014 LACMTA board action - Item #14)

This board motion states that \$1,700,000 is needed to fund this program through June 30, 2015.

Please note that SCRRA has clarified that the \$1,700,000 in funding covers an entire year (January 1, 2015 through December 31, 2015).

Antelope Valley Line Fare Reduction Program - \$2,500,000

(Please refer to the April 30, 2015 LACMTA board action - Motion #77)

Metrolink Grade Crossing Improvements (Soledad, Citrus & Ramona) - \$8,000,000

(Please refer to the March 26, 2015 LACMTA board action - Item #10)

Although the LACMTA board approved funding in FY 2014-15, the cash flow Metrolink provided indicates LACMTA funding of \$12,200,000 is not needed until FY 2015-16.

FUTURE BOARD ACTION

New Ticket Vending Machine (TVM) Purchase

SCRRA is in the process of procuring new TVMs system-wide. The TVMs are original equipment to Metrolink's fleet. After 20 plus years of continued use, the TVM technology is outdated and the equipment has frequent performance failures. These failures cause reliability issues which affects Metrolink ridership and revenues.

SCRRA has included \$30.7M in their FY 2015-16 budget transmittal to purchase the new ticket vending machines. LACMTA's share of \$13.1M was approved as part of LACMTA's budget submission at the May 28, 2015 board meeting. Staff will return to the board with the actual cost when Metrolink completes their procurement process.

New Tier 4 Locomotives

SCRRA is considering exercising their contract option to purchase 20 additional new Tier 4 low emission locomotives. Based on an analysis provided by SCRRA, the member agencies agree purchasing new Tier 4 locomotives is a better option than rehabilitating 20 of their current No Tier locomotives which will need to be replaced in 10 years. SCRRA has applied for funding from the AQMD and other grants which will reduce the member agency contribution. SCRRA will receive the grant decisions in June 2015 and inform the member agencies of their contribution needed to fill the funding gap. Staff will return to the board when we receive this information from SCRRA.

DETERMINATION OF SAFETY IMPACT

Approval of this item will have no impact on the safety of Metro's patrons or employees.

FINANCIAL IMPACT

SCRRA has requested \$119,714,128 for LACMTA's total FY 2015-16 programming authority. However, staff is recommending a temporary reduction of LACMTA's contribution to \$99,714,128 as outlined below.

Staff is recommending this action because LACMTA has programmed and budgeted approximately \$40M for SCRRA's Renovation and Rehabilitation program in previous years which remains unspent and resulted in multiple extensions of lapsing funds. Staff continues to work with SCRRA to reconcile previously appropriated funding to identify funds that can be reprogrammed to high priority projects and projects that have an immediate need. Staff will return to the Board upon receipt of SCRRA's cash flow, reconciliation and reprioritization of their Renovation and Rehabilitation program to determine actual funding requirements.

Component	FY 2015-16
Metrolink Operations	\$ 65,481,000
ROW Security	\$ 2,578,128

Rotem Reimbursement	\$ 5,806,000
Capital Projects	\$ 475,000
Special Events	\$ 100,000
<u>Prior Board Approvals</u>	
AVL 100% Fare Enforcement	\$ 1,700,000
AVL Fare Reduction Program	\$ 2,500,000
Capital Projects	\$ 8,000,000
<u>Future Board Action</u>	
New TVM Acquisition	\$ 13,074,000
New Locomotives	TBD
TOTAL FY 2015-16 Funding:	\$ 99,714,128

With the much needed TVM and locomotive purchases, SCRRA's reconciliation will assist LACMTA in identifying funding that can be reallocated.

ALTERNATIVES CONSIDERED

There is no alternative to the recommendations if SCRRA is to operate the recommended service levels and maintain the railroad in a state of good repair.

NEXT STEPS

LACMTA received SCRRA's Comprehensive Annual Financial Report (CAFR) on May 27, 2015. The CAFR information is needed to complete LACMTA's annual audit of operating expenditure allocations and determine if any surplus funds are available for reprogramming. LACMTA's auditors will begin their engagement in the next few weeks. In January 2016 Staff will reconcile SCRRA's requested funding to LACMTA's audit results. If surplus funds are available, Staff will amend and reduce SCRRA's budget accordingly.


The SCRRA Board is scheduled to adopt its FY 2015-16 Budget on June 25, 2015. LACMTA staff will monitor implementation of SCRRA's budget and report back to the LACMTA Board with any issues requiring Board action.

ATTACHMENTS

- A. SCRRA FY 2015-16 Preliminary Budget Transmittal
- B. SCRRA FY 2015-16 Revised Budget Transmittal

Prepared by: Yvette Reeves, Sr. Administrative Analyst, (213) 922-4612
Don Sepulveda, Executive Officer, Regional Rail (213) 922-7491

Reviewed by: Nalini Ahuja, Executive Director, Finance and Budget (213) 922-3088
Bryan Pennington, Executive Director, Engineering and Construction
(213) 922-7449



Phillip A. Washington
Chief Executive Officer

Phillip A. Washington
Chief Executive Officer



Southern California Regional Rail Authority

April 17, 2015

TO: Anne Mayer, *Executive Director, RCTC*
Darrell Johnson, *Chief Executive Officer, OCTA*
Darren Kettle, *Executive Director, VCTC*
Dr. Raymond Wolfe, *Executive Director, SANBAG*
Stephanie Wiggins, *Interim Deputy Chief Executive Officer, Metro*

FROM: Sam Joumbat
Interim Chief Executive Officer, SCRRA

SUBJECT: SCRRA Preliminary FY2016 Budget

The SCRRA Board of Directors acted on April 10, 2015, to authorize the transmittal to our Member Agencies the Preliminary FY2015-16 (FY16) SCRRA Budget. After Member Agency Boards have acted on the Preliminary Budget, staff will go back to the SCRRA Board in June for adoption of the final FY16 Budget.

The first draft of the Preliminary FY16 budget was presented to the Board on January 23, 2015. An earlier version of the Budget had already been discussed first with members of the Technical Advisory Committee (TAC) at a meeting held on January 6, 2015. Subsequent additional budget discussion were held with the TAC on January 27, February 10, March 4, March 24, April 1, and April 7. The FY16 Budget was also discussed at CEO meetings held on January 16, March 20, and today. Over the course of these meetings, the budget was revised, adjusted, updated, and reworked in accordance with requests and comments from all participants. The resultant Preliminary FY16 Budget was presented to the Board on April 10, 2015.

Preliminary FY16 Budget

The Preliminary FY16 Budget, as authorized for transmittal to Member Agencies by the Board at a meeting on April 10, 2015, is requesting a total budget authority of \$360.7 million, consisting of \$228.7 million in Operating Budget authority, \$75.0 million in Rehabilitation Projects authority and \$57.0 million in New Capital Projects authority. Operating Revenue for FY16 is estimated at \$101.8 million. Member Agency Operating Subsidies are budgeted at \$126.9 million.

(Attachment A provides a summary of the proposed Preliminary FY16 Budget.)

SCRRRA Budget Priorities for FY16

1. Continue the emphasis on safety improvements, with Positive Train Control (PTC) as the centerpiece of our efforts. Full approval by the Federal Railroad Administration is expected near the end of 2015.
2. Replace aging ticket vending machines and expand ticketing options with the implementation of mobile/online ticketing.
3. Continue to improve reliability, on-time performance, and the customer experience by enhancing the rehabilitation program to reduce major failures and retrofit aging locomotives and cars.
4. Provide budget predictability and reduce diesel fuel cost through hedging of fuel purchases.
5. Open the Perris Valley extension of the 91 Line which will connect Perris Valley and Riverside, extending the Metrolink route miles by 24 miles.

Budget Assumptions

Budget development always rests upon key assumptions. For the Preliminary FY16 Budget, these assumptions included no increase of current service ridership-based fare revenues and no fare increase. The 'Big Four' major vendors (train operations, track maintenance, signal maintenance, and equipment maintenance) were held overall to zero increase over FY15 for current service. This resulted in budget savings of \$3.7 million. The budget includes only two new positions which were Board approved at its February 13, 2015 meeting for the Fare Collection Services Department. As a direct result of the February 2015 Oxnard incident, an increase of \$3.0 million has been included in Insurance Claims/Self-Insurance (SI), and our anticipated insurance premiums have been increased from our initial projections by \$0.7 million.

Train Operations, Maintenance-of-Way (MOW), Administration, and Insurance

The Train Operations component of the budget consists of those costs necessary to provide Metrolink commuter rail services across the six-county service area, including the direct costs of railroad operations, equipment maintenance, required support costs, and other administrative and operating costs. Ordinary MOW expenditures are those costs necessary to perform the inspections and repairs needed to assure the reliable, safe operation of trains and safety of the public. The FY16 budgeted amount for Train Operations is \$135.4 million, MOW is \$42.8 million, Administration & Services is \$32.4 million, and Insurance/Claims is \$18.1 million. Attachment A provides a summary of the Operating Expenses, Revenues, and Subsidy Allocations. Attachments B & C provides a report of the details by Cost Components by Year, and by Member Agency respectively.

Operating Expense Drivers

Overall, the total budgeted expenses have increased by only 3.2%. This change is the result of:

- a) increases in total Train Operations and Services, driven primarily by the new Perris Valley Service (\$2.1M), increased TVM ticket stock and credit card service costs (1.0M), and Transfers to Other Operators (\$1.5M), partially offset by fuel cost reductions (\$2.2M);
- b) an increase in Maintenance of Way (\$2.9M) primarily the result of the new Perris Valley route addition;
- c) total Insurance expense higher by \$1.2M, including \$3.0M budgeted to cover Oxnard related costs offset by an insurance premium reduction of \$1.7M.

In total, the budget increase is \$7.2M, or 3.2%, over FY15. Attachment D presents the amounts and Member Agency effects of the new services, routes and other changes included in the FY16 Budget. Attachment D presents the amounts and Member Agency effects of the new services, routes and other changes. Attachment E compares the Net Local Subsidies for FY15 vs FY16 and provides an analysis of the changes for FY16.

Operating Revenues

Operating revenues include Farebox, Dispatching revenues, Maintenance of Way revenues, interest income and other minor miscellaneous revenues, and are currently estimated to equal \$101.7 million. Details of these are as shown on Attachments B & C.

Fare revenues, the largest operating revenue of the budget, are estimated at \$84.7 million. This is a decrease of 6.7 million from the FY15 Budget. The amount is consistent with our current forecast for actuals in 2015.

Dispatch and Maintenance of Way revenues from the freight railroads and Amtrak are budgeted at \$17.0 million.

Capital Budget

Capital Rehabilitation projects replace assets with like or improved assets and thus preserve and extend the useful life of these capital assets.

New Rehabilitation authorization requests for FY16 were identified as necessary for efficient and safe rail operations. These projects total \$75.0 million.

The FY16 Rehabilitation program includes:

- Track and Structures upgrades totaling \$14.0 million;
- Locomotive and Rolling Stock upgrades of \$51.6 million;
- Signal system improvements of \$7.5 million;
- Fleet and Facility projects of \$1.2 million;
- Communications and Signage improvements of \$0.7 million

New Capital authorization requests for FY16 were identified as necessary for efficient and safe rail operations. These projects total \$57.0 million.

The FY16 New Capital program includes the following:

- Replacement Ticket Vending Machines totaling \$30.7 million;
- Sealed Corridor Grade Crossings for \$16.7 million;
- Cameras to monitor TVM's at stations \$5.8 million;
- Tunnel Intrusion Detection totaling \$3.0 million;
- Project development fund totaling \$.7 million.

Attachments H through K detail all relevant information with respect to the Capital Budget.

Cash Flow projections for FY16, FY17 & FY18 are also included to provide a clearer picture of spending vs authorizations. Attachment P presents the cash flows.

Operating and Capital Budget Projections for FY17 and FY18

FY17 and FY18 projected budgets are included in this report for informational purposes only. These will be further refined through analyses and discussions in the future. Operating Budget projections are outlined in attachments F and G, and Capital Budget Projections are shown in Attachments L thru O.

Next Steps

As in the past, our respective staffs will continue to work together throughout the adoption process to ensure all concerns you may have are addressed in anticipation of adoption of the budget by the SCRRA Board of Directors in June, 2015. Also, as we agreed today, we will schedule a workshop with you to discuss the budget in more detail.

In the meantime, if you have any questions, comments or concerns, please do not hesitate to contact me directly at (213) 452-0285, or have your staff contact Christine Wilson, Manager, Budget and Financial Analysis at (213) 452-0297.

Sincerely,



Sam Joumbat
Interim Chief Executive Officer

**SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY
FISCAL YEAR 16 PROPOSED BUDGET
OPERATING FUNDING ALLOCATION BY MEMBER AGENCY**

Attachment A

(\$000s)

	Total FY16	Metro	OCTA	RCTC	SANBAG	VCTC
Expenses						
Train Operations & Services	135,434	69,323	31,654	13,675	14,892	5,891
Maintenance-of-Way	42,774	23,784	8,507	2,654	5,128	2,701
Administration & Services	32,380	15,644	5,700	4,680	3,268	3,087
Insurance	18,079	9,627	4,257	1,343	2,152	700
Total Expenses Including MoW	228,667	118,378	50,118	22,352	25,440	12,378
Revenues						
Farebox Revenue	84,738	42,879	20,737	7,311	11,312	2,499
Dispatching	2,663	1,355	905	11	57	335
Other Revenues						
MOW Revenues	14,348	9,301	2,644	625	1,255	524
Member Agency Revenues	108,839	55,216	21,574	13,062	10,664	8,322
Total Revenues	210,588	108,752	45,861	21,009	23,288	11,679
Total County Allocation	126,917	64,843	25,832	14,405	12,816	9,021
FY15 Budget	111,735	59,683	22,267	9,817	11,805	8,163
(Over)/Under	-15,182	-5,160	-3,565	-4,588	-1,011	-858
Percentage Change	13.6%	8.6%	16.0%	46.7%	8.6%	10.5%

FISCAL YEAR 2015-16 PROPOSED BUDGET

Annual Operating Budget Distribution by Cost Component

(\$000s)

	Adopted FY14 Budget	Adopted FY15 Budget	Proposed FY16 Budget	FY16 Budget Vs. FY15 Budget	
				Increase	%
EXPENSES	211,166	221,496	228,667	7,171	3.2%
REVENUES	110,363	110,363	101,749	(8,614)	(7.8%)
NET LOCAL SUBSIDY	100,803	111,132	126,917	15,785	14.2%
As Approved by Member Agencies		111,735		15,182	13.6%

OPERATIONS

Revenues					
Farebox Revenue	93,203	91,396	84,738	(6,658)	(7.3%)
Dispatching	2,699	3,596	2,663	(933)	(25.9%)
Other Revenues	595	398		(398)	(100.0%)
MOW Revenues	13,867	14,974	14,348	(625)	(4.2%)
Member Agency Revenues	83,501	94,274	109,464	15,190	16.1%
Total Revenues	193,864	204,637	211,213	6,576	3.2%
Operations & Services					
Train Operations	41,081	42,242	43,414	1,172	2.8%
Equipment Maintenance	25,023	28,897	29,455	557	1.9%
Contingency (Train Ops)	-	-			N/A
Fuel	25,857	25,265	23,076	(2,188)	(8.7%)
Non-Scheduled Rolling Stock Repairs	50	252	232	(20)	(7.9%)
Operating Facilities Maintenance	1,063	1,361	1,182	(179)	(13.2%)
Other Operating Train Services	641	540	567	27	5.0%
Rolling Stock Lease	-	541	640	99	18.2%
Security - Sheriff	4,466	5,272	5,591	318	6.0%
Security - Guards	1,870	2,010	2,010		0.0%
Supplemental Additional Security	699	685	690	5	0.7%
Public Safety Program	270	275	260	(15)	(5.4%)
Passenger Relations	1,620	1,643	1,885	242	14.7%
Holiday Trains	-	-			N/A
TVM Maintenance/Revenue Collection	4,947	5,464	6,703	1,239	22.7%
Marketing	954	1,024	1,020	(5)	(0.4%)
Media & External Communications	620	424	426	2	0.5%
Utilities/Leases	2,677	2,780	2,677	(103)	(3.7%)
Transfers to Other Operators	7,269	5,900	7,411	1,512	25.6%
Amtrak Transfers	1,367	1,400	1,400		0.0%
Station Maintenance	1,307	1,512	1,464	(48)	(3.2%)
Rail Agreements	5,494	5,823	4,831	(993)	(17.0%)
Subtotal Operations & Services	127,275	133,310	134,933	1,623	1.2%
Maintenance-of-Way					
MoW - Line Segments	35,258	38,896	41,546	2,650	6.8%
MoW - Extraordinary Maintenance	999	949	1,228	279	29.4%
Subtotal Maintenance-of-Way	36,257	39,845	42,774	2,930	7.4%
Administration & Services					
Staff					
Salaries & Fringe Benefits	10,696	11,511	11,328	(183)	(1.6%)
Non-Labor Expenses	5,436	4,795	4,760	(34)	(0.7%)
Indirect Administrative Expenses	12,398	13,231	13,621	390	3.0%
Professional Services	1,301	1,445	2,670	1,225	84.8%
Subtotal Administration & Services	29,832	30,981	32,380	1,398	4.5%
Contingency (Non-Train Ops)	500	501	501		0.0%
Total Expenses Including MoW	193,864	204,637	210,588	5,951	2.9%

RISK MANAGEMENT

Revenues					
Member Agency Revenues	17,302	16,858	18,079	1,221	7.2%
PL/PD Revenues					
Total Revenues	17,302	16,858	18,079	1,221	7.2%
Insurance					
Liability/Property/Auto	14,590	14,577	12,880	(1,697)	(11.6%)
Claims	1,000	1,000	4,000	3,000	300.0%
Claims Administration	1,712	1,281	1,198	(83)	(6.5%)
Subtotal Insurance	17,302	16,858	18,079	1,221	7.2%
Total Expenses	17,302	16,858	18,079	1,221	7.2%

SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY
 FISCAL YEAR 2015-16 PROPOSED BUDGET
 Annual Operating Budget Distribution by Cost Component
 (\$000s)

Attachment C

	FY 15-16	Metro	OCTA	RCTC	SANBAG	VCTC
EXPENSES	228,667	118,378	50,118	22,352	25,440	12,378
REVENUES	101,749	53,535	24,286	7,947	12,624	3,357
NET LOCAL SUBSIDY	126,917	64,843	25,832	14,405	12,816	9,021

OPERATIONS

Revenues						
Farebox Revenue	84,738	42,879	20,737	7,311	11,312	2,499
Dispatching	2,663	1,355	905	11	57	335
Other Revenues						
MOW Revenues	14,348	9,301	2,644	625	1,255	524
Operation Revenue Subtotal	101,749	53,535	24,286	7,947	12,624	3,357
Member Agency Revenues	108,839	55,216	21,574	13,062	10,664	8,322
Total Revenues	210,588	108,752	45,861	21,009	23,288	11,679
Operations & Services						
Train Operations	43,414	23,481	9,890	3,841	4,613	1,589
Equipment Maintenance	29,455	14,832	6,812	2,944	3,443	1,424
Contingency (Train Ops)						
Fuel	23,076	11,934	5,803	2,160	2,437	743
Non-Scheduled Rolling Stock Repairs	232	124	55	17	28	9
Operating Facilities Maintenance	1,182	629	278	88	141	46
Other Operating Train Services	567	271	98	85	57	57
Rolling Stock Lease	640	304	127	71	92	46
Security - Sheriff	5,591	3,102	1,205	535	594	155
Security - Guards	2,010	961	347	300	201	201
Supplemental Additional Security	690	349	169	60	92	20
Public Safety Program	260	124	45	39	26	26
Passenger Relations	1,885	964	456	153	257	55
Holiday Trains						
TVM Maintenance/Revenue Collection	6,703	2,769	1,506	1,069	971	389
Marketing	1,020	535	232	81	142	30
Media & External Communications	426	204	74	64	43	43
Utilities/Leases	2,677	1,279	463	399	267	268
Transfers to Other Operators	7,411	4,126	1,633	474	918	261
Amtrak Transfers	1,400	446	885			69
Station Maintenance	1,464	866	210	132	187	70
Rail Agreements	4,831	1,784	1,280	1,090	335	341
Subtotal Operations & Services	134,933	69,084	31,567	13,600	14,842	5,841
Maintenance-of-Way						
MoW - Line Segments	41,546	23,077	8,209	2,641	4,997	2,622
MoW - Extraordinary Maintenance	1,228	707	298	13	131	79
Subtotal Maintenance-of-Way	42,774	23,784	8,507	2,654	5,128	2,701
Administration & Services						
Staff						
Ops Salaries & Fringe Benefits	11,328	5,414	1,967	1,684	1,133	1,130
Ops Non-Labor Expenses	4,760	2,445	917	565	508	326
Indirect Administrative Expenses	13,621	6,510	2,354	2,032	1,361	1,364
Ops Professional Services	2,670	1,276	461	398	267	267
Subtotal Administration & Services	32,380	15,644	5,700	4,680	3,268	3,087
Contingency (Non-Train Ops)	501	239	87	75	50	50
Total Expenses Including MoW	210,588	108,752	45,861	21,009	23,288	11,679

RISK MANAGEMENT

Revenues						
Member Agency Revenues	18,079	9,627	4,257	1,343	2,152	700
PL/PD Revenues						
Total Revenues	18,079	9,627	4,257	1,343	2,152	700
Insurance						
Liability/Property/Auto	12,880	6,859	3,033	956	1,533	498
Claims / SI	4,000	2,130	942	297	476	155
Claims Administration	1,198	638	282	89	143	46
Subtotal Insurance	18,079	9,627	4,257	1,343	2,152	700
Total Expenses	18,079	9,627	4,257	1,343	2,152	700

SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY
FISCAL YEAR 2015-16 PROPOSED BUDGET
New Service Elements for FY16 Budget

Attachment D

(\$000s)

	Total FY 15-16	Metro Share	OCTA Share	RCTC Share	SANBAG Share	VCTC Share
<u>Increase in Train Service</u>						
Perris Valley Extentions	\$2,080	\$558	\$226	\$1,132	\$120	\$44
Total Train Service Increase	\$2,080	\$558	\$226	\$1,132	\$120	\$44
<u>New Routes</u>						
Perris Valley - MOW Direct only	\$1,389	\$360	\$338	\$688	\$3	
Rialto Sub	\$97				\$97	
8 TVM's	\$180				\$180	
<u>Other Changes</u>						
Addition to Insurance Claim	\$3,000	\$1,598	\$706	\$222	\$357	\$116
Add'l Qtr of EMF	\$386	\$207	\$92	\$33	\$42	\$12
Mobile Ticketing	\$200	\$107	\$48	\$17	\$22	\$6
TVM Ticket Stock & CC chrg	\$1,050	\$434	\$236	\$167	\$152	\$61
2 Board Approved TVM positions	\$192	\$84	\$46	\$32	\$18	\$12
New train maintenance services	\$800	\$431	\$167	\$82	\$89	\$32
Total all New	\$9,374	\$3,779	\$1,859	\$2,373	\$1,080	\$283

SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY
FISCAL YEAR 16 PROPOSED BUDGET
Comparison of Net Local Subsidy
FY14-FY16
(\$000s)

Attachment E

	Net Local Subsidy	Metro	OCTA	RCTC	SANBAG	VCTC
FY14 BUDGET	\$ 100,803	\$ 52,602	\$ 20,527	\$ 8,609	\$ 11,461	\$ 7,604
FY15 BUDGET	\$ 111,735	\$ 59,683	\$ 22,267	\$ 9,817	\$ 11,805	\$ 8,163
FY16 BUDGET	\$ 126,917	\$ 64,843	\$ 25,832	\$ 14,405	\$ 12,816	\$ 9,021

Year over Year Change	Net Local Subsidy	Metro	OCTA	RCTC	SANBAG	VCTC
FY14 vs. FY15 \$ Increase	\$ 10,932	\$ 7,081	\$ 1,740	\$ 1,208	\$ 344	\$ 559
% Increase	10.8%	13.5%	8.5%	14.0%	3.0%	7.4%
FY15 vs. FY16 \$ Increase	\$ 15,182	\$ 5,160	\$ 3,565	\$ 4,588	\$ 1,011	\$ 858
% Increase	13.6%	8.6%	16.0%	46.7%	8.6%	10.5%

Elements Comprising the \$15,182 Increase:

	Adopted FY14-15 Budget	Proposed FY 15-16 Budget	Increase	%
EXPENSES	\$ 221,496	\$ 228,667	\$ 7,171	3.2%
REVENUES	\$ 110,363	\$ 101,749	\$ (8,614)	-7.8%
NET LOCAL SUBSIDY (1)	\$ 111,735	\$ 126,917	\$ 15,182	13.6%

(1) As approved by member agencies

Analysis

Of the 13.6%

7.7%	Amount related to Reduction of Revenue Projection vs FY15 Budget	\$ 8,614	=	56.7%	of the variance
3.3%	Amount related to Oxnard Incident =	\$ 3,700	=	24.4%	of the variance
1.2%	Added Perris Valley Route =	\$ 1,390	=	9.2%	of the variance
1.9%	Added Perris Valley Train Service =	\$ 2,080	=	13.7%	of the variance
0.9%	TVM Adjustments	\$ 1,048	=	6.9%	of the variance
0.2%	Add back of Rialto & 8 TVMs for SANBAG	\$ 277	=	1.8%	of the variance
0.7%	Outside Service for Rolling Stock maintenance	\$ 800	=	5.3%	of the variance
-2.0%	Fuel Savings (Hedge Purchases)	\$ (2,188)	=	-14.4%	of the variance
<u>-0.5%</u>	Other	<u>\$ (539)</u>	=	<u>-3.5%</u>	of the variance
<u>13.6%</u>	Total Variance =	<u>\$ 15,182</u>			100%

SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY
 FISCAL YEAR 2016-17 PROJECTED BUDGET
 Annual Operating Budget Distribution by Cost Component

Attachment F

(\$000s)

	Proposed FY 16-17 Budget	Metro	OCTA	RCTC	SANBAG	VCTC
EXPENSES	236,243	121,826	50,738	24,384	26,532	12,762
REVENUES	104,650	54,980	24,883	8,227	13,107	3,453
NET LOCAL SUBSIDY	131,593	66,846	25,855	16,157	13,426	9,310

OPERATIONS

Revenues						
Farebox Revenue	87,338	44,130	21,282	7,576	11,769	2,581
Dispatching	2,698	1,373	915	13	58	339
Other Revenues						
MOW Revenues	14,614	9,477	2,687	638	1,279	533
Operation Revenue Subsidy	104,650	54,980	24,883	8,227	13,107	3,453
Member Agency Revenues	113,293	56,683	22,043	14,725	11,282	8,560
Total Revenues	217,943	111,663	46,926	22,952	24,389	12,013
Operations & Services						
Train Operations	45,087	23,806	10,283	4,653	4,735	1,610
Equipment Maintenance	29,811	15,206	6,600	3,094	3,451	1,460
Contingency (Train Ops)						
Fuel	23,833	12,029	6,074	2,481	2,499	750
Non-Scheduled Rolling Stock	232	129	48	18	27	9
Operating Facilities Maintenance	1,321	733	275	103	155	54
Other Operating Train Services	595	284	103	89	59	60
Rolling Stock Lease	250	119	50	28	36	18
Security - Sheriff	5,758	3,394	1,172	385	629	179
Security - Guards	2,070	989	358	309	207	207
Supplemental Additional Security	690	349	168	60	93	20
Public Safety Program	254	121	44	38	25	25
Passenger Relations	1,844	914	483	151	239	57
Holiday Trains						
TVM Maintenance/Revenue Cost	7,043	2,909	1,582	1,123	1,021	408
Marketing	944	477	235	78	124	31
Media & External Communications	426	204	74	64	43	43
Utilities/Leases	2,766	1,322	478	413	276	277
Transfers to Other Operators	7,782	4,304	1,688	553	963	274
Amtrak Transfers	1,700	540	1,081			79
Station Maintenance	2,006	1,159	276	239	246	87
Rail Agreements	4,998	1,776	1,277	1,249	350	345
Subtotal Operations & Services	139,410	70,764	32,348	15,126	15,177	5,993
Maintenance-of-Way						
MoW - Line Segments	43,426	23,845	8,323	2,876	5,665	2,717
MoW - Extraordinary Maintenance	1,281	737	311	14	137	82
Subtotal Maintenance-of-Way	44,707	24,582	8,634	2,890	5,802	2,799
Administration & Services						
Staff						
Ops Salaries & Fringe	11,687	5,585	2,029	1,738	1,169	1,166
Ops Non-Labor Expenses	4,940	2,512	942	631	522	333
Indirect Administration	13,936	6,660	2,409	2,079	1,392	1,396
Ops Professional Services	2,747	1,313	475	410	274	275
Subtotal Administration & Services	33,310	16,070	5,855	4,858	3,357	3,169
Contingency (Non-Train Ops)	516	247	89	77	52	52
Total Expenses Including MoW	217,943	111,663	46,926	22,952	24,389	12,013

RISK MANAGEMENT

Revenues						
Member Agency Revenues	18,300	10,162	3,812	1,432	2,144	749
PL/PD Revenues						
Total Revenues	18,300	10,162	3,812	1,432	2,144	749
Insurance						
Liability/Property/Auto	13,524	7,511	2,817	1,059	1,584	554
Claims / SI	3,500	1,944	729	274	410	143
Claims Administration	1,275	708	266	100	149	52
Subtotal Insurance	18,300	10,162	3,812	1,432	2,144	749
Total Expenses	18,300	10,162	3,812	1,432	2,144	749

SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY
 FISCAL YEAR 2017-18 PROJECTED BUDGET
 Annual Operating Budget Distribution by Cost Component

Attachment G

(\$000s)

	Proposed FY 17-18 Budget	Metro	OCTA	RCTC	SANBAG	VCTC
EXPENSES	243,841	124,353	52,670	26,673	27,112	13,032
REVENUES	106,121	56,035	25,002	8,282	13,355	3,447
NET LOCAL SUBSIDY	137,720	68,319	27,668	18,391	13,758	9,585

OPERATIONS

Revenues						
Farebox Revenue	88,591	45,054	21,349	7,629	11,992	2,567
Dispatching	2,725	1,385	924	15	59	342
Other Revenues						
MOW Revenues	14,805	9,595	2,729	638	1,304	538
Operation Revenue Sub	106,121	56,035	25,002	8,282	13,355	3,447
Member Agency Revenues	119,711	58,620	23,931	16,544	11,751	8,864
Total Revenues	225,832	114,655	48,933	24,826	25,106	12,312
Operations & Services						
Train Operations	48,068	25,283	10,988	5,056	5,037	1,704
Equipment Maintenance	30,816	15,121	6,973	3,861	3,412	1,448
Contingency (Train Ops)						
Fuel	24,125	12,021	6,244	2,596	2,520	745
Non-Scheduled Rolling Stock	232	125	48	24	26	9
Operating Facilities Maintenance	1,330	716	276	136	148	53
Other Operating Train Services	634	303	110	95	63	63
Rolling Stock Lease	250	119	50	28	36	18
Security - Sheriff	5,931	3,414	1,204	509	623	181
Security - Guards	2,132	1,019	369	318	213	214
Supplemental Additional Security	700	356	169	60	95	20
Public Safety Program	254	121	44	38	25	25
Passenger Relations	1,846	931	459	155	243	58
Holiday Trains						
TVM Maintenance/Revenue C	7,363	3,041	1,654	1,174	1,067	427
Marketing	944	485	221	80	126	31
Media & External Communication	426	204	74	64	43	43
Utilities/Leases	2,872	1,373	496	429	287	288
Transfers to Other Operators	8,171	4,519	1,772	581	1,011	288
Amtrak Transfers	2,000	635	1,272			93
Station Maintenance	2,012	1,164	279	238	244	87
Rail Agreements	5,202	1,820	1,357	1,311	366	349
Subtotal Operations & Services	145,306	72,770	34,056	16,751	15,585	6,143
Maintenance-of-Way						
MoW - Line Segments	44,686	24,475	8,491	3,024	5,901	2,795
MoW - Extraordinary Maintenance	1,323	762	321	14	141	85
Subtotal Maintenance-of-Way	46,009	25,236	8,812	3,038	6,043	2,880
Administration & Services						
Staff						
Ops Salaries & Fringe	11,975	5,723	2,079	1,781	1,198	1,195
Ops Non-Labor Expenses	4,985	2,535	951	636	527	335
Indirect Administration	14,245	6,808	2,462	2,125	1,423	1,427
Ops Professional Services	2,780	1,329	480	415	278	278
Subtotal Administration & Services	33,985	16,395	5,973	4,957	3,425	3,235
Contingency (Non-Train Ops)	532	254	92	79	53	53
Total Expenses Including MoW	225,832	114,655	48,933	24,826	25,106	12,312

RISK MANAGEMENT

Revenues						
Member Agency Revenues	18,009	9,698	3,737	1,847	2,006	720
PL/PD Revenues						
Total Revenues	18,009	9,698	3,737	1,847	2,006	720
Insurance						
Liability/Property/Auto	14,201	7,647	2,947	1,456	1,582	568
Claims / SI	2,500	1,346	519	256	279	100
Claims Administration	1,308	704	271	134	146	52
Subtotal Insurance	18,009	9,698	3,737	1,847	2,006	720
Total Expenses	18,009	9,698	3,737	1,847	2,006	720

**FY 2015-16 Rehabilitation New Authority Projects
(\$ Thousands)**

Attachment H

Subdivision	Project Type	TOTAL	LACMTA	OCTA	RCTC	SANBAG	VCTC	OTHER
Olive	Communication	\$75		\$75				
Olive	Signal	\$175		\$175				
Olive	Track	\$318		\$318				
Orange	Communication	\$150		\$150				
Orange	Signal	\$1,710		\$1,710				
Orange	Structures	\$2,725		\$2,725				
Orange	Track	\$2,138		\$2,138				
Orange/ Olive	Communication	\$75		\$75				
Industry Spur	Communication	\$125			\$125			
Industry Spur	Signal	\$790			\$790			
River	Communication	\$100	\$48	\$20	\$11	\$14	\$7	
River	Signal	\$580	\$276	\$115	\$64	\$84	\$42	
River	Track	\$221	\$84	\$35	\$20	\$26	\$13	\$43
San Gabriel	Communication	\$175	\$105			\$70		
San Gabriel	Signal	\$990	\$594			\$396		
San Gabriel	Structures	\$280	\$168			\$112		
San Gabriel	Track	\$2,946	\$1,305			\$1,640		
Systemwide	Facilies/Fleet	\$662	\$314	\$131	\$73	\$95	\$48	
Systemwide	Facilities	\$360	\$171	\$71	\$40	\$52	\$26	
Systemwide	Rolling Stock	\$51,624	\$11,373	\$4,741	\$2,658	\$3,448	\$1,724	\$27,681
Systemwide	Signal	\$2,860	\$1,359	\$566	\$317	\$412	\$206	
Systemwide	Station	\$140	\$67	\$28	\$16	\$20	\$10	
Systemwide	Track	\$500	\$238	\$99	\$56	\$72	\$36	
Valley	Signal	\$200	\$200					
Valley	Structures	\$1,800	\$1,800					
Valley	Track	\$1,900	\$1,900					
Ventura - VC	Signal	\$245					\$245	
Ventura - VC	Structures	\$629					\$629	
Ventura - VC	Track	\$515					\$515	
CURRENT PROPOSED FY 2015-16 REHAB BUDGET		\$75,006	\$20,000	\$13,172	\$4,170	\$6,441	\$3,500	\$27,724
ROTEM SETTLEMENT AMOUNTS (YEAR 4)		\$0	\$5,806	-\$7,613	\$457	\$1,000	\$350	
TOTAL PROPOSED FY 2015-16 REHAB BUDGET		\$75,006	\$25,806	\$5,559	\$4,627	\$7,441	\$3,850	\$27,724
PRIOR YEAR CARRYOVERS		\$59,889	\$10,759	\$12,315	\$3,061	\$7,717	\$17,390	\$8,647
TOTAL FY 15-16 AUTHORITY INCLUDING CARRYOVERS		\$134,895	\$36,564	\$17,874	\$7,688	\$15,157	\$21,240	\$36,371

ATTACHMENT "I"
FY 2015-16 NEW CAPITAL AUTHORITY PROJECTS
(\$ Thousands)

PROJECT DESCRIPTION	SUBDIVISION	TOTAL BUDGET	LACMTA	OCTA	RCTC	SANBAG	VCTC	Other
Ticket Vending Machines	Systemwide	\$30,700	\$13,074	\$6,905	\$4,856	\$4,052	\$1,813	
Install cameras at current and new stations to monitor TVM activity	All	\$5,800	\$	\$	\$	\$	\$	\$5,800
Funds to be used for preparing Project Study Reports	TBD	\$745	\$475	\$198			\$72	
Installation of intrusion detection systems at Tunnels 18 and 19	Valley	\$2,000						\$2,000
Installation of intrusion detection systems at Tunnel 28	Ventura	\$1,000						\$1,000
Crossing improvements using Sealed Corridor standards and speed increases on CP Soledad.	San Gabriel (three crossings) and Valley (Soledad)	\$16,708	\$8,000					\$8,708
TOTAL FY 2015-16 AUTHORITY FOR NEW FUNDING		\$56,953	\$21,549	\$7,103	\$4,856	\$4,052	\$1,885	\$17,508
PRIOR YEAR CARRYOVERS		\$141,983	\$11,849	\$1,648	\$25	\$32	\$97	\$128,332
TOTAL FY 2015-16 AUTHORITY INCLUDING CARRYOVERS		\$198,936	\$33,398	\$8,750	\$4,881	\$4,085	\$1,982	\$145,840

ATTACHMENT "J"
FY 2015-16 NEW AUTHORITY REHABILITATION PROJECTS
PROJECTS - BY SUBDIVISION (\$THOUSANDS)

Subdivision	Project Type	REHABILITATION PROJECT DESCRIPTION	TOTAL	LACMTA	OCTA	RCTC	SANBAG	VCTC	OTHER
Olive	Communication	Acquire replacement parts including software for wayside and mountain-top communication system . Top 5 high priority parts will be identified that are encountering premature failure, nearing the end of their life cycle or are reaching functional obsolescence. 10 parts at an average unit cost of \$5,000, Install with maintenance forces. Also includes new locks and keys. No Design, Professional Services, Agency Staff required. Recurring multi-year program.	\$75		\$75				
Olive	Signal	Acquire and install signal replacement parts including software for wayside signals, control points and grade crossing on a preventive maintenance basis. Top 10 parts encountering premature failure nearing the end of their life cycle will be identified and replaced. 10 parts at an average unit cost of \$5,000. Install with maintenance forces. Also includes new locks and keys. No Design, Professional Services, Agency Staff required.	\$75		\$75				
Olive	Signal	Perform annual design, engineering, or special studies to determine condition of wayside signal, communication, and grade crossing systems or revise standards and as built to keep current. Comply with Config. Mgmt.	\$100		\$100				
Olive	Track	Grind 1 track miles of rail	\$18		\$18				
Olive	Track	Replace track panels	\$300		\$300				
Orange	Communication	Acquire replacement parts including software for wayside and mountain-top communication system . Top 15 high priority parts will be identified that are encountering premature failure, nearing the end of their life cycle or are reaching functional obsolescence. 1 parts at an average unit cost of \$5,000, Install with maintenance forces. Also includes new locks and keys. No Design, Professional Services, Agency Staff required. Recurring multi-year program.	\$75		\$75				
Orange	Communication	Perform annual design, engineering, or special studies to determine condition of wayside and mountain-top communication systems or revise standards and as built to keep current. Comply with Config. Mgmt. Recurring multi-year program.	\$75		\$75				
Orange	Signal	Acquire and install signal replacement parts including software for wayside signals, control points and grade crossing on a preventive maintenance basis. (Does not include batteries or corrosion near at beach parts). Top 30 parts encountering premature failure nearing the end of their life cycle will be identified and replaced. 30 parts at an average unit cost of \$5,000. Install with maintenance forces. Also includes new locks and keys. No Design, Professional Services, Agency Staff required.	\$150		\$150				
Orange	Signal	Rehab Electrologic with VHLC., \$180,000 each 2 locations per year . Recurring multi-year program.	\$360		\$360				
Orange	Signal	Rehab M23A Power Switch machines - \$60,000 / switch. 2 switches per year. Recurring multi-year program.	\$120		\$120				
Orange	Signal	Add crossing Gate Savers, rehab entrance gates, rehab predictor units, batteries, and rehab other misc. crossing equipment. Modify and improve signing, striping, fencing, traffic interconnects. (2 crossings @ \$125K ea.) per year. Recurring multi-year program.	\$250		\$250				
Orange	Signal	Replace Signal System back-up battery banks and chargers at 15 highest priority locations per year. \$5,000 per location. Recurring multi-year program.	\$110		\$110				
Orange	Signal	Selectively Replace wayside signal and grade crossing deteriorated equipment in multi-year program along beach front (CP Serra to MP 206.5) due to corrosion from salt spray.	\$265		\$265				
Orange	Signal	Perform annual design, engineering, or special studies to determine condition of wayside signal and grade crossing systems or revise standards and as built to keep current. Comply with Config. Mgmt.	\$150		\$150				
Orange	Signal	Replace rehab deteriorating underground cables at wayside signals and grade crossings. Two sites per year @ 100,000 per site. Recurring multi-year program.	\$200		\$200				
Orange	Signal	Connect crossings into SCRRRA's network LAN system (10 @ \$35K per location). Connect 3 crossings per year .Recurring multi-year program.	\$105		\$105				
Orange	Structures	ROW grading/ditching.	\$200		\$200				
Orange	Structures	Install handrail and ballast retainer at end of 8' x 8' reinforced concrete box on the Orange Subdivision at MP 206.33	\$25		\$25				

ATTACHMENT "J"
FY 2015-16 NEW AUTHORITY REHABILITATION PROJECTS
PROJECTS - BY SUBDIVISION (\$THOUSANDS)

Subdivision	Project Type	REHABILITATION PROJECT DESCRIPTION	TOTAL	LACMTA	OCTA	RCTC	SANBAG	VCTC	OTHER
Orange	Structures	Design/analysis for the San Juan Creek bridge, to achieve 100% design for rehabilitation of the bridge.	\$2,500		\$2,500				
Orange	Track	Grind 12 track miles of rail	\$214		\$214				
Orange	Track	Rehabilitation project to replace 115 lb rail on the Orange Sub with 136 lb rail. It will replace approximately 14,000' of Rail per year over three years.	\$1,624		\$1,624				
Orange	Track	Replace track panels	\$300		\$300				
Orange/ Olive	Communication	Acquire replacement parts including software for wayside and mountain-top communication system . Top 10 high priority parts will be identified that are encountering premature failure, nearing the end of their life cycle or are reaching functional obsolescence. 1 parts at an average unit cost of \$5,000, Install with maintenance forces. Also includes new locks and keys. No Design, Professional Services, Agency Staff required. Recurring multi-year program.	\$75		\$75				
Pasadena	Signal	Acquire and install signal replacement parts including software for wayside signals, control points and grade crossing on a preventive maintenance basis. (Does not include batteries) Top 30 parts encountering premature failure or nearing the end of their life cycle will be identified and replaced. 30 parts at an average unit cost of \$5,000. Install with maintenance forces. No Design, Professional Services, Agency Staff required.	\$	\$					
Pasadena	Signal	Add crossing Gate Savers, rehab entrance gates, rehab predictor units, batteries, and rehab other misc. crossing equipment. Modify and improve signing, striping, fencing, traffic interconnects. (2 crossings @ \$125K ea.) per year. Recurring multi-year program.	\$	\$					
Pasadena	Signal	Replace Signal System back-up battery banks and chargers at 5 highest priority locations per year. \$5,000 per location. Recurring multi-year program.	\$	\$					
Pasadena	Signal	Replace and rehab deteriorating wayside Pole Line. Replace with underground cable at annual rate of 4 miles per year and \$200,000 per mile. Recurring multi-year program.	\$	\$					
Pasadena	Structures	Replace 2 - 2' x 18" wooden culvert with reinforced concrete pipe on the Pasadena Subdivision at MP 106.2.	\$	\$					
Pasadena	Structures	Replace 2 - 24" x 18" wooden culvert with reinforced concrete pipe on the Pasadena Subdivision at MP 112.4.	\$	\$					
Pasadena	Structures	Replace 36" x 18" wooden culvert with reinforced concrete pipe on the Pasadena Subdivision at MP 114.398.	\$	\$					
Pasadena	Structures	Replace 24" brea pipe with reinforced concrete pipe on the Pasadena Subdivision at MP 115.5.	\$	\$					
PVL /former San Jacinto Industry Spur	Communication	Acquire replacement parts including software for wayside and mountain-top communication system . Top 10 high priority parts will be identified that are encountering premature failure, nearing the end of their life cycle or are reaching functional obsolescence. 1 parts at an average unit cost of \$5,000, Install with maintenance forces. Also includes new locks and keys. No Design, Professional Services, Agency Staff required. Recurring multi-year program.	\$50			\$50			
PVL /former San Jacinto Industry Spur	Communication	Perform annual design, engineering, or special studies to determine condition of wayside and mountain-top systems or revise standards and as built to keep current or were not included in the new construction. Comply with Config. Mgmt. Recurring multi-year program.	\$75			\$75			
PVL /former San Jacinto Industry Spur	Signal	Perform annual design, engineering, or special studies to determine condition of wayside signal and grade crossing systems or revise standards and as built to keep current. Comply with Config. Mgmt. Recurring multi-year program.	\$100			\$100			
PVL /former San Jacinto Industry Spur	Signal	Acquire replacement parts including software for wayside signals, control points and grade crossing on a preventive maintenance basis. Top 20 high priority parts will be identified that are nearing the end of their life cycle or are reaching functional obsolescence or left out, not installed or prematurely failed from the new construction. 20 parts at an average unit cost of \$5,000, Install with maintenance forces. Also includes new locks and keys. No Design, Professional Services, Agency Staff required. Recurring multi-year program.	\$100			\$100			
PVL /former San Jacinto Industry Spur	Signal	Install active warning equipment at one grade crossing per year that was not rebuilt in the PVL Program starting with Villa Street grade crossing MP 0.4, then Harvill, then Mapes	\$590			\$590			

ATTACHMENT 'J'
FY 2015-16 NEW AUTHORITY REHABILITATION PROJECTS
PROJECTS - BY SUBDIVISION (\$THOUSANDS)

Subdivision	Project Type	REHABILITATION PROJECT DESCRIPTION	TOTAL	LACMTA	OCTA	RCTC	SANBAG	VCTC	OTHER
San Gabriel	Communication	Acquire replacement parts including software for wayside and mountain-top communication system . Top 20 high priority parts will be identified that are encountering premature failure, nearing the end of their life cycle or are reaching functional obsolescence. 20 parts at an average unit cost of \$5,000, Install with maintenance forces. Also includes new locks and keys. No Design, Professional Services, Agency Staff required. Recurring multi-year program.	\$100	\$60			\$40		
San Gabriel	Communication	Perform annual design, engineering, or special studies to determine condition of wayside and mountain-top communication systems or revise standards and as built to keep current. Comply with Config. Mgmt. Recurring multi-year program.	\$75	\$45			\$30		
San Gabriel	Signal	Rehab Electrologic with VHLC, \$180,000 each 2 locations per year . Recurring multi-year program.	\$360	\$216			\$144		
San Gabriel	Signal	Acquire and install signal replacement parts including software for wayside signals, control points and grade crossing on a preventive maintenance basis. (Does not include batteries) Top 30 parts encountering premature failure or nearing the end of their life cycle will be identified and replaced. 30 parts at an average unit cost of \$5,000. Also includes new locks and keys. Install with maintenance forces. No Design, Professional Services, Agency Staff required.	\$150	\$90			\$60		
San Gabriel	Signal	Add crossing Gate Savers, rehab entrance gates, rehab predictor units, batteries, and rehab other misc. crossing equipment. Modify and improve signing, striping, fencing, traffic interconnects. (2 crossings @ \$125K ea.) per year. Recurring multi-year program.	\$250	\$150			\$100		
San Gabriel	Signal	Replace Signal System back-up battery banks and chargers at 15 highest priority locations per year. \$5,000 per location. Recurring multi-year program.	\$110	\$66			\$44		
San Gabriel	Signal	Rehab M23A Power Switch machines - \$60,000 / switch. 2 switches per year. Recurring multi-year program.	\$120	\$72			\$48		
San Gabriel	Structures	Replace 24" reinforced concrete pipe with reinforced concrete pipe on the San Gabriel Subdivision at MP 28.23.	\$200	\$120			\$80		
San Gabriel	Structures	ROW grading/ditching.	\$80	\$48			\$32		
San Gabriel	Track	Grind 11 track miles of rail	\$200	\$120			\$80		
San Gabriel	Track	Rehabilitate 5,000 Crossties on the San Gabriel Subdivision	\$1,250	\$750			\$500		
San Gabriel	Track	Rehabilitate 1 turnout on the San Gabriel subdivision	\$375	\$225			\$150		
San Gabriel	Track	Replace track panels Grand and Azusa	\$300	\$180			\$120		
San Gabriel	Track	Install new rail on the San Gabriel sub in San Bernardino County. This is for installation of new rail issued to San Bernardino ROW that was previously purchased.	\$770				\$770		
San Gabriel	Track	Replace pedestrian crossing panels at El Monte and Pomona-North Stations	\$51	\$31			\$20		
Valley	Signal	Add crossing Gate Savers, rehab entrance gates, rehab predictor units, batteries, and rehab other misc. crossing equipment. Modify and improve signing, striping, fencing, traffic interconnects. (2 crossings @ \$125K ea.) per year. Recurring multi-year program.	\$200	\$200					
Valley	Structures	Construction of bridge replacement of an 18' span rail top bridge on the Valley Subdivision at MP 35.75.	\$1,200	\$1,200					
Valley	Structures	Design and construction of bridge replacement of a 6' span rail top bridge on the Valley Subdivision at MP 50.46.	\$600	\$600					
Valley	Track	Rehabilitate approximately 20,400 9,000 crossties on the Valley Subdivision between MP 66 and MP 76.	\$1,900	\$1,900					
Ventura - VC	Signal	Rehab Electrologic with VHLC, \$180,000 each 1 locations per year . Recurring multi-year program.	\$120					\$120	
Ventura - VC	Signal	Add crossing Gate Savers, rehab entrance gates, rehab predictor units, batteries, and rehab other misc. crossing equipment. Modify and improve signing, striping, fencing, traffic interconnects. (2 crossings @ \$125K ea.) per year. Recurring multi-year program.	\$125					\$125	
Ventura - VC	Structures	Design and construction of bridge replacement of an 8' span ballast deck timber bridge on the Ventura Subdivision at MP 433.57	\$604					\$604	
Ventura - VC	Structures	Construct handrail at end of a 24" cast iron pipe on the Ventura Subdivision at MP 428.44.	\$25					\$25	

ATTACHMENT 'J'
FY 2015-16 NEW AUTHORITY REHABILITATION PROJECTS
PROJECTS - BY SUBDIVISION (\$THOUSANDS)

Subdivision	Project Type	REHABILITATION PROJECT DESCRIPTION	TOTAL	LACMTA	OCTA	RCTC	SANBAG	VCTC	OTHER
Ventura - VC	Track	Grind 4.5 track miles of rail	\$86					\$86	
Ventura - VC	Track	Rehabilitation project to replace worn rail on the Ventura Sub. It will replace approximately 3,700' of Rail.	\$429					\$429	
River	Communication	Acquire replacement parts including software for wayside and mountain-top communication system . Top 20 high priority parts will be identified that are encountering premature failure, nearing the end of their life cycle or are reaching functional obsolescence. 20 parts at an average unit cost of \$5,000, Install with maintenance forces. Also includes new locks and keys. No Design, Professional Services, Agency Staff required. Recurring multi-year program.	\$100	\$48	\$20	\$11	\$14	\$7	\$
River	Signal	Rehab Electrologic with VHLC, \$180,000 each 1 location per year . Recurring multi-year program.	\$180	\$86	\$36	\$20	\$26	\$13	\$
River	Signal	Add crossing Gate Savers, rehab entrance gates, rehab predictor units, batteries, and rehab other misc crossing equipment. Modify and improve signing, striping, fencing, traffic interconnects. (1 crossings @ \$125K ea) per year. Recurring multi-year program.	\$125	\$59	\$25	\$14	\$18	\$9	\$
River	Signal	Replace Signal System back-up battery banks and chargers and improve, add capacity and quick connects to three backup generators sites at one site per year at \$75,000 per site plus 5 battery plants per year @ \$5,000 per site . Multi-year program.	\$125	\$59	\$25	\$14	\$18	\$9	\$
River	Signal	Acquire and install signal replacement parts including software for wayside signals, control points and grade crossing on a preventive maintenance basis. (Does not include batteries) Top 30 parts encountering premature failure or nearing the end of their life cycle will be identified and replaced. 30 parts at an average unit cost of \$5,000. Install with maintenance forces. Also includes new locks and keys. No Design, Professional Services, Agency Staff required.	\$150	\$71	\$30	\$17	\$22	\$11	\$
River	Track	Grind 3 track miles of rail - River sub East Bank. 3,675 ft (23.2%) Zone 1, 10,410 (65.7%) Zone 2, 1,755 (11.1%) Zone 3.	\$57	\$7	\$3	\$2	\$2	\$1	\$43
River	Track	Grind 7 track miles of rail	\$128	\$61	\$25	\$14	\$18	\$9	\$
River	Track	Grind 2 track miles of rail - River sub West Bank	\$36	\$17	\$7	\$4	\$5	\$3	\$
Systemwide	Facilities/Fleet	Replace 3 hy-rail and 2 MOW specialty Vehicles.	\$662	\$314	\$131	\$73	\$95	\$48	\$
Systemwide	Facilities	Replace 2 forklifts and 2 Taylor Dunn yard carts.	\$360	\$171	\$71	\$40	\$52	\$26	\$
Systemwide	Rolling Stock	Overhaul EMD PH locomotives and upgrade to next highest tier. This is the remaining funding increment needed to complete the locomotive overhaul project budgeted in FY 2014-15. (10 @ \$2.3M/unit). This budget assumes restoration of FY 2015 funding by Metro and other counties.	\$7,366	\$3,499	\$1,458	\$818	\$1,061	\$530	\$
Systemwide	Rolling Stock	Complete overhaul of Gen 1 rail cars, including CEM components, and interior components for longer-distance trips. (30 cars @ \$1.35M/car)	\$40,500	\$6,089	\$2,538	\$1,423	\$1,846	\$923	\$27,681
Systemwide	Rolling Stock	Restore to service 15 rail cars. The scope includes cab to coach conversions, lighting updates, wheels and rotors, HVAC retrofit, seat foam and fabric, batteries and COT&S.	\$2,700	\$1,283	\$535	\$300	\$389	\$194	\$
Systemwide	Rolling Stock	Rail Car HVAC Overhaul	\$715	\$340	\$142	\$79	\$103	\$51	\$
Systemwide	Rolling Stock	Rail Car Window Gasket Replacement	\$343	\$163	\$68	\$38	\$49	\$25	\$
Systemwide	Signal	Acquire and install PTC on board replacement parts and perform software versions changes to stay current with industry interoperable standards and regulations. 57 cab cars and 52 locomotives. Correct defects not otherwise covered by warranty. Remove ATS. Average estimated cost if \$10,000 per unit x 110 units. Multiyear recurring program.	\$1,100	\$523	\$218	\$122	\$158	\$79	\$
Systemwide	Signal	Install new train control software versions as required by industry standards or to keep compliant with regulations. Replace hardware that is defective or becoming obsolescent and not otherwise covered by warranty. Keep test lab current and productive. Keep support systems - batteries, air conditioning, alarms in state of good repair. Includes all back office train control, communication systems in the TCOSF, MOC or Melbourne facilities.	\$1,090	\$518	\$216	\$121	\$157	\$78	\$
Systemwide	Signal	Replace or upgrade signal and communication system test tools and equipment including laptops, on board PTC Hi- Rails equipment, Melbourne Signal/Comm/CIS Test Lab.	\$195	\$93	\$39	\$22	\$28	\$14	\$

ATTACHMENT "J"
FY 2015-16 NEW AUTHORITY REHABILITATION PROJECTS
PROJECTS - BY SUBDIVISION (\$THOUSANDS)

Subdivision	Project Type	REHABILITATION PROJECT DESCRIPTION	TOTAL	LACMTA	OCTA	RCTC	SANBAG	VCTC	OTHER
Systemwide	Signal	Perform engineering, design, special studies relative to overall Signal, Comm. PTC/Back office Systems - standards, drawings, data bases, track charts, on a System Level current. Comply with Config. Mgmt.	\$290	\$138	\$57	\$32	\$42	\$21	\$
Systemwide	Signal	Install new CIS software versions as required to keep current. Replace hardware that is defective or becoming obsolescent and not otherwise covered by warranty. Keep test lab current and productive. Includes all back office CIS control, systems in the TCOSF, MOC or Melbourne facilities. Recurring Program.	\$185	\$88	\$37	\$21	\$27	\$13	\$
Systemwide	Station	Replace damaged passenger information signage and displays at stations throughout system	\$140	\$67	\$28	\$16	\$20	\$10	\$
Systemwide	Track	System wide track measurement for Machine Vision Tie Inspection, Mobile Lidar Ballast Scanning, and Ground Penetrating Radar	\$500	\$238	\$99	\$56	\$72	\$36	\$
		CURRENT PROPOSED FY 2015-16 REHAB BUDGET	\$75,006	\$20,000	\$13,172	\$4,170	\$6,441	\$3,500	\$27,724
		ROTEM SETTLEMENT AMOUNTS (YEAR 4)	\$	\$5,806	-\$7,613	\$457	\$1,000	\$350	\$
		TOTAL PROPOSED FY 2015-16 REHAB BUDGET	\$75,006	\$25,806	\$5,559	\$4,627	\$7,441	\$3,850	\$27,724
		PRIOR YEAR CARRYOVERS	\$59,889	\$10,759	\$12,315	\$3,061	\$7,717	\$17,390	\$8,647
		TOTAL FY 15-16 AUTHORITY INCLUDING CARRYOVERS	\$134,895	\$36,564	\$17,874	\$7,688	\$15,157	\$21,240	\$36,371

ATTACHMENT "K"
FY 2015-16 NEW CAPITAL PROJECTS
(\$ Thousands)

PROJECT DESCRIPTION	SUBDIVISION	TOTAL BUDGET	LACMTA	OCTA	RCTC	SANBAG	VCCTC	Other
Procure and install 144 ticket vending machines and back office software system support for revenue tracking. This includes 58 for LA County; 31 for OCTA; 22 for RCTC; 18 for SANBAG; 8 for VCCTC and 4 systemwide ticket office machines and 3 systemwide test machines.	Systemwide	\$30,700	\$13,074	\$6,905	\$4,856	\$4,052	\$1,813	
Procure and install cameras at current and new stations to monitor TVM activity and prevent break-ins.	All	\$5,800	\$	\$	\$	\$	\$	\$5,800
Funds to be used for preparing Project Study Reports and initial design for enhancement and expansion (i.e. non-good state of good repair projects)	TBD	\$745	\$475	\$198			\$72	
Provide improvements to the existing Metrolink's Moorpark layover facility in the Ventura Subdivision.	Ventura	\$					\$	
Installation of intrusion detection systems at Tunnels 18 and 19 on the Antelope Valley Line and the intrusion detection systems include CCTV at the mouth of each tunnel entrance with analytics that will detect intrusion into the work space of the tunnels.	Valley	\$2,000						\$2,000
Installation of intrusion detection systems at Tunnel 28 on the Ventura County Line and the intrusion detection systems include CCTV at the mouth of the tunnel entrance with analytics that will detect intrusion into the work space of the tunnel.	Ventura	\$1,000						\$1,000
Crossing improvements using Sealed Corridor standards and speed increases on CP Soledad.	San Gabriel (three crossings) and Valley (Soledad)	\$16,708	\$8,000					\$8,708
TOTAL FY 2015-16 AUTHORITY FOR NEW FUNDING		\$56,953	\$21,549	\$7,103	\$4,856	\$4,052	\$1,885	\$17,508
PRIOR YEAR CARRYOVERS		\$141,983	\$11,849	\$1,648	\$25	\$32	\$97	\$128,332
TOTAL FY 2015-16 AUTHORITY INCLUDING CARRYOVERS		\$198,936	\$33,398	\$8,750	\$4,881	\$4,085	\$1,982	\$145,840

ATTACHMENT "L"
FY 2016-17 NEW AUTHORITY REHABILITATION PROJECTS
PROJECTS BY SUBDIVISION (\$Thousands)

Subdivision	Project Type	PROPOSED REHABILITATION PROJECTS	TOTAL	LACMTA	OCTA	RCTC	SANBAG	VCTC	OTHER
Olive	Communication	Acquire replacement parts including software for wayside and mountain-top communication system . Top 5 high priority parts will be identified that are encountering premature failure, nearing the end of their life cycle or are reaching functional obsolescence. 10 parts at an average unit cost of \$5,000, Install with maintenance forces. Also includes new locks and keys. No Design, Professional Services, Agency Staff required. Recurring multi-year program.	\$75		\$75				
Olive	Signal	Acquire and install signal replacement parts including software for wayside signals, control points and grade crossing on a preventive maintenance basis. Top 10 parts encountering premature failure nearing the end of their life cycle will be identified and replaced. 10 parts at an average unit cost of \$5,000. Install with maintenance forces. Also includes new locks and keys. No Design, Professional Services, Agency Staff required.	\$75		\$75				
Olive	Signal/Com	Perform annual design, engineering, or special studies to determine condition of wayside signal, communication, and grade crossing systems or revise standards and as built to keep current. Comply with Config. Mgmt.	\$100		\$100				
Olive	Track	Grind 1 track miles of rail	\$18		\$18				
Olive	Track	Replace track panels	\$300		\$300				
Orange	Communication	Acquire replacement parts including software for wayside and mountain-top communication system . Top 15 high priority parts will be identified that are encountering premature failure, nearing the end of their life cycle or are reaching functional obsolescence. 1 parts at an average unit cost of \$5,000, Install with maintenance forces. Also includes new locks and keys. No Design, Professional Services, Agency Staff required. Recurring multi-year program.	\$75		\$75				
Orange	Communication	Perform annual design, engineering, or special studies to determine condition of wayside and mountain-top communication systems or revise standards and as built to keep current. Comply with Config. Mgmt. Recurring multi-year program.	\$75		\$75				
Orange	Signal	Acquire and install signal replacement parts including software for wayside signals, control points and grade crossing on a preventive maintenance basis. (Does not include batteries or corrosion near at beach parts). Top 30 parts encountering premature failure nearing the end of their life cycle will be identified and replaced. 30 parts at an average unit cost of \$5,000. Install with maintenance forces. Also includes new locks and keys. No Design, Professional Services, Agency Staff required.	\$150		\$150				
Orange	Signal	Rehab Electrologic with VHLC., \$180,000 each 1 locations per year . Recurring multi-year program.	\$180		\$180				
Orange	Signal	Rehab M23A Power Switch machines - \$60,000 / switch. 2 switches per year. Recurring multi-year program.	\$120		\$120				
Orange	Signal	Add crossing Gate Savers, rehab entrance gates, rehab predictor units, batteries, and rehab other misc. crossing equipment. Modify and improve signing, striping, fencing, traffic interconnects. (2 crossings @ \$125K ea.) per year. Recurring multi-year program.	\$250		\$250				
Orange	Signal	Replace Signal System back-up battery banks and chargers at 15 highest priority locations per year. \$5,000 per location. Recurring multi-year program.	\$110		\$110				

ATTACHMENT "L"
FY 2016-17 NEW AUTHORITY REHABILITATION PROJECTS
PROJECTS BY SUBDIVISION (\$Thousands)

Subdivision	Project Type	PROPOSED REHABILITATION PROJECTS	TOTAL	LACMTA	OCTA	RCTC	SANBAG	VCTC	OTHER
Orange	Signal	Selectively Replace wayside signal and grade crossing deteriorated equipment in multi-year program along beach front (CP Serra to MP 206.5) due to corrosion from salt spray.	\$265		\$265				
Orange	Signal	Perform annual design, engineering, or special studies to determine condition of wayside signal and grade crossing systems or revise standards and as built to keep current. Comply with Config. Mgmt.	\$150		\$150				
Orange	Signal	Replace rehab deteriorating underground cables at wayside signals and grade crossings. Two sites per year @ 100,000 per site. Recurring multi-year program.	\$200		\$200				
Orange	Signal	Connect crossings into SCRRA's network LAN system (10 @ \$35K per location). Connect 3 crossings per year .Recurring multi-year program.	\$105		\$105				
Orange	Structures	ROW grading/ditching.	\$100		\$100				
Orange	Structures	Replace 36" reinforced concrete pipe with new reinforced concrete pipe on the Orange Subdivision at MP 201.4.	\$275		\$275				
Orange	Track	Grind 12 track miles of rail	\$214		\$214				
Orange	Track	Rehabilitation project to replace 115 lb rail on the Orange Sub with 136 lb rail. It will replace approximately 14,000' of Rail per year over three years.	\$1,624		\$1,624				
Orange	Track	Replace track panels	\$300		\$300				
Orange/ Olive	Communication	Acquire replacement parts including software for wayside and mountain-top communication system . Top 10 high priority parts will be identified that are encountering premature failure, nearing the end of their life cycle or are reaching functional obsolescence. 1 parts at an average unit cost of \$5,000, Install with maintenance forces. Also includes new locks and keys. No Design, Professional Services, Agency Staff required. Recurring multi-year program.	\$75		\$75				
PVL /former San Jacinto Industry Spur	Communication	Acquire replacement parts including software for wayside and mountain-top communication system . Top 10 high priority parts will be identified that are encountering premature failure, nearing the end of their life cycle or are reaching functional obsolescence. 1 parts at an average unit cost of \$5,000, Install with maintenance forces. Also includes new locks and keys. No Design, Professional Services, Agency Staff required. Recurring multi-year program.	\$50			\$50			
PVL /former San Jacinto Industry Spur	Communication	Perform annual design, engineering, or special studies to determine condition of wayside and mountain-top systems or revise standards and as built to keep current. Comply with Config. Mgmt. Recurring multi-year program.	\$75			\$75			
PVL /former San Jacinto Industry Spur	Signal	Perform annual design, engineering, or special studies to determine condition of wayside signal and grade crossing systems or revise standards and as built to keep current. Comply with Config. Mgmt. Recurring multi-year program.	\$150			\$150			

ATTACHMENT "L"
FY 2016-17 NEW AUTHORITY REHABILITATION PROJECTS
PROJECTS BY SUBDIVISION (\$Thousands)

Subdivision	Project Type	PROPOSED REHABILITATION PROJECTS	TOTAL	LACMTA	OCTA	RCTC	SANBAG	VCTC	OTHER
PVL /former San Jacinto Industry Spur	Signal	Acquire replacement parts including software for wayside signals, control points and grade crossing on a preventive maintenance basis or were left out, not installed or prematurely failed. Top 20 high priority parts will be identified that are nearing the end of their life cycle or are reaching functional obsolescence. 20 parts at an average unit cost of \$5,000, Install with maintenance forces. Also includes new locks and keys. No Design, Professional Services, Agency Staff required. Recurring multi-year program.	\$100			\$100			
PVL /former San Jacinto Industry Spur	Signal	Install active warning equipment at one grade crossing per year that was not rebuilt in the PVL Program starting with Villa Street grade crossing MP 0.4, then Harvill in F 2017, then Mapes	\$590			\$590			
San Gabriel	Signal	Acquire and install signal replacement parts including software for wayside signals, control points and grade crossing on a preventive maintenance basis. (Does not include batteries) Top 30 parts encountering premature failure or nearing the end of their life cycle will be identified and replaced. 30 parts at an average unit cost of \$5,000. Also includes new locks and keys. Install with maintenance forces. No Design, Professional Services, Agency Staff required.	\$150	\$90			\$60		
San Gabriel	Signal	Rehab Electrologic with VHLC.; \$180,000 each 2 locations per year . Recurring multi-year program.	\$360	\$216			\$144		
San Gabriel	Track	Grind 11 track miles of rail	\$200	\$120			\$80		
Valley	Track	Grind 32 track miles of rail	\$582	\$582					
Valley	Track	Rehabilitate 7,480 Crossties on the Valley Subdivision.	\$1,784	\$1,784					
Ventura - LA	Signal	Rehab Electrologic with VHLC.; \$180,000 each 1 locations per year . Recurring multi-year program.	\$176	\$176					
Ventura - LA	Signal	Acquire and install signal replacement parts including software for wayside signals, control points and grade crossing on a preventive maintenance basis. (Does not include batteries) Top 30 parts nearing the end of their life cycle will be identified and replaced. 30 parts at an average unit cost of \$5,000. Install with maintenance forces. No Design, Professional Services, Agency Staff required.	\$55	\$55					
Ventura - LA	Signal	Rehab M23A Power Switch machines - \$60,000 / switch. 2 switches per year. Recurring multi-year program.	\$60	\$60					
Ventura - LA	Structures	Design and construction of bridge replacement of a 15' span ballast deck trestle bridge on the Ventura Subdivision at MP 458.71.	\$1,400	\$1,400					
Ventura - LA	Track	Grind 4.5 track miles of rail - LA County	\$171	\$171					
Ventura - LA	Track	Rehab 9 grade crossings that will be lengthened as a result of the Raymer to Bernson double-track project.	\$3,740	\$3,740					

ATTACHMENT "L"
FY 2016-17 NEW AUTHORITY REHABILITATION PROJECTS
PROJECTS BY SUBDIVISION (\$Thousands)

Subdivision	Project Type	PROPOSED REHABILITATION PROJECTS	TOTAL	LACMTA	OCTA	RCTC	SANBAG	VCTC	OTHER
Ventura - LA	Communication	Acquire replacement parts including software for wayside and mountain-top communication system . Top 20 high priority parts will be identified that are encountering premature failure, nearing the end of their life cycle or are reaching functional obsolescence. 20 parts at an average unit cost of \$5,000, Install with maintenance forces. Also includes new locks and keys. No Design, Professional Services, Agency Staff required. Recurring multi-year program.	\$50	\$50					
Ventura - LA	Communication	Rehab field signage with Daktronic and PA at 1 station per year for next three years. \$150,000 per station. Recurring multi-year program.	\$150	\$150					
Ventura - LA	Signal	Acquire and install signal replacement parts including software for wayside signals, control points and grade crossing on a preventive maintenance basis. (Does not include batteries) Top 30 parts nearing the end of their life cycle will be identified and replaced. 30 parts at an average unit cost of \$5,000. Install with maintenance forces. No Design, Professional Services, Agency Staff required.	\$79	\$79					
Ventura - VC	Communication	Perform annual design, engineering, or special studies to determine condition of wayside and mountain-top communication systems or revise standards and as built to keep current. Comply with Config. Mgmt. Recurring multi-year program.	\$38					\$38	
Ventura - VC	Signal	Rehab Electrologic with VHLC.; \$180,000 each 1 locations per year . Recurring multi-year program.	\$180					\$180	
Ventura - VC	Signal	Acquire and install signal replacement parts including software for wayside signals, control points and grade crossing on a preventive maintenance basis. (Does not include batteries) Top 30 parts nearing the end of their life cycle will be identified and replaced. 30 parts at an average unit cost of \$5,000. Install with maintenance forces. No Design, Professional Services, Agency Staff required.	\$75					\$75	
Ventura - VC	Signal	Acquire and install signal replacement parts including software for wayside signals, control points and grade crossing on a preventive maintenance basis. (Does not include batteries) Top 30 parts nearing the end of their life cycle will be identified and replaced. 30 parts at an average unit cost of \$5,000. Install with maintenance forces. No Design, Professional Services, Agency Staff required.	\$49					\$49	
Ventura - VC	Track	Grind 4.5 track miles of rail -Ventura County	\$174					\$174	
River	Communication	Acquire replacement parts including software for wayside and mountain-top communication system . Top 20 high priority parts will be identified that are encountering premature failure, nearing the end of their life cycle or are reaching functional obsolescence. 20 parts at an average unit cost of \$5,000, Install with maintenance forces. Also includes new locks and keys. No Design, Professional Services, Agency Staff required. Recurring multi-year program.	\$100	\$48	\$20	\$11	\$14	\$7	
River	Communication	Perform annual design, engineering, or special studies to determine condition of wayside and mountain-top communication systems or revise standards and as built to keep current. Comply with Config. Mgmt. Recurring multi-year program.	\$75	\$36	\$15	\$8	\$11	\$5	
River	Communication	Perform annual design, engineering, or special studies to determine condition of wayside and mountain-top communication systems or revise standards and as built to keep current. Comply with Config. Mgmt. Recurring multi-year program.	\$45	\$21	\$9	\$5	\$6	\$3	\$

ATTACHMENT "L"
FY 2016-17 NEW AUTHORITY REHABILITATION PROJECTS
PROJECTS BY SUBDIVISION (\$Thousands)

Subdivision	Project Type	PROPOSED REHABILITATION PROJECTS	TOTAL	LACMTA	OCTA	RCTC	SANBAG	VCTC	OTHER
River	Signal	Rehab Electrologic with VHLC., \$180,000 each 1 location per year . Recurring multi-year program.	\$180	\$86	\$36	\$20	\$26	\$13	
River	Track	Grind 3 track miles of rail - River sub East Bank	\$57	\$27	\$11	\$6	\$8	\$4	
River	Track	Grind 2 track miles of rail - River sub West Bank	\$36	\$17	\$7	\$4	\$5	\$3	
River	Track	Rehabilitation project to replace worn rail and upgrade aged rail to 136 lb rail on the River Sub. It will replace approximately 10,000' of Rail per year over three years.	\$	\$	\$	\$	\$	\$	
River	Track	Replace track panels	\$	\$	\$	\$	\$	\$	
River	Track	Rehabilitation project to replace worn rail and upgrade aged rail to 136 lb rail on the River Sub. It will replace approximately 10,000' of Rail per year over three years.	\$	\$	\$	\$	\$	\$	\$
River	Track	Rehabilitate 8,900 Crossties on the River Subdivision (5300 River East Bank and 3600 River West Bank)	\$	\$	\$	\$	\$	\$	\$
River	Track	Rehabilitate 4 turnouts on the river subdivision	\$1,500	\$713	\$297	\$167	\$216	\$108	\$
River	Track	Replace track panels	\$	\$	\$	\$	\$	\$	\$
River	Track	Grind 7 track miles of rail	\$128	\$61	\$25	\$14	\$18	\$9	
zSystemwide	Engineering	Planning for State of Good Repair projects to progress projects from concept to 5-20% design.	\$	\$	\$	\$	\$	\$	\$
zSystemwide	Engineering	Planning for State of Good Repair projects to progress projects from concept to 5-20% design.	\$	\$	\$	\$	\$	\$	\$
Systemwide	Facilities	Replace hy-rail (1) and standard boom lift (1)	\$440	\$209	\$87	\$49	\$63	\$32	
Systemwide	Rolling Stock	Complete overhaul of Gen 1 rail cars, including CEM components, and interior components for longer-distance trips. (15 cars @ \$1.35M/car. \$2.0M from other sources)	\$20,250	\$8,669	\$3,614	\$2,026	\$2,628	\$1,314	\$2,000
Systemwide	Rolling Stock	Door Motor Overhaul	\$178	\$85	\$35	\$20	\$26	\$13	
Systemwide	Signal	Acquire and install PTC on board replacement parts and perform software versions changes to stay current with industry interoperable standards and regulations. 57 cab cars and 52 locomotives. Correct defects not otherwise covered by warranty. Remove ATS. Average estimated cost if \$10,000 per unit x 110 units. Multiyear recurring program.	\$1,100	\$523	\$218	\$122	\$158	\$79	
Systemwide	Signal	Install new software versions as required by industry standards or to keep compliant with regulations. Replace hardware that is defective or becoming obsolescent and not otherwise covered by warranty. Keep test lab current and productive. Keep support systems - batteries, air conditioning, alarms in state of good repair. Includes all back office train control, communication systems in the TCOSF, MOC or Melbourne facilities.	\$1,090	\$518	\$216	\$121	\$157	\$78	

ATTACHMENT "L"
FY 2016-17 NEW AUTHORITY REHABILITATION PROJECTS
PROJECTS BY SUBDIVISION (\$Thousands)

Subdivision	Project Type	PROPOSED REHABILITATION PROJECTS	TOTAL	LACMTA	OCTA	RCTC	SANBAG	VCTC	OTHER
Systemwide	Signal	Perform engineering, design, special studies relative to overall Signal, Comm. PTC/Back office Systems - standards, drawings, data bases, track charts, on a System Level current . Comply with Config. Mgmt.	\$290	\$138	\$57	\$32	\$42	\$21	
Systemwide	Signal	Replace or upgrade signal and communication system test tools and equipment including laptops, on board PTC Hi- Rails equipment, Melbourne Signal/Comm/CIS Test Lab.	\$195	\$93	\$39	\$22	\$28	\$14	
Systemwide	Signal	Install new software versions as required to keep current . Replace hardware that is defective or becoming obsolescent and not otherwise covered by warranty. Keep test lab current and productive. Includes all back office CIS control, systems in the TCOSF, MOC or Melbourne facilities. Recurring Program.	\$185	\$88	\$37	\$21	\$27	\$13	
		PROPOSED FY 2016-17 REHAB BUDGET WITHOUT PH-R LOCOMOTIVE REHAB - CONSTRAINED	\$41,121	\$20,000	\$9,558	\$3,612	\$3,718	\$2,233	\$2,000
Systemwide	Rolling Stock	Overhaul the first 4 of 7 EMD PH locomotives that were previously upgraded to Tier-2 in 2008, and upgrade to Tier-4. (\$4.4M/unit, with \$1.3M/unit from other sources in FY18). Measure R funding will be used by LACMTA.	\$17,600	\$8,360	\$3,485	\$1,954	\$2,534	\$1,267	\$
		TOTAL PROPOSED FY 2016-17 REHAB BUDGET - CONSTRAINED	\$58,721	\$28,360	\$13,043	\$5,566	\$6,252	\$3,500	\$2,000

ATTACHMENT "M"
FY 2016-17 NEW CAPITAL PROJECTS
(\$ Thousands)

PROJECT DESCRIPTION	SUBDIVISION	TOTAL BUDGET	Metro	OCTA	RCTC	SANBAG	VCTC	Other
Funds to be used for preparing Project Study Reports and initial design for enhancement and expansion (ie non-good state of good repair projects)	TBD	\$745	\$475	\$198			\$72	
Provide improvements to the existing Metrolink's Moorpark layover facility in the Ventura Subdivision.	Ventura	\$3,000					\$3,000	
Installation of intrusion detection systems at Tunnels 18 and 19 on the Antelope Valley Line and the intrusion detection systems include CCTV at the mouth of each tunnel entrance with analytics that will detect intrusion into the work space of the tunnels.	Valley	\$3,800						\$3,800
Installation of intrusion detection systems at Tunnel 28 on the Ventura County Line and the intrusion detection systems include CCTV at the mouth of the tunnel entrance with analytics that will detect intrusion into the work space of the tunnel.	Ventura	\$1,800						\$1,800
TOTAL FY 2016-17 AUTHORITY FOR NEW FUNDING		\$9,345	\$475	\$198	\$	\$	\$3,072	\$5,600

**FY 2017-18 NEW AUTHORITY REHABILITATION PROJECTS
PROJECTS BY SUBDIVISION (\$Thousands)**

Line	Project Title	PROPOSED REHABILITATION PROJECTS	PROJECT JUSTIFICATION	Subdivision	Project Type	LACMTA	OCTA	RCTC	SANBAG	VCTC	OTHER	TOTAL
1	Wayside Communication System Replacement Parts - Olive	Acquire replacement parts including software for wayside and mountain-top communication system . Top 5 high priority parts will be identified that are encountering premature failure, nearing the end of their life cycle or are reaching functional obsolescence. 10 parts at an average unit cost of \$5,000, Install with maintenance forces. Also includes new locks and keys. No Design, Professional Services, Agency Staff required. Recurring multi-year program.	Determine rehabilitation needs, budgets, schedule for future years. Maintain records and CM.	Olive	Communication		\$75					\$75
2	Wayside Signal and Grade Crossing Rehab - Replacement Parts and Software - Olive	Acquire and install signal replacement parts including software for wayside signals, control points and grade crossing on a preventive maintenance basis. Top 10 parts encountering premature failure nearing the end of their life cycle will be identified and replaced. 10 parts at an average unit cost of \$5,000. Install with maintenance forces. Also includes new locks and keys. No Design, Professional Services, Agency Staff required.	Replace signal units before failure. Identifies the top 10 - 30 replaceable signal units.	Olive	Signal		\$75					\$75
3	State of Good Repair Design Engineering Special Studies- Olive	Perform annual design, engineering, or special studies to determine condition of wayside signal, communication, and grade crossing systems or revise standards and as built to keep current. Comply with Config. Mgmt.	Determine rehabilitation needs, budgets, schedule for future years. Maintain records and CM.	Olive	Signal/Com		\$100					\$100
4	Olive Rail Grinding	Grind 1 track miles of rail	Grinding of rail head to remove imperfections and discontinuities that develop under traffic loads increases the life of the rail, decreases the probability of rail breaks, and decreases rail replacement intervals	Olive	Track		\$18					\$18
5	Highway-Rail Xing	Replace track panels	Based on a review of the inspection reports for Grade Crossings and data from the FRA	Olive	Track		\$300					\$300
6	Wayside Communication System Replacement Parts - Orange	Acquire replacement parts including software for wayside and mountain-top communication system . Top 15 high priority parts will be identified that are encountering premature failure, nearing the end of their life cycle or are reaching functional obsolescence. 1 parts at an average unit cost of \$5,000, Install with maintenance forces. Also includes new locks and keys. No Design, Professional Services, Agency Staff required. Recurring multi-year program.	Replace communication units before failure. Identifies the top 10 - 30 replaceable signal units.	Orange	Communication		\$75					\$75
7	Wayside Communication System Design, slot planning, interference mitigation - Orange	Perform annual design, engineering, or special studies to determine condition of wayside and mountain-top communication systems or revise standards and as built to keep current. Comply with Config. Mgmt. Recurring multi-year program.	Replace signal units before failure. Identifies the top 10 - 30 replaceable signal units.	Orange	Communication		\$125					\$125
8	Wayside Signal and Grade Crossing Rehab Replacement Parts and Software - Orange	Acquire and install signal replacement parts including software for wayside signals, control points and grade crossing on a preventive maintenance basis. (Does not include batteries or corrosion near at beach parts). Top 30 parts encountering premature failure nearing the end of their life cycle will be identified and replaced. 30 parts at an average unit cost of \$5,000. Install with maintenance forces. Also includes new locks and keys. No Design, Professional Services, Agency Staff required.	Replace signal units before failure. Identifies the highest priority 30 -60 replaceable signal units.	Orange	Signal		\$150					\$150
9	Wayside Signals EL1-A Replacement-- Orange	Rehab Electrologic with VHLC; \$180,000 each 1 locations per year . Recurring multi-year program.	Replaces older (15+ years) versions of coded track circuit before failure or obsolescence is reached. Required for signals to govern train movement.	Orange	Signal		\$180					\$180
10	Wayside Signal- Power Switch Machine Rehab- Orange	Rehab M23A Power Switch machines - \$60,000 / switch. 2 switches per year. Recurring multi-year program.	Replace before failure. Required for sidings, and crossover to function reliably.	Orange	Signal		\$120					\$120

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Line	Project Title	PROPOSED REHABILITATION PROJECTS	PROJECT JUSTIFICATION	Subdivision	Project Type	LACMTA	OCTA	RCTC	SANBAG	VCTC	OTHER	TOTAL
11	Wayside Signal -Grade Crossing Rehab - Orange	Add crossing Gate Savers, rehab entrance gates, rehab predictor units, batteries, and rehab other misc. crossing equipment. Modify and improve signing, striping, fencing, traffic interconnects. (2 crossings @ \$125K ea.) per year. Recurring multi-year program.	Maintains necessary functionality and reliability of grade crossings	Orange	Signal		\$250					\$250
12	Wayside Signal System Rehab - Batteries and Chargers - Orange	Replace Signal System back-up battery banks and chargers at 15 highest priority locations per year. \$5,000 per location. Recurring multi-year program.	Batteries and Chargers required for Grade crossings, CP's and Intermediate Signals to function reliably and safely.	Orange	Signal		\$110					\$110
13	Wayside Signals Equipment Replacement due to Sea Salt Corrosion- Orange	Selectively Replace wayside signal and grade crossing deteriorated equipment in multi-year program along beach front (CP Serra to MP 206.5) due to corrosion from salt spray.	Replaces older (15+ years) versions of coded track circuit before failure or obsolescence is reached. Required for signals to govern train movement.	Orange	Signal		\$265					\$265
14	State of Good Repair Design, Engineering, or Special Studies - Orange	Perform annual design, engineering, or special studies to determine condition of wayside signal and grade crossing systems or revise standards and as built to keep current. Comply with Config. Mgmt.	Determine rehabilitation needs, budgets, schedule for future years. Maintain records and CM.	Orange	Signal		\$150					\$150
15	Wayside Signals and Grade Crossings Selective Cable Replacement - Orange	Replace rehab deteriorating underground cables at wayside signals and grade crossings. Two sites per year @ 100,000 per site. Recurring multi-year program.	Replaces underground cable that has deteriorated or been affected by new construction or third party work and damage to cable was not detected. Required for signals to govern train movement. Recurring multi-year program.	Orange	Signal		\$200					\$200
16	Wayside Signal Crossing Remote Connectivity- Orange	Connect crossings into SCRRA's network LAN system (10 @ \$35K per location). Connect 3 crossings per year .Recurring multi-year program.	Connectivity will provide real time health monitoring, and then detailed downloads for replays. Reduce maintenance costs, improve response	Orange	Signal		\$105					\$105
19	Orange Sub Bridge Replacement - Design & Construction	Construction of bridge replacement of a 300' span thru-plate girder bridge on the Orange Subdivision at MP 197.9 (San Juan Creek).	This bridge is a 300' span thru-plate girder bridge built in 1918 and is 96 years old. The deck is in poor condition and the rating for the bridge is below expected demands. The bridge requires frequent maintenance due to age, fatigue, and deterioration.	Orange	Structures		\$28,500					\$28,500
18	Orange Sub Culvert Replacement- Construction	Replace 36" x 22" corrugated metal pipe with reinforced concrete pipe on the Orange Subdivision at MP 201.84.	36" x 22" pipe was constructed in 1918. The outlet end is higher than the inlet end. Needs to be adjusted to convey positive drainage.	Orange	Structures		\$225					\$225
19	Orange Sub ROW Maintenance	ROW grading/ditching.	Track bed and ROW needs to be maintained to provide a base for ties and rail to sit on. Drainage must be properly conveyed away from tracks.	Orange	Structures		\$150					\$150
20	Orange Sub Culvert Replacement - Construction	Replace 36" reinforced concrete pipe with new reinforced concrete pipe on the Orange Subdivision at MP 204.27.	36" pipe was constructed in 1923. The headwall and wingwall is damaged and pipe is separating at the joints.	Orange	Structures		\$275					\$275
21	Orange Sub Culvert - Construction	Extend 30" pipe on the Orange Subdivision at MP 203.05.	There is ballast loss due to unstable slope. Extend pipe by 10 ft, construct headwall, and grade slope.	Orange	Structures		\$175					\$175
22	Orange Sub Culvert - Construction	Extend 24" pipe on the Orange Subdivision at MP 203.09.	There is ballast loss due to unstable slope. Extend pipe by 10 ft, construct headwall, and grade slope.	Orange	Structures		\$175					\$175
23	Orange Sub Culvert - Construction	Replace headwall and wingwall at one end of 30" reinforced concrete pipe on the Orange Subdivision at MP 204.15.	30" pipe was constructed in 1941. The headwall is damaged and the ballast retainer above headwall is pushing out.	Orange	Structures		\$125					\$125
24	Orange Sub Culvert - Construction	Construct headwall at end of reinforced concrete pipe on the Orange Subdivision at MP 204.18.	Pipe was constructed in 1918. Headwall is separating from pipe.	Orange	Structures		\$125					\$125

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25	Orange Sub Culvert - Construction	Replace headwall and wingwall at one end of 36" reinforced concrete pipe on the Orange Subdivision at MP 206.805.	36" pipe was constructed in 1931. The headwall is damaged and pipe is separating from headwall	Orange	Structures		\$125					\$125
26	Orange Rail Grinding	Grind 12 track miles of rail	Grinding of rail head to remove imperfections and discontinuities that develop under traffic loads increases the life of the rail, decreases the probability of rail breaks, and decreases rail replacement intervals	Orange	Track		\$214					\$214
27	Orange Track Rehab	Rehabilitation project to replace 115 lb rail on the Orange Sub with 136 lb rail. It will replace approximately 14,000' of Rail per year over three years.	Data projected through the use of RangeCam Track Analyst Software. Data is projected based on the quarterly scan data, which has been collected for several years.	Orange	Track		\$1,624					\$1,624
28	Olive/Orange Crosstie Rehabilitation	Rehabilitate 10,000 Crossties on the Ventura Subdivision (Olive 1,000 and Orange 9,000)	Based on a review of the last crosstie work completed on subdivision. In the future, crosstie work will be determined using Machine Vision Tie inspection.	Orange	Track		\$2,496					\$2,496
29	Olive/Orange Turnout Rehabilitation	Rehabilitation 2 Turnouts on the Orange Subdivision and 1 Turnout on the Olive Subdivision	Based on a review of the most recent inspection reports for turnouts.	Orange	Track		\$1,125					\$1,125
30	Highway-Rail Xing	Replace track panels	Based on a review of the inspection reports for Grade Crossings and data from the FRA	Orange	Track		\$300					\$300
31	Wayside Communication System Replacement Parts - Orange Olive	Acquire replacement parts including software for wayside and mountain-top communication system . Top 10 high priority parts will be identified that are encountering premature failure, nearing the end of their life cycle or are reaching functional obsolescence. 1 parts at an average unit cost of \$5,000, Install with maintenance forces. Also includes new locks and keys. No Design, Professional Services, Agency Staff required. Recurring multi-year program.	Replace communication units before failure. Identifies the top 10 - 30 replaceable signal units.	Orange/ Olive	Communication		\$75					\$75
32	Wayside Signal and Grade Crossing Rehab Replacement Parts and Software -Pasadena	Acquire and install signal replacement parts including software for wayside signals, control points and grade crossing on a preventive maintenance basis. (Does not include batteries) Top 30 parts encountering premature failure or nearing the end of their life cycle will be identified and replaced. 30 parts at an average unit cost of \$5,000. Install with maintenance forces. No Design, Professional Services, Agency Staff required.	Replace signal units before failure. Identifies the highest priority 30 -60 replaceable signal units.	Pasadena	Signal		\$150					\$150
27	Wayside Signal -Grade Crossing Rehab - Pasadena	Add crossing Gate Savers, rehab entrance gates, rehab predictor units, batteries, and rehab other misc. crossing equipment. Modify and improve signing, striping, fencing, traffic interconnects. (2 crossings @ \$125K ea.) per year. Recurring multi-year program.	Maintains necessary functionality and reliability of grade crossings	Pasadena	Signal		\$250					\$250
28	Wayside Signal System Rehab - Batteries and Chargers - Pasadena	Replace Signal System back-up battery banks and chargers at 5 highest priority locations per year. \$5,000 per location. Recurring multi-year program.	Batteries and Chargers required for Grade crossings, CP's and Intermediate Signals to function reliably and safely.	Pasadena	Signal		\$23					\$23
36	Wayside Communication System Replacement Parts - PVL	Acquire replacement parts including software for wayside and mountain-top communication system . Top 10 high priority parts will be identified that are encountering premature failure, nearing the end of their life cycle or are reaching functional obsolescence. 1 parts at an average unit cost of \$5,000, Install with maintenance forces. Also includes new locks and keys. No Design, Professional Services, Agency Staff required. Recurring multi-year program.	Replace communication units before failure. Identifies the top 10 - 30 replaceable signal units.	PVL /former San Jacinto Industry Spur	Communication			\$50				\$50

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Line	Project Title	PROPOSED REHABILITATION PROJECTS	PROJECT JUSTIFICATION	Subdivision	Project Type	LACMTA	OCTA	RCTC	SANBAG	VCTC	OTHER	TOTAL
37	Wayside Communication System Design, slot planning, interference mitigation - PVL	Perform annual design, engineering, or special studies to determine condition of wayside and mountain-top systems or revise standards and as built to keep current. Comply with Config. Mgmt. Recurring multi-year program.	Replace signal units before failure. Identifies the top 10 - 30 replaceable signal units.	PVL /former San Jacinto Industry Spur	Communication			\$75				\$75
38	Wayside Signal and Grade Crossing Rehab - Design, Engineering, or Special Studies -PVL	Perform annual design, engineering, or special studies to determine condition of wayside signal and grade crossing systems or revise standards and as built to keep current. Comply with Config. Mgmt. Recurring multi-year program.	Determine rehabilitation needs, budgets, schedule for future years. Maintain necessary records and CM.	PVL /former San Jacinto Industry Spur	Signal			\$100				\$100
39	Wayside Signal and Grade Crossing Replacement Parts - PVL	Acquire replacement parts including software for wayside signals, control points and grade crossing on a preventive maintenance basis or were not provided for in the new construction. Top 20 high priority parts will be identified that are nearing the end of their life cycle or are reaching functional obsolescence. 20 parts at an average unit cost of \$5,000, Install with maintenance forces. Also includes new locks and keys. No Design, Professional Services, Agency Staff required. Recurring multi-year program.	Replace signal units before failure. Identifies the top 10 - 30 replaceable signal units.	PVL /former San Jacinto Industry Spur	Signal			\$100				\$100
40	Major Grade Crossing Rehab- PVL	Install active warning equipment at one grade crossing per year that was not rebuilt in the PVL Program starting with Villa Street grade crossing MP 0.4, then Harvill, then Mapes in FY 2018.	SCRRA will assume maintenance of this grade crossing when the PVL project is completed. The current active warning system is one bell that works marginally and is prone to vandalism. We need to reduce the risk associated with this crossing by installing a modern active warning system.	PVL /former San Jacinto Industry Spur	Signal			\$590				\$590
41	Wayside Communication System Replacement Parts - San Gabriel	Acquire replacement parts including software for wayside and mountain-top communication system . Top 20 high priority parts will be identified that are encountering premature failure, nearing the end of their life cycle or are reaching functional obsolescence. 20 parts at an average unit cost of \$5,000, Install with maintenance forces. Also includes new locks and keys. No Design, Professional Services, Agency Staff required. Recurring multi-year program.	Replace communication units before failure. Identifies the top 10 - 30 replaceable signal units.	San Gabriel	Communication	\$60			\$40			\$100
36	Wayside Communication System Replacement Parts - San Gabriel	Acquire replacement parts including software for wayside and mountain-top communication system . Top 20 high priority parts will be identified that are encountering premature failure, nearing the end of their life cycle or are reaching functional obsolescence. 20 parts at an average unit cost of \$5,000, Install with maintenance forces. Also includes new locks and keys. No Design, Professional Services, Agency Staff required. Recurring multi-year program.	Replace communication units before failure. Identifies the top 10 - 30 replaceable signal units.	San Gabriel	Communication	\$60			\$40			\$100
42	Wayside Communication System Design, slot planning, interference mitigation - San Gabriel	Perform annual design, engineering, or special studies to determine condition of wayside and mountain-top communication systems or revise standards and as built to keep current. Comply with Config. Mgmt. Recurring multi-year program.	Replace signal units before failure. Identifies the top 10 - 30 replaceable signal units.	San Gabriel	Communication	\$45			\$30			\$75
37	Wayside Communication System Design, slot planning, interference mitigation - San Gabriel	Perform annual design, engineering, or special studies to determine condition of wayside and mountain-top communication systems or revise standards and as built to keep current. Comply with Config. Mgmt. Recurring multi-year program.	Replace signal units before failure. Identifies the top 10 - 30 replaceable signal units.	San Gabriel	Communication	\$45			\$30			\$75
43	Wayside Signals EL1-A Replacement- San Gabriel/Shortway	Rehab Electrologic with VHLC; \$180,000 each 2 locations per year . Recurring multi-year program.	Replaces older (15+ years) versions of coded track circuit before failure or obsolescence is reached. Required for signals to govern train movement.	San Gabriel	Signal	\$216			\$144			\$360

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Line	Project Title	PROPOSED REHABILITATION PROJECTS	PROJECT JUSTIFICATION	Subdivision	Project Type	LACMTA	OCTA	RCTC	SANBAG	VCTC	OTHER	TOTAL
44	Wayside Signal and Grade Crossing Rehab Replacement Parts and Software - San Gabriel/Shortway	Acquire and install signal replacement parts including software for wayside signals, control points and grade crossing on a preventive maintenance basis. (Does not include batteries) Top 30 parts encountering premature failure or nearing the end of their life cycle will be identified and replaced. 30 parts at an average unit cost of \$5,000. Also includes new locks and keys. Install with maintenance forces. No Design, Professional Services, Agency Staff required.	Replace signal units before failure. Identifies the highest priority 30 -60 replaceable signal units.	San Gabriel	Signal	\$90			\$60			\$150
40	Wayside Signal and Grade Crossing Rehab Replacement Parts and Software - San Gabriel/Shortway	Acquire and install signal replacement parts including software for wayside signals, control points and grade crossing on a preventive maintenance basis. (Does not include batteries) Top 30 parts encountering premature failure or nearing the end of their life cycle will be identified and replaced. 30 parts at an average unit cost of \$5,000. Also includes new locks and keys. Install with maintenance forces. No Design, Professional Services, Agency Staff required.	Replace signal units before failure. Identifies the highest priority 30 -60 replaceable signal units.	San Gabriel	Signal	\$90			\$60			\$150
45	Wayside Signal -Grade Crossing Rehab - San Gabriel/Shortway	Add crossing Gate Savers, rehab entrance gates, rehab predictor units, batteries, and rehab other misc. crossing equipment. Modify and improve signing, striping, fencing, traffic interconnects. (2 crossings @ \$125K ea.) per year. Recurring multi-year program.	Maintains necessary functionality and reliability of grade crossings	San Gabriel	Signal	\$150			\$100			\$250
41	Wayside Signal -Grade Crossing Rehab - San Gabriel/Shortway	Add crossing Gate Savers, rehab entrance gates, rehab predictor units, batteries, and rehab other misc. crossing equipment. Modify and improve signing, striping, fencing, traffic interconnects. (2 crossings @ \$125K ea.) per year. Recurring multi-year program.	Maintains necessary functionality and reliability of grade crossings	San Gabriel	Signal	\$150			\$100			\$250
47	Wayside Signal- Power Switch Machine Rehab- San Gabriel/Shortway	Rehab M23A Power Switch machines - \$60,000 / switch. 2 switches per year. Recurring multi-year program.	Replace before failure. Required for sidings, and crossover to function reliably.	San Gabriel	Signal	\$72			\$48			\$120
43	Wayside Signal- Power Switch Machine Rehab- San Gabriel/Shortway	Rehab M23A Power Switch machines - \$60,000 / switch. 2 switches per year. Recurring multi-year program.	Replace before failure. Required for sidings, and crossover to function reliably.	San Gabriel	Signal	\$72			\$48			\$120
46	Wayside Signal System Rehab - Batteries and Chargers San Gabriel/Shortway	Replace Signal System back-up battery banks and chargers at 15 highest priority locations per year. \$5,000 per location. Recurring multi-year program.	Batteries and Chargers required for Grade crossings, CP's and Intermediate Signals to function reliably and safely.	San Gabriel	Signal	\$66			\$44			\$110
42	Wayside Signal System Rehab - Batteries and Chargers San Gabriel/Shortway	Replace Signal System back-up battery banks and chargers at 15 highest priority locations per year. \$5,000 per location. Recurring multi-year program.	Batteries and Chargers required for Grade crossings, CP's and Intermediate Signals to function reliably and safely.	San Gabriel	Signal	\$66			\$44			\$110
55	San Gabriel Rail Grinding	Grind 11 track miles of rail	Grinding of rail head to remove imperfections and discontinuities that develop under traffic loads increases the life of the rail, decreases the probability of rail breaks, and decreases rail replacement intervals	San Gabriel	Track	\$120			\$80			\$200
56	San Gabriel Track Rehab	Rehabilitation project to replace worn rail on the San Gabriel Sub. It will replace approximatley 12,500' of Rail.	Data projected through the use of RangeCam Track Analyst Software. Data is projected based on the quarterly scan data, which has been collected for several years.	San Gabriel	Track	\$870			\$580			\$1,450
57	San Gabriel Cross Tie Rehabilitation	Rehabilitate 7,000 Crossies on the San Gabriel Subdivision	Based on a review of the last crosstie work completed on subdivision. In the future, crosstie work will be determined using Machine Vision Tie inspection.	San Gabriel	Track	\$1,048			\$699			\$1,747

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Line	Project Title	PROPOSED REHABILITATION PROJECTS	PROJECT JUSTIFICATION	Subdivision	Project Type	LACMTA	OCTA	RCTC	SANBAG	VCTC	OTHER	TOTAL
51	San Gabriel Track Rehab	Rehabilitation project to replace worn rail on the San Gabriel Sub. It will replace approximately 12,500' of Rail.	Data projected through the use of RangeCam Track Analyst Software. Data is projected based on the quarterly scan data, which has been collected for several years.	San Gabriel	Track	\$870			\$580			\$1,450
52	San Gabriel sub Highway-Rail Xing	Replace track panels at Cataract, and Lark Ellen	Based on a review of the inspection reports for Grade Crossings and data from the FRA	San Gabriel	Track	\$454			\$302			\$756
62	Wayside Signals EL1-A Replacement-Valley	Rehab Electrologic with VHLC.; \$180,000 each 2 locations per year . Recurring multi-year program.	Replaces older (15+ years) versions of coded track circuit before failure or obsolescence is reached. Required for signals to govern train movement.	Valley	Signal	\$360						\$360
63	Wayside Signal and Grade Crossing Rehab Replacement Parts and Software -Valley	Acquire and install signal replacement parts including software for wayside signals, control points and grade crossing on a preventive maintenance basis. (Does not include batteries) Top 30 parts encountering premature failure or nearing the end of their life cycle will be identified and replaced. 30 parts at an average unit cost of \$5,000. Install with maintenance forces. No Design, Professional Services, Agency Staff required.	Replace signal units before failure. Identifies the highest priority 30 -60 replaceable signal units.	Valley	Signal	\$168						\$168
59	Wayside Signal -Grade Crossing Rehab - -Valley	Add crossing Gate Savers, rehab entrance gates, rehab predictor units, batteries, and rehab other misc. crossing equipment. Modify and improve signing, striping, fencing, traffic interconnects. (2 crossings @ \$125K ea.) per year. Recurring multi-year program.	Maintains necessary functionality and reliability of grade crossings	Valley	Signal	\$250						\$250
66	Wayside Signal- Power Switch Machine Rehab-Valley	Rehab M23A Power Switch machines - \$60,000 / switch. 2 switches per year. Recurring multi-year program.	Replace before failure. Required for sidings, and crossover to function reliably.	Valley	Signal	\$120						\$120
61	Wayside Signal- Power Switch Machine Rehab-Valley	Rehab M23A Power Switch machines - \$60,000 / switch.1 switches per year. Recurring multi-year program.	Replace before failure. Required for sidings, and crossover to function reliably.	Valley	Signal	\$60						\$60
60	Wayside Signal System Rehab - Batteries and Chargers -Valley	Replace Signal System back-up battery banks and chargers at 15 highest priority locations per year. \$5,000 per location. Recurring multi-year program.	Batteries and Chargers required for Grade crossings, CP's and Intermediate Signals to function reliably and safely.	Valley	Signal	\$103						\$103
86	Valley Rail Grinding	Grind 32 track miles of rail	Grinding of rail head to remove imperfections and discontinuities that develop under traffic loads increases the life of the rail, decreases the probability of rail breaks, and decreases rail replacement intervals	Valley	Track	\$582						\$582
244	Valley sub rail grinding	Grind 32 track miles of rail	Grinding of rail head to remove imperfections and discontinuities that develop under traffic loads increases the life of the rail, decreases the probability of rail breaks, and decreases rail replacement intervals	Valley	Track	\$582						\$582
92	Wayside Signals EL1-A Replacement-Ventura	Rehab Electrologic with VHLC.; \$180,000 each 1 locations per year . Recurring multi-year program.	Replaces older (15+ years) versions of coded track circuit before failure or obsolescence is reached. Required for signals to govern train movement.	Ventura - LA	Signal	\$180						\$180
93	Wayside Signal and Grade Crossing Rehab Replacement Parts and Software -Ventura	Acquire and install signal replacement parts including software for wayside signals, control points and grade crossing on a preventive maintenance basis. (Does not include batteries) Top 30 parts nearing the end of their life cycle will be identified and replaced. 30 parts at an average unit cost of \$5,000. Install with maintenance forces. No Design, Professional Services, Agency Staff required.	Replace signal units before failure. Identifies the highest priority 30 -60 replaceable signal units.	Ventura - LA	Signal	\$75						\$75

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92	Wayside Signal and Grade Crossing Rehab Replacement Parts and Software -Ventura-LA	Acquire and install signal replacement parts including software for wayside signals, control points and grade crossing on a preventive maintenance basis. (Does not include batteries) Top 30 parts nearing the end of their life cycle will be identified and replaced. 30 parts at an average unit cost of \$5,000. Install with maintenance forces. No Design, Professional Services, Agency Staff required.	Replace signal units before failure. Identifies the highest priority 30 -60 replaceable signal units.	Ventura - LA	Signal	\$20						\$20
96	Wayside Signal- Power Switch Machine Rehab- Ventura	Rehab M23A Power Switch machines - \$60,000 / switch. 2 switches per year. Recurring multi-year program.	Replace before failure. Required for sidings, and crossover to function reliably.	Ventura - LA	Signal	\$60						\$60
95	Wayside Signal- Power Switch Machine Rehab- Ventura -LA	Rehab M23A Power Switch machines - \$60,000 / switch. 2 switches per year. Recurring multi-year program.	Replace before failure. Required for sidings, and crossover to function reliably.	Ventura - LA	Signal	\$60						\$60
102	Ventura Rail Grinding - LA County	Grind 4.5 track miles of rail - LA County	Grinding of rail head to remove imperfections and discontinuities that develop under traffic loads increases the life of the rail, decreases the probability of rail breaks, and decreases rail replacement intervals	Ventura - LA	Track	\$86						\$86
251	Ventura sub - LA rail grinding	Grind 4.5 track miles of rail	Grinding of rail head to remove imperfections and discontinuities that develop under traffic loads increases the life of the rail, decreases the probability of rail breaks, and decreases rail replacement intervals	Ventura - LA	Track	\$86						\$86
259	Ventura sub - LA electrologic rehab	Rehab Electrologic with VHLC. \$180,000 each 1 locations per year . Recurring multi-year program.	Replaces older (15+ years) versions of coded track circuit before failure or obsolescence is reached. Required for signals to govern train movement.	Ventura - LA	Signal	\$180						\$180
260	Ventura sub - LA signal replacement parts	Acquire and install signal replacement parts including software for wayside signals, control points and grade crossing on a preventive maintenance basis. (Does not include batteries) Top 30 parts nearing the end of their life cycle will be identified and replaced. 30 parts at an average unit cost of \$5,000. Install with maintenance forces. No Design, Professional Services, Agency Staff required.	Replace signal units before failure. Identifies the highest priority 30 -60 replaceable signal units.	Ventura - LA	Signal	\$75						\$75
261	Ventura sub - LA crossing signal rehab	Add crossing Gate Savers, rehab entrance gates, rehab predictor units, batteries, and rehab other misc. crossing equipment. Modify and improve signing, striping, fencing, traffic interconnects. (2 crossings @ \$125K ea.) per year. Recurring multi-year program.	Maintains necessary functionality and reliability of grade crossings	Ventura - LA	Signal	\$125						\$125
263	Ventura sub - LA power switch machine rehab	Rehab M23A Power Switch machines - \$60,000 / switch. 2 switches per year. Recurring multi-year program.	Replace before failure. Required for sidings, and crossover to function reliably.	Ventura - LA	Signal	\$60						\$60
262	Ventura sub - LA battery rehab	Replace Signal System back-up battery banks and chargers at 15 highest priority locations per year. \$5,000 per location. Recurring multi-year program.	Batteries and Chargers required for Grade crossings, CP's and Intermediate Signals to function reliably and safely.	Ventura - LA	Signal	\$55						\$55
106	Rehab Update CIS at Stations - Ventura	Rehab field signage with Daktronic and PA at 1 station per year for next three years. \$150,000 per station. Recurring multi-year program.	Replace signal units before failure. Identifies the top 10 - 30 replaceable signal units.	Ventura - VC	Communication					\$150		\$150
109	Rehab Update CIS at Stations - Ventura -VC	Rehab field signage with Daktronic and PA at 1 station per year for next three years. \$150,000 per station. Recurring multi-year program.	Replace signal units before failure. Identifies the top 10 - 30 replaceable signal units.	Ventura - VC	Communication					\$150		\$150

**FY 2017-18 NEW AUTHORITY REHABILITATION PROJECTS
PROJECTS BY SUBDIVISION (\$Thousands)**

Line	Project Title	PROPOSED REHABILITATION PROJECTS	PROJECT JUSTIFICATION	Subdivision	Project Type	LACMTA	OCTA	RCTC	SANBAG	VCTC	OTHER	TOTAL
105	Wayside Communication System Replacement Parts - Ventura	Acquire replacement parts including software for wayside and mountain-top communication system . Top 20 high priority parts will be identified that are encountering premature failure, nearing the end of their life cycle or are reaching functional obsolescence. 20 parts at an average unit cost of \$5,000, Install with maintenance forces. Also includes new locks and keys. No Design, Professional Services, Agency Staff required. Recurring multi-year program.	Replace communication units before failure. Identifies the top 10 - 30 replaceable signal units.	Ventura - VC	Communication					\$50		\$50
108	Wayside Communication System Replacement Parts - Ventura-VC	Acquire replacement parts including software for wayside and mountain-top communication system . Top 20 high priority parts will be identified that are encountering premature failure, nearing the end of their life cycle or are reaching functional obsolescence. 20 parts at an average unit cost of \$5,000, Install with maintenance forces. Also includes new locks and keys. No Design, Professional Services, Agency Staff required. Recurring multi-year program.	Replace communication units before failure. Identifies the top 10 - 30 replaceable signal units.	Ventura - VC	Communication					\$50		\$50
268	Ventura sub - VC Comm system	Acquire replacement parts including software for wayside and mountain-top communication system . Top 20 high priority parts will be identified that are encountering premature failure, nearing the end of their life cycle or are reaching functional obsolescence. 20 parts at an average unit cost of \$5,000, Install with maintenance forces. Also includes new locks and keys. No Design, Professional Services, Agency Staff required. Recurring multi-year program.	Replace communication units before failure. Identifies the top 10 - 30 replaceable signal units.	Ventura - VC	Communication					\$50		\$50
269	Ventura sub - VC Comm System Standards	Perform annual design, engineering, or special studies to determine condition of wayside and mountain-top communication systems or revise standards and as built to keep current. Comply with Config. Mgmt. Recurring multi-year program.	Replace signal units before failure. Identifies the top 10 - 30 replaceable signal units.	Ventura - VC	Communication					\$38		\$38
108	Wayside Signals EL1-A Replacement-Ventura	Rehab Electrologic with VHLC; \$180,000 each 1 locations per year . Recurring multi-year program.	Replaces older (15+ years) versions of coded track circuit before failure or obsolescence is reached. Required for signals to govern train movement.	Ventura - VC	Signal					\$180		\$180
109	Wayside Signal and Grade Crossing Rehab Replacement Parts and Software -Ventura	Acquire and install signal replacement parts including software for wayside signals, control points and grade crossing on a preventive maintenance basis. (Does not include batteries) Top 30 parts nearing the end of their life cycle will be identified and replaced. 30 parts at an average unit cost of \$5,000. Install with maintenance forces. No Design, Professional Services, Agency Staff required.	Replace signal units before failure. Identifies the highest priority 30 -60 replaceable signal units.	Ventura - VC	Signal					\$75		\$75
270	Ventura sub - VC electrologic rehab	Rehab Electrologic with VHLC; \$180,000 each 1 locations per year . Recurring multi-year program.	Replaces older (15+ years) versions of coded track circuit before failure or obsolescence is reached. Required for signals to govern train movement.	Ventura - VC	Signal					\$180		\$180
271	Ventura sub - VC signal replacement parts	Acquire and install signal replacement parts including software for wayside signals, control points and grade crossing on a preventive maintenance basis. (Does not include batteries) Top 30 parts nearing the end of their life cycle will be identified and replaced. 30 parts at an average unit cost of \$5,000. Install with maintenance forces. No Design, Professional Services, Agency Staff required.	Replace signal units before failure. Identifies the highest priority 30 -60 replaceable signal units.	Ventura - VC	Signal					\$26		\$26
110	Wayside Signal -Grade Crossing Rehab - Ventura	Add crossing Gate Savers, rehab entrance gates, rehab predictor units, batteries, and rehab other misc. crossing equipment. Modify and improve signing, striping, fencing, traffic interconnects. (2 crossings @ \$125K ea.) per year. Recurring multi-year program.	Maintains necessary functionality and reliability of grade crossings	Ventura - VC	Signal					\$125		\$125

**FY 2017-18 NEW AUTHORITY REHABILITATION PROJECTS
PROJECTS BY SUBDIVISION (\$Thousands)**

Line	Project Title	PROPOSED REHABILITATION PROJECTS	PROJECT JUSTIFICATION	Subdivision	Project Type	LACMTA	OCTA	RCTC	SANBAG	VCTC	OTHER	TOTAL
115	Wayside Signal- Power Switch Machine Rehab- Ventura-VC	Rehab M23A Power Switch machines - \$60,000 / switch. 2 switches per year. Recurring multi-year program.	Replace before failure. Required for sidings, and crossover to function reliably.	Ventura - VC	Signal					\$60		\$60
273	Ventura sub - VC power swich machine rehab	Rehab M23A Power Switch machines - \$60,000 / switch. 2 switches per year. Recurring multi-year program.	Replace before failure. Required for sidings, and crossover to function reliably.	Ventura - VC	Signal					\$60		\$60
111	Wayside Signal System Rehab - Batteries and Chargers - Ventura	Replace Signal System back-up battery banks and chargers at 15 highest priority locations per year. \$5,000 per location. Recurring multi-year program.	Batteries and Chargers required for Grade crossings, CP's and Intermediate Signals to function reliably and safely.	Ventura - VC	Signal					\$60		\$60
114	Wayside Signal System Rehab - Batteries and Chargers - Ventura-VC	Replace Signal System back-up battery banks and chargers at 15 highest priority locations per year. \$5,000 per location. Recurring multi-year program.	Batteries and Chargers required for Grade crossings, CP's and Intermediate Signals to function reliably and safely.	Ventura - VC	Signal					\$55		\$55
272	Ventura sub - VC battery rehab	Replace Signal System back-up battery banks and chargers at 15 highest priority locations per year. \$5,000 per location. Recurring multi-year program.	Batteries and Chargers required for Grade crossings, CP's and Intermediate Signals to function reliably and safely.	Ventura - VC	Signal					\$31		\$31
118	Ventura Rail Grinding - Ven County	Grind 4.5 track miles of rail - Ven County	Grinding of rail head to remove imperfections and discontinuities that develop under traffic loads increases the life of the rail, decreases the probability of rail breaks, and decreases rail replacement intervals	Ventura - VC	Track					\$86		\$86
121	Wayside Communication System Replacement Parts - River	Acquire replacement parts including software for wayside and mountain-top communication system . Top 20 high priority parts will be identified that are encountering premature failure, nearing the end of their life cycle or are reaching functional obsolescence. 20 parts at an average unit cost of \$5,000, Install with maintenance forces. Also includes new locks and keys. No Design, Professional Services, Agency Staff required. Recurring multi-year program.	Replace communication units before failure. Identifies the top 10 - 30 replaceable signal units.	zRiver	Communication	\$48	\$20	\$11	\$14	\$7		\$100
122	Wayside Communication System Design, slot planning, interference mitigation - River	Perform annual design, engineering, or special studies to determine condition of wayside and mountain-top communication systems or revise standards and as built to keep current. Comply with Config. Mgmt. Recurring multi-year program.	Replace signal units before failure. Identifies the top 10 - 30 replaceable signal units.	zRiver	Communication	\$36	\$15	\$8	\$11	\$5		\$75
283	River sub Comm System Standards	Perform annual design, engineering, or special studies to determine condition of wayside and mountain-top communication systems or revise standards and as built to keep current. Comply with Config. Mgmt. Recurring multi-year program.	Replace signal units before failure. Identifies the top 10 - 30 replaceable signal units.	zRiver	Communication	\$14	\$6	\$3	\$4	\$2	\$	\$30
123	Wayside Signals EL1-A Replacement- - River	Rehab Electrologic with VHLC.; \$180,000 each 1 location per year . Recurring multi-year program.	Replaces older (15+ years) versions of coded track circuit before failure or obsolescence is reached. Required for signals to govern train movement.	zRiver	Signal	\$86	\$36	\$20	\$26	\$13		\$180
124	Wayside Signal -Grade Crossing Rehab - River	Add crossing Gate Savers, rehab entrance gates, rehab predictor units, batteries, and rehab other misc crossing equipment. Modify and improve signing, striping, fencing, traffic interconnects. (1 crossings @ \$125K ea) per year. Recurring multi-year program.	Maintains necessary functionality and reliability of grade crossings	zRiver	Signal	\$59	\$25	\$14	\$18	\$9		\$125
125	Wayside Signal System Rehab - Batteries and Chargers - River	Replace Signal System back-up battery banks and chargers and improve, add capacity and quick connects to three backup generators sites at one site per year at \$75,000 per site plus 5 battery plants per year @ \$5,000 per site . Multi-year program.	Batteries, Chargers, Backup Generators required for CP's and Intermediate Signals to function reliably and safely.	zRiver	Signal	\$59	\$25	\$14	\$18	\$9		\$125

**FY 2017-18 NEW AUTHORITY REHABILITATION PROJECTS
PROJECTS BY SUBDIVISION (\$Thousands)**

Line	Project Title	PROPOSED REHABILITATION PROJECTS	PROJECT JUSTIFICATION	Subdivision	Project Type	LACMTA	OCTA	RCTC	SANBAG	VCTC	OTHER	TOTAL
129	Wayside Signal --Grade Crossing Rehab - River	Add crossing Gate Savers, rehab entrance gates, rehab predictor units, batteries, and rehab other misc crossing equipment. Modify and improve signing, striping, fencing, traffic interconnects. (1 crossings @ \$125K ea) per year. Recurring multi-year program.	Maintains necessary functionality and reliability of grade crossings	zRiver	Signal	\$59	\$25	\$14	\$18	\$9		\$125
130	Wayside Signal System Rehab - Batteries and Chargers - River	Replace Signal System back-up battery banks and chargers and improve, add capacity and quick connects to three backup generators sites at one site per year at \$75,000 per site plus 5 battery plants per year @ \$5,000 per site . Multi-year program.	Batteries, Chargers, Backup Generators required for CP's and Intermediate Signals to function reliably and safely.	zRiver	Signal	\$59	\$25	\$14	\$18	\$9		\$125
127	Wayside Signal- Power Switch Machine Rehab- River	Rehab M23A Power Switch machines - \$60,000 / switch. 2 switches per year. Recurring multi-year program.	Replace before failure. Required for sidings, and crossover to function reliably.	zRiver	Signal	\$57	\$24	\$13	\$17	\$9		\$120
132	Wayside Signal- Power Switch Machine Rehab- River	Rehab M23A Power Switch machines - \$60,000 / switch. 2 switches per year. Recurring multi-year program.	Replace before failure. Required for sidings, and crossover to function reliably.	zRiver	Signal	\$57	\$24	\$13	\$17	\$9		\$120
284	River sub power switch machine rehab	Rehab M23A Power Switch machines - \$60,000 / switch. 2 switches per year. Recurring multi-year program.	Replace before failure. Required for sidings, and crossover to function reliably.	zRiver	Signal	\$57	\$24	\$13	\$17	\$9	\$	\$120
126	Wayside Signal and Grade Crossing Rehab Replacement Parts and Software - - River	Acquire and install signal replacement parts including software for wayside signals, control points and grade crossing on a preventive maintenance basis. (Does not include batteries) Top 30 parts encountering premature failure or nearing the end of their life cycle will be identified and replaced. 30 parts at an average unit cost of \$5,000. Install with maintenance forces. Also includes new locks and keys. No Design, Professional Services, Agency Staff required.	Replace signal units before failure. Identifies the highest priority 30 -60 replaceable signal units.	zRiver	Signal	\$71	\$30	\$17	\$22	\$11		\$150
131	Wayside Signal and Grade Crossing Rehab Replacement Parts and Software - - River	Acquire and install signal replacement parts including software for wayside signals, control points and grade crossing on a preventive maintenance basis. (Does not include batteries) Top 30 parts encountering premature failure or nearing the end of their life cycle will be identified and replaced. 30 parts at an average unit cost of \$5,000. Install with maintenance forces. Also includes new locks and keys. No Design, Professional Services, Agency Staff required.	Replace signal units before failure. Identifies the highest priority 30 -60 replaceable signal units.	zRiver	Signal	\$71	\$30	\$17	\$22	\$11		\$150
291	River sub tie replacement	Rehabilitate 2,100 Crossties on the River Subdivision (1400 River East Bank and 700 River West Bank)	Based on a review of the last crosstie work completed on subdivision. In the future, crosstie work will be determined using Machine Vision Tie inspection.	zRiver	Track	\$249	\$104	\$58	\$76	\$38	\$	\$525
134	Highway-Rail Xing	Replace track panels	Based on a review of the inspection reports for Grade Crossings and data from the FRA	zRiver	Track	\$143	\$59	\$33	\$43	\$22		\$300
144	River sub Highway-Rail Xing	Replace track panels	Based on a review of the inspection reports for Grade Crossings and data from the FRA	zRiver	Track	\$143	\$59	\$33	\$43	\$22		\$300
136	River Rail Grinding	Grind 7 track miles of rail	Grinding of rail head to remove imperfections and discontinuities that develop under traffic loads increases the life of the rail, decreases the probability of rail breaks, and decreases rail replacement intervals	zRiver	Track	\$61	\$25	\$14	\$18	\$9		\$128
135	River East Bank Rail Grinding	Grind 3 track miles of rail - River sub East Bank	Grinding of rail head to remove imperfections and discontinuities that develop under traffic loads increases the life of the rail, decreases the probability of rail breaks, and decreases rail replacement intervals	zRiver	Track	\$27	\$11	\$6	\$8	\$4		\$57

**FY 2017-18 NEW AUTHORITY REHABILITATION PROJECTS
PROJECTS BY SUBDIVISION (\$Thousands)**

Line	Project Title	PROPOSED REHABILITATION PROJECTS	PROJECT JUSTIFICATION	Subdivision	Project Type	LACMTA	OCTA	RCTC	SANBAG	VCTC	OTHER	TOTAL	
137	River West Bank Rail Grinding	Grind 2 track miles of rail - River sub West Bank	Grinding of rail head to remove imperfections and discontinuities that develop under traffic loads increases the life of the rail, decreases the probability of rail breaks, and decreases rail replacement intervals	zRiver	Track	\$17	\$7	\$4	\$5	\$3		\$36	
154	Gen 1 Rail Car Overhaul	Complete overhaul of Gen 1 rail cars, including CEM components, and interior components for longer-distance trips. (15 30 cars @ \$1.35M/car. \$24.0M from other sources)	Gen 1 rail cars went into service in 1992-1993 and have not had a midlife overhaul. There are 88 Gen 1 cars in the fleet.	zSystemwide	Rolling Stock	\$8,669	\$3,614	\$2,026	\$2,628	\$1,314	\$2,000	\$20,250	
142	Rotem Upgrade	Door Motor Overhaul	End of lifecycle	zSystemwide	Rolling Stock	\$85	\$35	\$20	\$26	\$13		\$178	
147	PTC On-Board Software updates, hardware repairs PTC on-board equipment Systems on 57 cab cars and 52 locomotives.	Acquire and install PTC on board replacement parts and perform software versions changes to stay current with industry interoperable standards and regulations. 57 cab cars and 52 locomotives. Correct defects not otherwise covered by warranty. Remove ATS. Average estimated cost if \$10,000 per unit x 110 units. Multiyear recurring program.	Keep locomotive and cab car fleet reliable, interoperable and in regulatory compliance. Replace PTC hardware and software before failure.	zSystemwide	Signal	\$523	\$218	\$122	\$158	\$79		\$1,100	
148	TCOSF, MOC, Melbourne Train Control Systems PTC, CAD, NMS, etc. train control/communication software version updates and hardware repairs .	Install new software versions as required by industry standards or to keep compliant with regulations. Replace hardware that is defective or becoming obsolescent and not otherwise covered by warranty. Keep test lab current and productive. Keep support systems - batteries, air conditioning, alarms in state of good repair. Includes all back office train control, communication systems in the TCOSF, MOC or Melbourne facilities.	Maintain reliability, state of good repair, safety, regulatory compliance, interoperability.	zSystemwide	Signal	\$518	\$216	\$121	\$157	\$78		\$1,090	
149	Signal ,Communication Back Office Train Control System Design, Condition Studies, Engineering - Keep Drawings, Track Charts, Standards Current.	Perform engineering, design, special studies relative to overall Signal, Comm. PTC/Back office Systems - standards, drawings, data bases, track charts, on a System Level current . Comply with Config. Mgmt.	Keep System Level standards and as-builts current. Comply with configuration management.	zSystemwide	Signal	\$138	\$57	\$32	\$42	\$21		\$290	
150	TCOSF, MOC, Melbourne- CIS Systems - software version updates and hardware repairs .	Install new software versions as required to keep current . Replace hardware that is defective or becoming obsolescent and not otherwise covered by warranty. Keep test lab current and productive. Includes all back office CIS control, systems in the TCOSF, MOC or Melbourne facilities. Recurring Program.	Maintain reliability, state of good repair safety, ADA regulatory compliance.	zSystemwide	Signal	\$88	\$37	\$21	\$27	\$13		\$185	
151	Replace or Upgrade System Signal Test Tools and Equipment	Replace or upgrade signal and communication system test tools and equipment including laptops, on board PTC Hi- Rails equipment, Melbourne Signal/Comm/CIS Test Lab.	Replace or supplement special signal tools, test equipment, hi-rail equipment on system basis	zSystemwide	Signal	\$93	\$39	\$22	\$28	\$14		\$195	
152	Track Measurement	System wide track measurement for Machine Vision Tie Inspection, Mobile Lidar Ballast Scanning, and Ground Penetrating Radar	Data obtained using these track measuring systems gives Metrolink an accurate picture of future rehabilitation needs.	zSystemwide	Track	\$262	\$109	\$61	\$79	\$40		\$551	
		PROPOSED FY 2016-17 REHAB BUDGET WITHOUT PH-R LOCOMOTIVE REHAB - CONSTRAINED					\$20,000	\$42,903	\$3,660	\$6,590	\$3,205	\$2,000	\$78,358
200	Locomotive Overhaul/ Upgrade	Overhaul the remaining 3 of 7 EMD F-59-Repowered Locomotives that were previously upgraded to Tier-2 in 2008, and upgrade to Tier-4. (\$4.4M/unit, with \$1.3M/unit from other sources for all 7 units). Mearsure R LACMTA Funding.	This will be required if the Board elects to overhaul existing units instead of purchase new.	zSystemwide	Rolling Stock	\$1,948	\$812	\$455	\$590	\$295	\$9,100	\$13,200	
		PROPOSED FY 2017-18 REHAB BUDGET WITH F59 PH-R LOCOMOTIVES REHABILITATED					\$21,947	\$43,715	\$4,115	\$7,181	\$3,500	\$11,100	\$91,558
					Grand Total								

ATTACHMENT "O"
FY 2017-18 NEW CAPITAL PROJECTS
(\$ Thousands)

PROJECT DESCRIPTION	SUBDIVISION	TOTAL BUDGET	Metro	OCTA	RCTC	SANBAG	VCTC	Other
Funds to be used for preparing Project Study Reports and initial design for enhancement and expansion (ie non-good state of good repair projects)	TBD	\$745	\$475	\$198			\$72	
TOTAL FY 2016-17 AUTHORITY FOR NEW FUNDING		\$745	\$475	\$198	\$	\$	\$72	\$

ATTACHMENT "P"
CAPITAL BUDGET SUMMARY
ALL AGENCIES

(\$ Thousands)

FISCAL YEAR	REHABILITATION PROJECTS	NEW CAPITAL PROJECTS	TOTAL
2015/16	\$75,006	\$74,353	\$149,359
2016/17 ¹	\$58,721	\$9,345	\$68,066
2017/18 ¹	<u>\$91,558</u>	<u>\$745</u>	<u>\$92,303</u>
TOTALS	<u><u>\$225,285</u></u>	<u><u>\$84,443</u></u>	<u><u>\$309,728</u></u>

1. Rehabilitation Includes \$30.8M for 7 - F59-R Locomotives upgraded to Tier 4. Net cost to Agencies \$21.7M.

ATTACHMENT "P"
CAPITAL BUDGET SUMMARY
CONSOLIDATED CASH FLOW BY FISCAL YEAR

(\$ Thousands)

BUDGET FISCAL YEAR	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	TOTAL
2015/16							
REHABILITATION	\$12,524	\$34,616	\$27,465	\$402	\$	\$	\$75,006
NEW CAPITAL	\$35,470	\$35,682	\$3,200	\$	\$	\$	\$74,353
SUBTOTAL	\$47,994	\$70,298	\$30,665	\$402	\$	\$	\$149,359
2016/2017							
REHABILITATION		\$5,524	\$35,584	\$17,494	\$119	\$	\$58,721
NEW CAPITAL		\$654	\$5,771	\$2,470	\$450	\$	\$9,345
SUBTOTAL		\$6,178	\$41,355	\$19,964	\$569		\$68,066
2017/2018							
REHABILITATION			\$8,244	\$69,146	\$13,936	\$232	\$91,558
NEW CAPITAL			\$186	\$559	\$	\$	\$745
SUBTOTAL			\$8,430	\$69,705	\$13,936	\$232	\$92,303
TOTALS							
REHABILITATION	\$12,524	\$40,140	\$71,293	\$87,042	\$14,055	\$232	\$225,285
NEW CAPITAL	\$35,470	\$36,336	\$9,157	\$3,029	\$450	\$	\$84,443
TOTAL PROJECTED CASH FLOW BY FISCAL YEAR	\$47,994	\$76,476	\$80,450	\$90,070	\$14,505	\$232	\$309,728
PROJECT BUDGETS BY FISCAL YEAR	\$136,537	\$68,066	\$92,303				

ATTACHMENT "P"
CAPITAL BUDGET SUMMARY
LACMTA

(\$ Thousands)

FISCAL YEAR	REHABILITATION PROJECTS	NEW CAPITAL PROJECTS	TOTAL
2015/16	\$20,000		
ROTEM SETTLEMENT	\$5,806		
VCTC SWAP	<u>-\$5,674</u>		
TOTAL 2015/16	\$20,132	\$30,749	\$50,881
2016/17	\$28,360	\$475	\$28,835
2017/18	\$21,947	\$475	\$22,422
TOTALS	<u>\$70,440</u>	<u>\$31,699</u>	<u>\$102,139</u>

- 16/17 AND 17/18 REHAB BUDGETS EXCLUDE ROTEM SETTLEMENT AND VCTC SWAP

ATTACHMENT "P"
CAPITAL BUDGET SUMMARY
LACMTA CASH FLOW BY FISCAL YEAR

(\$ Thousands)

BUDGET FISCAL YEAR	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	TOTAL
2015/16							
REHABILITATION	\$4,744	\$10,115	\$4,967	\$173			\$20,000
ROTEM SETTLEMENT	\$1,802	\$2,233	\$1,703	\$68			\$5,806
VCTC SWAP	-\$284	-\$1,796	-\$3,594	\$			-\$5,674
NEW CAPITAL	\$16,236	\$14,513	\$				\$30,749
SUBTOTAL	\$22,499	\$25,065	\$3,076	\$241	\$		\$50,881
2016/2017							
REHABILITATION		\$2,670	\$17,620	\$8,017	\$53		\$28,360
NEW CAPITAL		\$119	\$356				\$475
SUBTOTAL		\$2,789	\$17,977	\$8,017	\$53		\$28,835
2017/2018							
REHABILITATION			\$2,240	\$14,032	\$5,601	\$75	\$21,947
NEW CAPITAL			\$119	\$356			\$475
SUBTOTAL			\$2,359	\$14,388	\$5,601	\$75	\$22,422
TOTALS							
REHABILITATION NET OF ROTEM AND SWAP	\$6,262	\$13,223	\$22,937	\$22,290	\$5,654	\$75	\$70,440
NEW CAPITAL	\$16,236	\$14,632	\$475	\$356	\$	\$	\$31,699
TOTAL PROJECTED CASH FLOW BY FISCAL YEAR¹	\$22,499	\$27,854	\$23,412	\$22,646	\$5,654	\$75	\$102,139
 PROJECT BUDGETS BY FISCAL YEAR	 \$50,881	 \$28,835	 \$22,422				

1. EXCLUDES ROTEM SETTLEMENT AND VCTC SWAP FOR FY 16/17 AND 17/18

ATTACHMENT "P"
CAPITAL BUDGET SUMMARY
OCTA

(\$ Thousands)

FISCAL YEAR	REHABILITATION PROJECTS	NEW CAPITAL PROJECTS	TOTAL
2015/16	\$		
ROTEM SETTLEMENT LACMTA	\$		
ROTEM SETTLEMENT RCTC	-\$5,806		
ROTEM SETTLEMENT SANBAG	-\$457		
ROTEM SETTLEMENT VCTC	<u>-\$1,000</u>		
TOTAL 15/16	-\$7,263	\$7,103	-\$160
2016/17	\$13,043	\$198	\$13,241
2017/18	<u>\$43,715</u>	<u>\$198</u>	<u>\$43,913</u>
TOTALS	<u><u>\$49,495</u></u>	<u><u>\$7,499</u></u>	<u><u>\$56,994</u></u>

1. EXCLUDES ROTEM SETTLEMENT FOR FY 16/17 AND 17/18

ATTACHMENT "P"
CAPITAL BUDGET SUMMARY
OCTA CASH FLOW BY FISCAL YEAR

(\$ Thousands)

BUDGET FISCAL YEAR	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	TOTAL
2015/16							
REHABILITATION	\$2,953	\$8,315	\$1,802	\$102	\$		\$13,172
ROTEM SETTLEMENT LACMTA	-\$1,802	-\$2,233	-\$1,703	-\$68	\$		-\$5,806
ROTEM SETTLEMENT RCTC	-\$12	-\$445	\$	\$	\$		-\$457
ROTEM SETTLEMENT SANBAG	-\$30	-\$970	\$	\$	\$		-\$1,000
ROTEM SETTLEMENT VCTC	-\$11	-\$340	\$	\$	\$		-\$350
NEW CAPITAL	\$5,228	\$1,875	\$				\$7,103
SUBTOTAL	\$6,327	\$6,202	\$99	\$34	\$		\$12,661
2016/2017							
REHABILITATION		\$1,215	\$8,651	\$3,133	\$43		\$13,043
NEW CAPITAL		\$50	\$149	\$			\$198
SUBTOTAL		\$1,265	\$8,799	\$3,133	\$43		\$13,241
2017/2018							
REHABILITATION			\$1,956	\$38,577	\$3,139	\$43	\$43,715
NEW CAPITAL			\$50	\$149	\$		\$198
SUBTOTAL			\$2,005	\$38,726	\$3,139	\$43	\$43,913
TOTALS							
REHABILITATION NET OF ROTEM	\$1,099	\$5,542	\$10,706	\$41,744	\$3,182	\$43	\$62,317
NEW CAPITAL	\$5,228	\$1,924	\$198	\$149	\$	\$	\$7,499
TOTAL PROJECTED CASH FLOW BY FISCAL YEAR	\$6,327	\$7,466	\$10,904	\$41,892	\$3,182	\$43	\$69,815
 PROJECT BUDGETS BY FISCAL YEAR	 -\$160	 \$13,241	 \$43,913				

1. EXCLUDES ROTEM SETTLEMENT FOR FY 16/17 AND 17/18

ATTACHMENT "P"
CAPITAL BUDGET SUMMARY
RCTC

(\$ Thousands)

FISCAL YEAR	REHABILITATION PROJECTS	NEW CAPITAL PROJECTS	TOTAL
2015/16	\$4,170		
ROTEM SETTLEMENT	<u>\$457</u>		
TOTAL 15/16	\$4,627	\$4,856	\$9,483
2016/17	\$5,566	\$	\$5,566
2017/18	<u>\$4,115</u>	<u>\$</u>	<u>\$4,115</u>
TOTALS	<u>\$14,308</u>	<u>\$4,856</u>	<u>\$19,164</u>

1. EXCLUDES ROTEM SETTLEMENT FOR FY 16/17 AND 17/18

ATTACHMENT "P"
CAPITAL BUDGET SUMMARY
RCTC CASH FLOW BY FISCAL YEAR

(\$ Thousands)

BUDGET FISCAL YEAR	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	TOTAL
2015/16							
REHABILITATION	\$1,220	\$1,940	\$965	\$46			\$4,170
ROTEM SETTLEMENT	\$12	\$445	\$	\$			\$457
NEW CAPITAL	\$3,642	\$1,214					\$4,856
SUBTOTAL	\$4,873	\$3,599	\$965	\$46	\$		\$9,483
2016/2017							
REHABILITATION		\$624	\$3,199	\$1,730	\$13		\$5,566
NEW CAPITAL		\$	\$	\$			\$
SUBTOTAL		\$624	\$3,199	\$1,730	\$13		\$5,566
2017/2018							
REHABILITATION			\$549	\$2,251	\$1,303	\$13	\$4,115
NEW CAPITAL			\$	\$			\$
SUBTOTAL			\$549	\$2,251	\$1,303	\$13	\$4,115
TOTALS							
REHABILITATION NET OF ROTEM	\$1,231	\$3,009	\$4,713	\$4,027	\$1,316	\$13	\$14,308
NEW CAPITAL	\$3,642	\$1,214	\$	\$	\$	\$	\$4,856
TOTAL PROJECTED CASH FLOW BY FISCAL YEAR	\$4,873	\$4,223	\$4,713	\$4,027	\$1,316	\$13	\$19,164
PROJECT BUDGETS BY FISCAL YEAR	\$9,483	\$5,566	\$4,115				

1. EXCLUDES ROTEM SETTLEMENT FOR FY 16/17 AND 17/18

ATTACHMENT "P"
CAPITAL BUDGET SUMMARY
SANBAG

(\$ Thousands)

FISCAL YEAR	REHABILITATION PROJECTS	NEW CAPITAL PROJECTS	TOTAL
2015/16	\$6,441		
ROTEM SETTLEMENT	<u>\$1,000</u>		
TOTAL 15/16	\$7,441	\$4,052	\$11,493
2016/17	\$6,252	\$	\$6,252
2017/18	<u>\$7,181</u>	<u>\$</u>	<u>\$7,181</u>
TOTALS	<u><u>\$20,874</u></u>	<u><u>\$4,052</u></u>	<u><u>\$24,926</u></u>

1. EXCLUDES ROTEM SETTLEMENT FOR FY 16/17 AND 17/18

ATTACHMENT "P"
CAPITAL BUDGET SUMMARY
SANBAG CASH FLOW BY FISCAL YEAR

(\$ Thousands)

BUDGET FISCAL YEAR	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	TOTAL
2015/16							
REHABILITATION	\$1,465	\$3,622	\$1,298	\$56			\$6,441
ROTEM SETTLEMENT	\$30	\$970	\$				\$1,000
NEW CAPITAL	\$3,039	\$1,013					\$4,052
SUBTOTAL	\$4,534	\$5,605	\$1,298	\$56	\$		\$11,493
2016/2017							
REHABILITATION		\$561	\$3,453	\$2,231	\$7		\$6,252
NEW CAPITAL		\$	\$		\$		\$
SUBTOTAL		\$561	\$3,453	\$2,231	\$7		\$6,252
2017/2018							
REHABILITATION			\$681	\$4,788	\$1,693	\$19	\$7,181
NEW CAPITAL			\$	\$			\$
SUBTOTAL			\$681	\$4,788	\$1,693	\$19	\$7,181
TOTALS							
REHABILITATION NET OF ROTEM	\$1,495	\$5,153	\$5,432	\$7,075	\$1,700	\$19	\$20,874
NEW CAPITAL	\$3,039	\$1,013	\$	\$	\$	\$	\$4,052
TOTAL PROJECTED CASH FLOW BY FISCAL YEAR	\$4,534	\$6,166	\$5,432	\$7,075	\$1,700	\$19	\$24,926
PROJECT BUDGETS BY FISCAL YEAR	\$11,493	\$6,252	\$7,181				

1. EXCLUDES ROTEM SETTLEMENT FOR FY 16/17 AND 17/18

ATTACHMENT "P"
CAPITAL BUDGET SUMMARY
VCTC SUMMARY

(\$ Thousands)

FISCAL YEAR	REHABILITATION PROJECTS	NEW CAPITAL PROJECTS	TOTAL
2015/16	\$3,500		
ROTEM SETTLEMENT	\$350		
VCTC SWAP	<u>\$5,674</u>		
TOTAL 15/16	\$9,524	\$1,885	\$11,409
2016/17	\$3,500	\$3,072	\$6,572
2017/18	\$3,500	\$72	\$3,572
TOTALS	<u>\$16,524</u>	<u>\$5,029</u>	<u>\$21,553</u>

- 16/17 AND 17/18 REHAB BUDGETS EXCLUDE ROTEM SETTLEMENT AND VCTC SWAP

ATTACHMENT "P"
CAPITAL BUDGET SUMMARY
VCTC CASH FLOW BY FISCAL YEAR

(\$ Thousands)

BUDGET FISCAL YEAR	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	TOTAL
2015/16							
REHABILITATION	\$758	\$1,818	\$899	\$25			\$3,500
ROTEM SETTLEMENT	\$11	\$340					\$350
LACMTA SWAP	\$284	\$1,796	\$3,594	\$			\$5,674
NEW CAPITAL	\$1,378	\$507					\$1,885
SUBTOTAL	\$2,430	\$4,461	\$4,493	\$25			\$11,409
2016/2017							
REHABILITATION		\$353	\$2,028	\$1,116	\$3		\$3,500
NEW CAPITAL		\$318	\$954	\$1,350	\$450		\$3,072
SUBTOTAL		\$671	\$2,982	\$2,466	\$453		\$6,572
2017/2018							
REHABILITATION			\$444	\$2,040	\$934	\$82	\$3,500
NEW CAPITAL			\$18	\$54			\$72
SUBTOTAL			\$462	\$2,094	\$934	\$82	\$3,572
TOTALS							
REHABILITATION NET OF ROTEM	\$1,052	\$4,307	\$6,964	\$3,181	\$937	\$82	\$16,524
NEW CAPITAL	\$1,378	\$825	\$972	\$1,404	\$450	\$	\$5,029
TOTAL PROJECTED CASH FLOW BY FISCAL YEAR	\$2,430	\$5,132	\$7,936	\$4,585	\$1,387	\$82	\$21,553
PROJECT BUDGETS BY FISCAL YEAR	\$11,409	\$6,572	\$3,572				

- 16/17 AND 17/18 REHAB BUDGETS EXCLUDE ROTEM SETTLEMENT AND VCTC SWAP

ATTACHMENT "P"
CAPITAL BUDGET SUMMARY
OTHER SUMMARY

(\$ Thousands)

FISCAL YEAR	REHABILITATION PROJECTS	NEW CAPITAL PROJECTS	TOTAL
2015/16 CONSTRAINED	\$27,724	\$25,708	\$53,432
2016/17	\$2,000	\$5,600	\$7,600
2017/18	\$11,100	\$	\$11,100
TOTALS	\$40,824	\$31,308	\$72,132

ATTACHMENT "P"
CAPITAL BUDGET SUMMARY
OTHER CASH FLOW BY FISCAL YEAR

(\$ Thousands)

BUDGET FISCAL YEAR	2015/16	2016/17	2017/18	2018/19	2019/20	TOTAL
2015/16						
REHABILITATION	\$1,385	\$8,806	\$17,533			\$27,724
NEW CAPITAL	\$5,947	\$16,560	\$3,200			\$25,708
SUBTOTAL	\$7,332	\$25,367	\$20,733			\$53,432
2016/2017						
REHABILITATION		\$100	\$633	\$1,267	\$	\$2,000
NEW CAPITAL		\$168	\$4,312	\$1,120		\$5,600
SUBTOTAL		\$268	\$4,945	\$2,387	\$	\$7,600
2017/2018						
REHABILITATION			\$2,375	\$7,458	\$1,267	\$11,100
NEW CAPITAL						\$
SUBTOTAL			\$2,375	\$7,458	\$1,267	\$11,100
TOTALS						
REHABILITATION	\$1,385	\$8,906	\$20,541	\$8,725	\$1,267	\$40,824
NEW CAPITAL	\$5,947	\$16,728	\$7,512	\$1,120	\$	\$31,308
TOTAL PROJECTED CASH FLOW BY FISCAL YEAR	\$7,332	\$25,635	\$28,053	\$9,845	\$1,267	\$72,132
PROJECT BUDGETS BY FISCAL YEAR	\$53,432	\$7,600	\$11,100			

METROLINK[®]

Southern California Regional Rail Authority

May 28, 2015

TO: Anne Mayer, *Executive Director, RCTC*
Darrell Johnson, *Chief Executive Officer, OCTA*
Darren Kettle, *Executive Director, VCTC*
Phillip Washington, *Chief Executive Officer, Metro*
Dr. Raymond Wolfe, *Executive Director, SANBAG*

FROM: Arthur Leahy
Chief Executive Officer, SCRRA



SUBJECT: Revised SCRRA Preliminary FY2016 Budget

As we discussed today in the workshop, please find attached a revised SCRRA preliminary budget for fiscal year 2016. This includes the reallocation to other member agencies of the Maintenance of Way expenses for the Shortway Subdivision that was previously allocated to SanBAG. It also includes additional operational expenses to improve safety and compliance with regulations. These are: (1) two additional Amtrak crews to comply with the 6 workdays a week instead of seven and reduce overtime; (2) an additional Train Master, in preparation for adding crews in January as a result of having more trains operate out of the Eastern Maintenance Facility (EMF); (3) retaining a dispatch consultant to train new dispatching recruits, especially now that the SCRRA Rules Manager has resigned; (4) two Field Operations Administrators to supplement staff that now has to be offered leave when they respond to an incident involving fatality; and (5) two Material Handlers at EMF that will manage spare parts inventory at EMF and relieve the burden of having to issue materials out of the Central Maintenance Facility and then transport it to EMF.

We intend to present the revised budget for adoption to the SCRRA Board at its June 26, 2015 meeting. This memo is intended to assist you as you are presenting your share of the SCRRA budget to your Boards.

Thank you for attending today's workshop. I think we had a very productive discussion and I look forward to similar workshops in the future. Please let me know if you need additional information on the revised budget.



**SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY
REVISED FISCAL YEAR 2015-16 PRELIMINARY BUDGET
(\$000s)**

	Total FY 15-16	Metro Share	OCTA Share	RCTC Share	SANBAG Share	VCTC Share
Expenses Including MOW	\$ 228,667	\$ 118,378	\$ 50,118	\$ 22,352	\$ 25,440	\$ 12,378
Less: Revenues	\$ 101,749	\$ 53,535	\$ 24,286	\$ 7,947	\$ 12,624	\$ 3,357
Member Agency FY 2015-16 Subsidy as transmitted on 4/17/15	\$ 126,917	\$ 64,843	\$ 25,832	\$ 14,405	\$ 12,816	\$ 9,021
Reallocation of Shortway Expenses	\$ -	\$ 39	\$ 36	\$ 18	\$ (93)	\$ -
Requested Operations Safety Additions *	\$ 1,155	\$ 599	\$ 226	\$ 132	\$ 124	\$ 74
Member Agency FY 2015-16 Subsidy as of 5/28/15	\$ 128,072	\$ 65,481	\$ 26,093	\$ 14,555	\$ 12,848	\$ 9,095

FY 2014-15 Budget As Adopted	\$ 111,735	\$ 59,683	\$ 22,267	\$ 9,817	\$ 11,805	\$ 8,163
Increase/(Decrease) vs FY15	\$ 15,182	\$ 5,160	\$ 3,565	\$ 4,588	\$ 1,011	\$ 858
Percentage Change	13.6%	8.6%	16.0%	46.7%	8.6%	10.5%

* See Attachment A

Requested Operations Safety Additions

Description	Annual Amt	Start Date	Amount for FY16	TOE	Amount by Member						
					Alloc. Method	METRO	OCTA	RCTC	SANBAG	VCTC	
Two Extra board crews	603,290	7/1/2015	603,290	Amtrak	2	Train OPS	328,793	126,751	55,322	67,991	24,433
1 Train Master	188,272	12/1/2015	94,136	Amtrak	2	Train OPS	51,304	19,778	8,632	10,609	3,813
Dispatch Consultant	200,000	n/a	200,000	Consultant	20	OPS PRF SVS	95,580	34,560	29,840	19,980	20,040
2 Jr Field Ops Admin wage	114,695										
Bene	39,317										
Total	154,012	7/1/2015	154,012	Employee	20	OPS Field Admin	73,603	26,613	22,979	15,386	15,432
2 Material Handlers (EMF) wage	102,784										
Bene	35,234										
Total	138,018	10/1/2015	103,514	Employee	20	Material Handler	49,469	17,887	15,444	10,341	10,372
Grand Total			<u>1,154,952</u>			Totals by Members	598,749	225,590	132,217	124,307	74,090
					Alloc Name	Alloc#	METRO	OCTA	RCTC	SANBAG	VCTC
					Train Miles	2	54.50%	21.01%	9.17%	11.27%	4.05%
					Unduplicated Route Miles	20	47.79%	17.28%	14.92%	9.99%	10.02%

**Board Report**

File #: 2015-0478, **File Type:** Contract

Agenda Number: 14.

**PLANNING AND PROGRAMMING COMMITTEE
JUNE 17, 2015**

SUBJECT: METRO COUNTYWIDE BIKESHARE

ACTION: ADOPT A BIKESHARE IMPLEMENTATION PLAN AND AWARD CONTRACT

RECOMMENDATIONS

APPROVED AS AMENDED:

- A. adopting the **Regional Bikeshare Implementation Plan for Los Angeles County** ("Plan") (Attachment B).
- B. awarding a two-year firm fixed price Contract No. PS272680011357 (RFP No. PS11357), to Bicycle Transit Systems, Inc. (BTS) for the equipment, installation and operations of the Metro Countywide Bikeshare Phase 1 Pilot in the amount of \$11,065,673 contingent upon the execution of an MOU between the City of Los Angeles and Metro. Authorization of future phases will be presented for Board approval contingent upon successful completion and operation of the Phase 1 Pilot, and completion and operation of each subsequent phase, availability of funding and interest of participating communities (Attachment A).
- C. authorizing the Chief Executive Officer (CEO) to take the following actions to implement the Metro Countywide Bikeshare Phase 1 Pilot in downtown Los Angeles ("Pilot"):
 - 1. negotiating and executing a Memorandum of Understanding (MOU) between City of Los Angeles and Metro to set the terms of fiscal and administrative responsibility as described in the January 2015 Receive and File (Attachment C); and
 - 2. amending the Fiscal Year 15/16 bikeshare project budget to include an additional \$2.64M for the capital and operating and maintenance costs of the Metro Countywide Bikeshare Phase 1 Pilot (Attachment D).

ISSUE

At the January 2014 meeting, the Board approved the CEO to undertake a study of how a Metro-led bikeshare program could be implemented throughout Los Angeles County (Attachment E). The Board

also authorized the CEO to procure, contract, and administer the bikeshare program through Motion 58 (Attachment F). Per Board direction and in coordination with the Bikeshare Working Group, staff identified a phased approach to implementing the program and how to apply the Board's commitment of funding up to 50 percent of total capital costs and up to 35 percent of ongoing operations and maintenance (O&M) costs for each participating city. At the January 2015 meeting, the Board received and filed staff's recommended business structure for the Metro Countywide Bikeshare (Attachment C). Per the Board's direction, staff proposes to implement a two-year (FY16 & FY17) Pilot in downtown Los Angeles (DTLA) starting in FY15/16 to test the feasibility of a Countywide Bikeshare system. The Pilot will include a bikeshare system with approximately 65 bikeshare stations and 1,090 bicycles.

Prior to the end of the two-year Pilot, staff will return to the Board for a determination on whether to continue the Pilot and/or expand bikeshare to additional bikeshare-ready communities per the Countywide Bikeshare Implementation Plan ("Plan"). Having one contractor for the duration of the program is key to ensuring countywide interoperability and allowing Metro to pursue Federal and State funding. The continuation of the bikeshare program beyond FY17 is dependent upon Board direction, availability of funding and interest of participating communities.

DISCUSSION

Bikeshare is a program designed for point-to-point local trips using a shared use fleet of bicycles strategically located at docking stations throughout a well-defined project area and within easy access to each other.

Bikeshare programs around the country and world have proven to be a strong first and last-mile short-trip transportation option. Currently there are over 50 bikeshare programs operating in cities in the United States. When coordinated with transit, such programs can facilitate reductions in vehicle miles traveled, reduced travel times, improved access, and growth in bicycling as a viable mode of travel.

Implementation Plan

Subsequent to the January 2014 Board direction, staff coordinated the formation of the Bikeshare Working Group to guide the preparation of the Plan. Group members included Metro staff (including TAP, OMB, and Design Studio), as well as representatives from the cities of Los Angeles and Pasadena. Representatives from the cities of Santa Monica and Long Beach also participated to coordinate their efforts and update the Group on their progress on parallel bikeshare efforts.

Since the initiation of the Plan, Metro has had approximately 20 meetings with either the entire Working Group or individually with the cities of Santa Monica, Pasadena, Los Angeles, West Hollywood, Culver City, Beverly Hills, Long Beach and other interested jurisdictions. Metro has also held public Metro Bicycle Roundtable meetings that included discussions about Metro Countywide Bikeshare. Additionally, in order to gauge whether Metro's technical work is in line with community support, Metro solicited feedback through an online crowdsourcing map that identified potential locations for bikeshare stations in the pilot cities of downtown Los Angeles, Pasadena and Santa Monica in September 2014. Metro had a successful response with over 3,000 people viewing the map, over 5,200 location "likes" and 400 suggested locations were received. To follow up on this first map, in December 2014, Metro requested additional input through a second crowdsourcing map. The

second crowdsourcing map identified potential future bikeshare communities identified through the Plan. Similar to the first map, Metro asked that community members provide feedback regarding Metro identified communities. The input collected from these crowdsourcing maps helped confirm the locations that Metro has identified for bikeshare station locations and potential future bikeshare communities. Final bikeshare station locations will be determined by respective city staff in consultation with Metro and the bikeshare operator.

The Plan envisions a bikeshare system that is accessible to Los Angeles County residents, students, workers and visitors, and that integrates with existing Metro transit services to provide a seamless passenger experience and improve the reliability, efficiency and usefulness of Metro's transportation system. Consistent with findings and recommendations from the Plan, the first phase of the Pilot is recommended to be in DTLA. Up to eight additional communities were identified to be bikeshare ready with Pasadena identified as primed for a second phase of the Pilot. As indicated previously, the continuation of the bikeshare program beyond the Phase 1 of the Pilot is dependent upon Board direction, availability of funding and interest of participating jurisdictions.

Memorandum of Understanding

The execution of a MOU between the City of Los Angeles and Metro is necessary to implement a bikeshare system where Metro is acting as the lead agency administering the contract to implement bikeshare stations on City of Los Angeles right-of-way. The MOU sets terms of fiscal and administrative responsibility for the Pilot. The financial participation is set at 50/50 split for capital and 35/65 split for O&M per the direction of Metro Board Motion 58 (Attachment F) and the Receive and File report in January 2015 (Attachment C). The agreement outlines the roles and responsibilities of Metro and the City of Los Angeles for the Pilot by setting the procedures for reimbursement of the capital and O&M costs, the rights of advertisement / sponsorship, and the delivery of bikeshare station locations. Execution of a contract between Metro and BTS, is contingent on Metro executing the MOU with the City of Los Angeles.

Regional Interoperability

True bikeshare interoperability is best achieved through one Countywide Bikeshare vendor system, as bicycles and docks of bikeshare systems are proprietary and are not physically interoperable with one another. In order to develop an interoperable Metro Countywide Bikeshare system in line with the Metro Board's direction, any city or community that would like to participate in a system should ideally use the same vendor system. That vendor should have a proven track record of launching and delivering similarly scaled systems and proven technology.

Santa Monica and Long Beach have chosen to move forward with independent bikeshare systems. However, a more limited level of interoperability can be achieved through operational and/or technological integration of bikeshare facilities throughout the County. Technological integration can occur through web/mobile applications, the TAP system and membership reciprocity. In Motion 58 the Board directed the CEO to develop a Countywide Bikeshare program under the following conditions (Attachment A):

- a. Metro needs to be the lead agency in the county that will manage and procure a robust bicycle share program and
- b. That a single-point agency will also ensure interoperability among the different jurisdictions

and can also provide a multi-modal transportation system through the use of the Transit Access Program ("TAP") smart card.

Metro commits to working with Santa Monica and Long Beach who are implementing their own bikeshare program to create an interoperable system and will continue to engage both cities in order to achieve this. To develop an interoperable Metro Countywide Bikeshare system in line with the Metro Board's direction, we have set forward objectives of countywide interoperability for these cities (Attachment G). To accomplish this, Metro included requirements for TAP integration in the Metro Countywide Bikeshare RFP that was released in December 2014. TAP integration is intended to provide consistent access across bikeshare platforms at a minimum, and payment and revenue settlement at its fullest capabilities. Metro is committed to working with a bikeshare vendor and Metro's TAP group to develop and implement a system that, at a minimum, is capable of utilizing the TAP card as a membership card. Additionally, Metro is committed to working with the selected Metro Countywide Bikeshare vendor to provide for physical co-location of bikeshare kiosks/stations as needed. Staff will also work with the cities on fare structure, branding, marketing and education and membership reciprocity.

Contract for DTLA Pilot

An RFP for a multi-phased Countywide Bikeshare program was issued on December 15, 2014. The RFP scope included a regional bikeshare system with at least 5 phases including 9 different bikeshare ready communities in Los Angeles County, as identified in the Plan. The scope was tailored to be inclusive of all the regional needs for bikeshare since the best way to ensure regional interoperability is to use one vendor for all of Los Angeles County. Additionally, this procurement approach will best prepare the region for federal and state funding opportunities for future bikeshare phases since the lifetime project costs have been assessed holistically and not piecemealed out.

DETERMINATION OF SAFETY IMPACT

The Metro Countywide Bikeshare Phase 1 Pilot will not have any adverse safety impacts on Metro employees and patrons.

FINANCIAL IMPACT

The proposed FY16 project cost is \$7.78M. Of this, \$5.8M is a one-time capital cost and \$1.98M is the Operating and Maintenance (O & M) cost. Attachment D reflects the funding plan for the Pilot. The FY16 budget currently includes \$5.14M for this project. The proposed action will add \$2.64M in Cost Center 4320, Project 405301 - 05.01 (Bikeshare Program).

Capital Costs

The capital costs of \$5.8M in FY16 will be funded by Metro, \$3.8M from toll revenues and \$2.0M from two City of Los Angeles Call for Projects grants that are being reallocated to Metro through the June 2015 Call for Projects recertification and deobligation process. The City of Los Angeles has requested to cancel the Call for Projects grants originally programmed to #F3510 - Figueroa Corridor Bike Station and Cycling Enhancements and #F5523 - Expo Line Bike Hubs South Los Angeles, and to reallocate the funds to Metro towards the implementation of the Countywide Bikeshare Phase 1

Pilot in Downtown Los Angeles (the "Pilot"). The reallocation of funds to the Pilot is consistent with the original intent of the Call for Projects grants.

Operating and Maintenance Costs

Total O & M costs in FY16 are 2.0M. \$1.3M of this will be funded by City of Los Angeles, which includes the City's local match of \$919,539 from the cancelled Call for Projects mentioned above (\$368,213 for the Figueroa Corridor Bike Station and \$551,326 for the Expo Line Bike Hubs South Los Angeles) plus an additional City's contribution of \$364,446. The remaining \$0.7M is estimated to be Metro's share. However, anticipated revenues from user fees and potential title sponsorship may reduce Metro's funding responsibility.

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

Impact to Budget

For contracting purposes, \$5.14M is already included in the FY16 budget. This action will add \$2.64M to the budget which will be immediately funded from general funds or other eligible and available local funds. This funding will be restored to the general funds with City of Los Angeles's reimbursements and 2015 Call for Projects fund assignment to ensure revenue neutrality and no impact to other programs supported through the general fund.

ALTERNATIVES CONSIDERED

The Board may choose not to award a contract. This alternative is not recommended, as it is not in line with the June Board Motion 58 directing staff to procure, contract, and administer the bicycle share program.

NEXT STEPS

Bikeshare Marketing and Branding

Staff has been coordinating with the Metro Design Studio and the Bikeshare Working Group regarding design and branding of a Metro Countywide Bikeshare system. Metro is working collectively with the participating cities to determine a design that is representative of Metro while exploring opportunities for local identity. Metro's Countywide Bikeshare system will utilize the Metro-Bike color palette for branding and designs which will be finalized once the Pilot contract is executed.

Sponsorship

Metro Communications is on schedule to amend the existing Metro system-wide advertising contract to include provisions for a bikeshare title sponsorship starting in June 2015. Communications plans to complete the amendment by fall 2015, well ahead of the estimated Pilot launch in spring 2016. Per the January 2015 Receive and File report in January 2015 (Attachment C), Metro would retain on-bike title sponsorship and reserve the right to sell to sponsor(s) as a source of Metro's funding commitment. On-bike title sponsorship revenue would first be applied towards Metro's financial

commitment. Remaining sponsorship revenues would then be applied towards each city's O&M cost. Any excess sponsorship revenues would then be expended for the bikeshare program under the terms of the MOU. Cities would retain the right to sell advertising or sponsorship at bikeshare stations based on their jurisdiction's policies to meet the local share of capital and operating expenses.

Existing bikeshare systems in Denver, Minneapolis, Washington D.C., Philadelphia and New York have utilized corporate sponsorship/advertisements contracts to generate revenue to cover all or some of the O&M costs in which ads are placed on the bike and/or the kiosks. An average title sponsorship of these bikeshare systems generates \$1,375 of revenue annually per bike. Although markets vary and it is unknown at this time what the Los Angeles region's potential is, based on an average from other programs, Metro estimates that the Pilot could generate \$1.5 million annually from sponsorship revenues.

Fare Structure & TAP Integration

Staff will return to the Metro Board in fall 2015 with a recommended fare structure and TAP integration strategy for the Pilot in DTLA.

ATTACHMENTS


- Attachment A - Procurement Summary
- Attachment B - Regional Bikeshare Implementation Plan for Los Angeles County
- Attachment C - Bikeshare Program Receive and File January 2015
- Attachment D - Bikeshare Funding/Expenditure Plan
- Attachment E - Countywide Metro Bikeshare Board Report January 2014
- Attachment F - Metro Board Motion 58
- Attachment G - Interoperability Objectives with Existing Local Bikeshare Programs

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Phillip A. Washington
Chief Executive Officer

PROCUREMENT SUMMARY

METRO COUNTYWIDE BIKESHARE

1.	Contract Number: PS272680011357 (RFP No. PS11357)	
2.	Recommended Vendor: Bicycle Transit Systems, Inc.	
3.	Type of Procurement (check one): <input type="checkbox"/> IFB <input checked="" type="checkbox"/> RFP <input type="checkbox"/> RFP-A&E <input type="checkbox"/> Non-Competitive <input type="checkbox"/> Modification <input type="checkbox"/> Task Order	
4.	Procurement Dates:	
	A. Issued: December 15, 2014	
	B. Advertised/Publicized: December 11-15, 2014	
	C. Pre-proposal Conference: January 6, 2015	
	D. Proposals Due: January 27, 2015	
	E. Pre-Qualification Completed: April 13, 2015	
	F. Conflict of Interest Form Submitted to Ethics: March 4, 2015	
	G. Protest Period End Date: June 24, 2015	
5.	Solicitations Picked up/Downloaded: 83	Proposals Received: 5
6.	Contract Administrator: Lily Lopez	Telephone Number: 213-922-4639
7.	Project Manager: Avital Shavit	Telephone Number: 213-922-7518

A. Procurement Background

This Board Action is to approve a two-year Pilot program in support of Metro's Countywide Bikeshare program; Contract No. PS27268001357 (RFP PS11357). The contract will provide implementation, installation, operation, and maintenance of equipment as well as publicize a network of publicly-available bicycles in a Regional Countywide Bikeshare System ("System"). The System encompasses five (5) phases within Los Angeles County. The two-year Pilot program will launch in downtown Los Angeles (DTLA) with 65 stations and 1,090 bikes and is a subset of Phase I. The balance of Phase I and future phases will be presented for Board approval contingent upon successful completion and operation of the Pilot, completion and operation of each subsequent phase, cities participation, and available funding. Subsequent phases may be rolled out to maintain and/or expand the System as follows:

- Phase I (remaining balance): continue operations and maintenance (O&M) of the Pilot
- Phase II: Pasadena – 34 stations and 490 bikes
- Phase III: Two Expansion Cities/Communities – 65 stations and 936 bikes
- Phase IV: Two Expansion Cities/Communities - 53 stations and 763 bikes
- Phase V: Three Expansion Cities/Communities - 37 stations and 533 bikes

The RFP was issued in accordance with Metro's Acquisition Policy and Procedure Manual and the contract type is firm fixed price.

Five (5) amendments were issued during the solicitation phase of this RFP:

- Amendment No. 1, issued on December 31, 2014, provided revisions to the solicitation documents and provided responses to questions received;
- Amendment No. 2, issued on January 7, 2015, provided documents related to the Pre-Proposal conference convened on January 6, 2015, provided responses to questions received and extended the proposal due date;
- Amendment No. 3, issued on January 15, 2015, provided responses to questions related to the statement of work (SOW) received;
- Amendment No. 4, issued on January 21, 2015 provided responses to questions related to the SOW received;
- Amendment No. 5, issued January 29, 2015, after receipt of proposals, provided clarifications to the SOW

A pre-proposal conference was held on January 6, 2015, attended by thirty-four (34) participants representing twenty-six (26) firms. Twelve (12) questions were asked during the pre-proposal conference and an additional thirty-seven (37) questions were asked during the solicitation phase.

Eighty-three (83) firms downloaded the RFP and were included in the planholders list. A total of five (5) proposals were received on January 27, 2015.

B. Evaluation of Proposals/Bids

A Proposal Evaluation Team (PET) consisting of staff from Metro's Countywide Planning and Development, City of Los Angeles and City of Pasadena was convened and conducted a comprehensive technical evaluation of the proposals received.

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

- | | |
|---|-----|
| • Proposer's Expertise and Experience | 30% |
| • Quality of Equipment and Software | 25% |
| • Regional Integration and Execution Plan | 20% |
| • Innovation | 10% |
| • Cost | 15% |

The evaluation criteria are appropriate and consistent with criteria developed for similar procurements. Several factors were considered when developing these weights, giving the greatest importance to the proposer's expertise and experience. The PET evaluated the proposals according to the pre-established evaluation criteria.

During the week of February 9, 2015, the PET completed its evaluation of the five (5) proposals received and determined that four (4) were within the competitive range. The four (4) firms within the competitive range are listed below in alphabetical order:

1. Bicycle Transit Systems, Inc.
2. CycleHop, LLC
3. Motivate International, Inc.
4. Nextbike, Inc.

One (1) firm, Bewegen Technologies, Inc. was determined to be outside the competitive range and was not included for further consideration as its proposal did not demonstrate it had the required experience on similar projects (bikeshare, carshare, and other sharable transportation service). Additionally, the technology proposed was new and had not been proven successful on a large scale similar to Metro.

After evaluations, the PET determined that oral presentations by the firms within the competitive range were required. During the week of February 17, 2015, the above-mentioned firms were scheduled for oral presentations. The firms' project managers and key team members had an opportunity to present each team's qualifications and respond to the PET's questions. In general, each team addressed the requirements of the RFP, experience with all aspects of the required scope, and stressed each firm's commitment to the success of the project. Each team was asked questions relative to each firm's proposed staffing plans, perceived project issues, implementation of similar projects and previous experience.

At the conclusion of the oral presentations, two of the four firms in the initial competitive range, BTS and Motivate, remained for consideration and were requested to submit Best and Final Offers.

Qualifications Summary of Firms Within the Competitive Range:

Bicycle Transit Systems, Inc. (BTS)

BTS specializes in bikeshare system implementation and operation. BTS' team member experience spans over 25 years of sustainable transportation solutions that bring with them a broad base of skills and experience having provided similar services for both the private and public sectors.

The Project Manager has over ten (10) years of bikeshare management experience and has led the launch of several programs across major U.S. metropolitan cities, such as Philadelphia, Boston, Washington, D.C. and New York.

In terms of overall experience, the staff at BTS/B-Cycle collectively have launched and/or operated approximately 40 bikesharing systems comprising of approximately 20,000 of bicycles at 1,500 stations. The BTS/B-Cycle Team recently implemented and currently operates a 500 bicycle system in Philadelphia and operates systems in Oklahoma. B-Cycle, in separate partnerships, implemented and operates 26 bikeshare systems in locations like Colorado (700 bikes), San Antonio (425), Austin (375), Fort Worth (300) and others.

BTS proposed a smart-dock bikeshare system that utilizes a payment kiosk and a docking station to return the bikes. This system has been proven successful in large North American cities similar in scale to Los Angeles as it easily identifies a known place to find bikes and allows users to walk up to a station and pick-up a bike at any moment. Smart-dock bikes unlock in response to a credit card or a member key, providing a secure locking point to deter theft and safely transmit usage.

The current 2.0 system BTS is proposing for the Phase 1 Pilot is a smart-dock system however, BTS is currently working on the development of a 3.0 system that includes a smart-bike that would be ready as early as 2017.

Additionally, the team has a proven on-time delivery and launch record and an established domestic supply chain with B-Cycle (subsidiary of Trek Bicycle Corporation) to furnish the bikes required for the program. BTS has invested in technology research and development for software systems that has allowed for the development of a new software system to address past industry issues, such as:

- Transit integration and interoperability with other bikeshare systems in the region
- Acceptance of multiple payment methods
- Smart-bikes (which work with or without stations)
- Stations with and without kiosks
- A dedicated smartphone app to Metro that will provide real time and scheduled data for the majority of bus and rail options available in the greater Los Angeles area and surrounding counties for transit connectivity.

During oral presentations, BTS demonstrated the bike being proposed for the DTLA Pilot launch.

BTS' team includes DBE and non-DBE subcontractors. BTS has no previous contract with Metro.

CycleHop, LLC (CycleHop)

CycleHop, founded in 2011 in Florida, and as of 2015 headquartered in Santa Monica, California, specializes in bikeshare system implementation and operation. CycleHop's client portfolio includes cities, universities, hotels and businesses within the U.S., and is proposing to partner with Social Bike (Sobi) to implement a smart-bike bikesharing system that places the technology on the bike rather than a docking station. The CycleHop/Sobi team has experience in the bicycle industry, however, the majority of the experience is related to bike rental and bike parking rather than

bikeshare operations.

The smart-bike technology allows users to drop-off bikes anywhere a bike rack is available and relies on the usage of smartphones to locate bikes. Most cities that deploy smart-bikes create bikeshare stations using bike racks and charge a user an additional fee (approximately \$2/per trip) if the bike is not returned to the station. Some of CycleHop/Sobi current projects include bikeshare systems in Phoenix, University of Virginia, Tampa and Hamilton, Canada. CycleHop have planned systems for launch in 2015 for Santa Monica, Atlanta, Providence, Ottawa, Canada and other North American cities. CycleHop has no previous contract with Metro.

CycleHop/Sobi collectively has the fewest operating bikeshare systems compared to the other firms. In addition, a reference for the firm stated there have been delays due to on-bike technology and supply chain issues. The Sobi smart-bicycle technology is so new that they have not had a chance to demonstrate long term viability and large scale reliability. This lack of long-term demonstrated experience and product success resulted in lower scores than the other proposals.

During oral presentations, CycleHop demonstrated the bike being proposed for the DTLA Pilot launch.

CycleHop includes DBE and non-DBE subcontractors.

Motivate International, Inc. (Motivate)

Motivate, founded in 2009 and headquartered in New York City, New York, specializes in bikeshare system implementation and operation. Motivate currently manages bikeshare systems in the U.S., Canada and Australia. Motivate has no previous contract with Metro. Although Motivate has provided financial information at the request of Metro in support of pre-qualification reviews, the data is incomplete and cannot be validated. Motivate also proposed a smart-dock bikeshare system similar to BTS.

During oral presentations, Motivate was not able to demonstrate the bike being proposed for the DTLA Pilot launch as it was under production nor did the firm bring an older existing model for demonstration purposes.

Motivate includes DBE and non-DBE subcontractors.

Nextbike, Inc. (Nextbike)

Nextbike, founded in 2004 and headquartered in Leipzig, Germany, specializes in bikeshare system implementation and operation. Nextbike currently manages bikeshare systems in Australia, New Zealand, United Arab Emirates and throughout Europe and has recently begun to expand into the U.S. market. Nextbike has no

previous contract with Metro. Nextbike proposed a smart-bike bikeshare system similar to CycleHop.

Nextbike's experience is primarily in Europe but did not demonstrate it had the required experience on similar projects. Additionally, the smart-bike technology proposed is the newest type of bikeshare technology available and has not been proven successful on a large scale similar to Metro.

During oral presentations, Nextbike demonstrated the bike being proposed for the DTLA Pilot launch.

Nextbike includes a DBE subcontractor.

Following is a summary of the PET scores:

1	Firm	Average Score	Factor Weight	Weighted Average Score	Rank
2	BTS				
3	Proposer's Expertise and Experience	88.00	30.00%	26.40	
4	Quality of Equipment and Software	83.31	25.00%	20.83	
5	Regional Integration and Execution Plan	64.00	20.00%	12.80	
6	Innovation	81.00	10.00%	8.10	
7	Price	53.33	15.00%	8.00	
8	Total		100.00%	76.13	1
9	CycleHop				
10	Proposer's Expertise and Experience	40.67	30.00%	12.20	
11	Quality of Equipment and Software	57.73	25.00%	14.43	
12	Regional Integration and Execution Plan	78.00	20.00%	15.60	
13	Innovation	75.00	10.00%	7.50	
14	Price	86.67	15.00%	13.00	
15	Total		100.00%	62.73	4
16	Motivate				
17	Proposer's Expertise and Experience	84.67	30.00%	25.40	
18	Quality of Equipment and Software	64.94	25.00%	16.24	

19	Regional Integration and Execution Plan	50.00	20.00%	10.00	
20	Innovation	80.00	10.00%	8.00	
21	Price	66.67	15.00%	10.00	
22	Total		100.00%	69.64	2
23	Nextbike				
24	Proposer's Expertise and Experience	53.33	30.00%	16.00	
25	Quality of Equipment and Software	64.29	25.00%	16.07	
26	Regional Integration and Execution Plan	54.00	20.00%	10.80	
27	Innovation	69.00	10.00%	6.90	
28	Price	100.00	15.00%	15.00	
29	Total		100.00%	64.77	3

C. Cost Analysis

The Phase I two-year pilot program recommended price of \$11,065,673 has been determined to be fair and reasonable based upon Metro's Management and Audit Services Department (MASD) audit findings, an independent cost estimate (ICE), a Project Manager's technical analysis, a cost analysis, fact finding, and negotiations. Bikeshare will encompass five (5) phases within Los Angeles County, inclusive of the Phase I two-year pilot program in downtown Los Angeles. Future expanded phases up to \$65,341,029 will be presented for Board approval contingent upon successful completion and operation of the Pilot, completion and operation of each subsequent phase, cities participation and available funding.

	Proposer Name	Proposal Amount	Metro ICE	Negotiated
1.	BTS (Pilot)	\$11,756,151	\$9,781,553	\$11,065,673
	BTS (remaining phases)	\$68,758,718	\$48,755,302	\$65,341,029

D. Background on Recommended Contractor

The recommended firm, BTS, headquartered in Philadelphia, Pennsylvania, has been in business since 2013. BTS' core leadership team consists of experienced planning, product and implementation individuals who have direct hands-on bikeshare experience, such as the launch and operations of a 2,000 bike regional system in Washington, D.C. and the 1,000-bike regional system in Boston. Additionally, the team brings sponsorship experience from its New York Citi Bike program. In addition to the systems mentioned, BTS' team has also worked on

bikeshare systems in Philadelphia, Chicago, San Francisco, Boston, New York, Washington D.C., Chattanooga, Denver, Austin, Houston, Kansas City, Omaha, Charlotte, Santiago, Chile, and Melbourne, Australia.

BTS' core leadership team and also the founding members of BTS previously worked together at Alta Bicycle Share. BTS' business strategy includes decentralization of management and decision making at the local operations center, employee morale, and ensuring leadership has operations experience.

As previously noted, BTS' proposed smart-dock systems aligns with Los Angeles' large, dense environment as the locations are permanently situated and accessible to users.

BTS' manufacturer, B-Cycle, has implemented and operated over 25 systems throughout the U.S., including the first bikeshare system in Denver, and others in cities such as Madison, San Antonio, and Charlotte. B-Cycle offers experience and well-tested technology that is kiosk-based and has three main components, the bicycle, the stations, and the software. The stations are solar-powered, which means that the docks are powered on their own independent of grid power. Each station houses a custom controller board, a proprietary locking mechanism, LED user notification, and an Radio Frequency Identification (RFID) reader for inventory control.

E. Small Business Participation

The Diversity and Economic Opportunity Department (DEOD) established a 22% Disadvantaged Business Enterprise (DBE) goal for this solicitation. This contract is funded by the Federal Highway Administration (FHWA) and falls under the Caltrans DBE Program. As such, all DBE groups are counted toward the DBE commitment. Bicycle Transit Systems, Inc. exceeded the goal by making a 22.37% DBE commitment.

Disadvantaged Business Enterprise Goal	22% DBE	Disadvantaged Business Enterprise Commitment	22.37% DBE
---	----------------	---	-------------------

	DBE Subcontractors	Ethnicity	% Commitment
1.	Say Cargo Express	Hispanic American	0.68%
2.	Accel Employment Services	Asian Pacific American	15.28%
3.	BikeHub	Asian Pacific American	5.48%
4.	Toole Design Group, LLC	Non-Minority Woman	0.93%
	Total Commitment		0

F. Living Wage and Service Contract Worker Retention Policy Applicability

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

G. Prevailing Wages

Prevailing wage will be applicable to this contract. Metro will monitor and enforce State and Federal (if applicable) prevailing wage guidelines to ensure that workers are paid at minimum, the appropriate prevailing wage rates, and if applicable, the federal prevailing wage rates. In addition, contractors will be responsible for submitting the required documents needed to determine overall compliance with Metro's prevailing wage monitoring.

H. All Subcontractors Included with Recommended Contractor's Proposal

	Subcontractor	Services Provided
1.	B-Cycle, LLC	Equipment
2.	Kiosk Information Systems	Equipment
3.	Say Cargo Express	Shipping services
4.	RideScout	Software development
5.	Accel Employment Services	Staffing service
6.	BikeHub	Bike repair services
7.	Toole Design Group, LLC	Design services

Regional Bike Share Implementation Plan

FOR LOS ANGELES
COUNTY



PREPARED BY

FEHR & PEERS

600 Wilshire Boulevard, Suite 1050
Los Angeles, CA 90017
213.261.3050

PREPARED FOR



Metro

April 22, 2015

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APPENDICES

Appendix A: Phase 1 Pilot Stations – Downtown Los Angeles

Appendix B: Phase 2 Pilot Stations – Pasadena

Appendix C: Financial Estimates

Appendix D: Potential Bikeshare Expansion Communities

Appendix E: Regional Bikeshare Suitability by City

Appendix F: Variables Considered in Bikeshare Ridership Forecasting Model

EXECUTIVE SUMMARY

This Regional Bikeshare Implementation Plan envisions a bikeshare system that is accessible to Los Angeles County residents, students, workers and visitors, and that integrates with existing Metro services to provide a seamless passenger experience and improve the reliability, efficiency and usefulness of Metro's transportation system. The envisioned system begins with 99 stations and 1,580 bikes in the Phases 1 and 2 pilot areas of Downtown Los Angeles and Pasadena, eventually growing to a total of 254 stations and 3,800 bikes in multiple communities around Los Angeles County, with future expansions to bikeshare-ready communities to be identified thereafter.

The Plan includes business plan recommendations for operating a regional bikeshare system in Los Angeles County (Chapter 3), a bikeshare readiness analysis (Chapter 4), and a station siting analysis (Chapter 5).

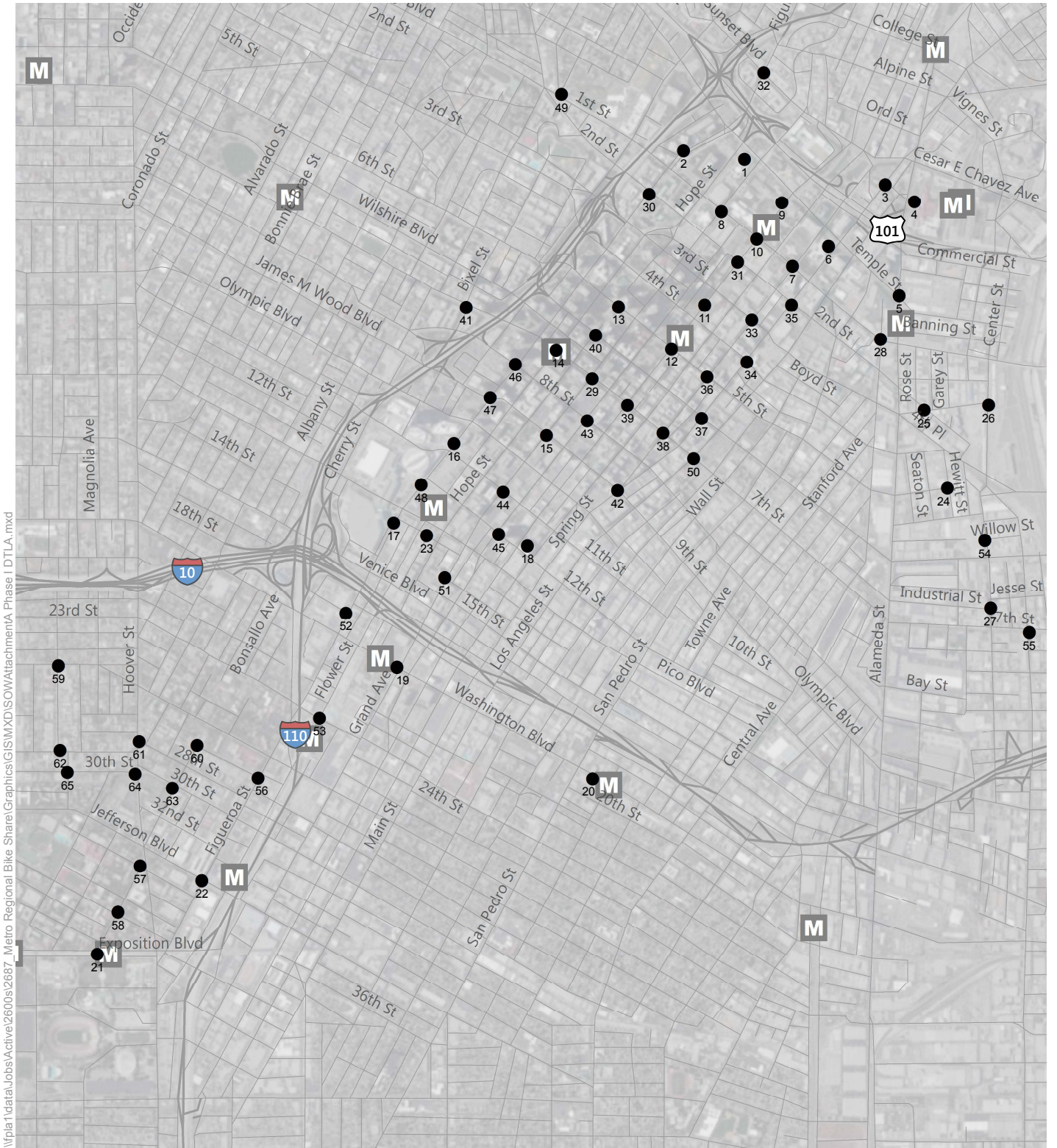
Metro will own and manage the system's equipment and will contribute up to 50 percent of the capital costs. Metro will also manage a master operations contract to provide operations and maintenance for the entire regional system and provide up to 35 percent of the net operating cost of each city's network of stations.

This study explored two options for fare structures: conventional and integrated. If TAP card integration is feasible in the pilot or future phases, an integrated fare structure, consistent with Metro bus and rail fares, along with payment media integrated through Metro's TAP card will provide a seamless passenger experience, encouraging use by existing Metro passengers and promoting use of Metro bus and rail services by new bikeshare customers. System branding, still under development by Metro Creative Services, will further integrate the system with the Metro brand while providing opportunities for sponsorship and recognition of participating jurisdictions.

Potential revenue from sponsorship, which may exceed \$10 million¹ over nine years, will be used to offset program operation and maintenance costs.

Key decisions, to be made by Metro in collaboration with a selected bikeshare vendor, are still in progress on the approach to fare structures and TAP integration.

¹ Based on average from D.C., Denver, and New York City sponsorship revenues.



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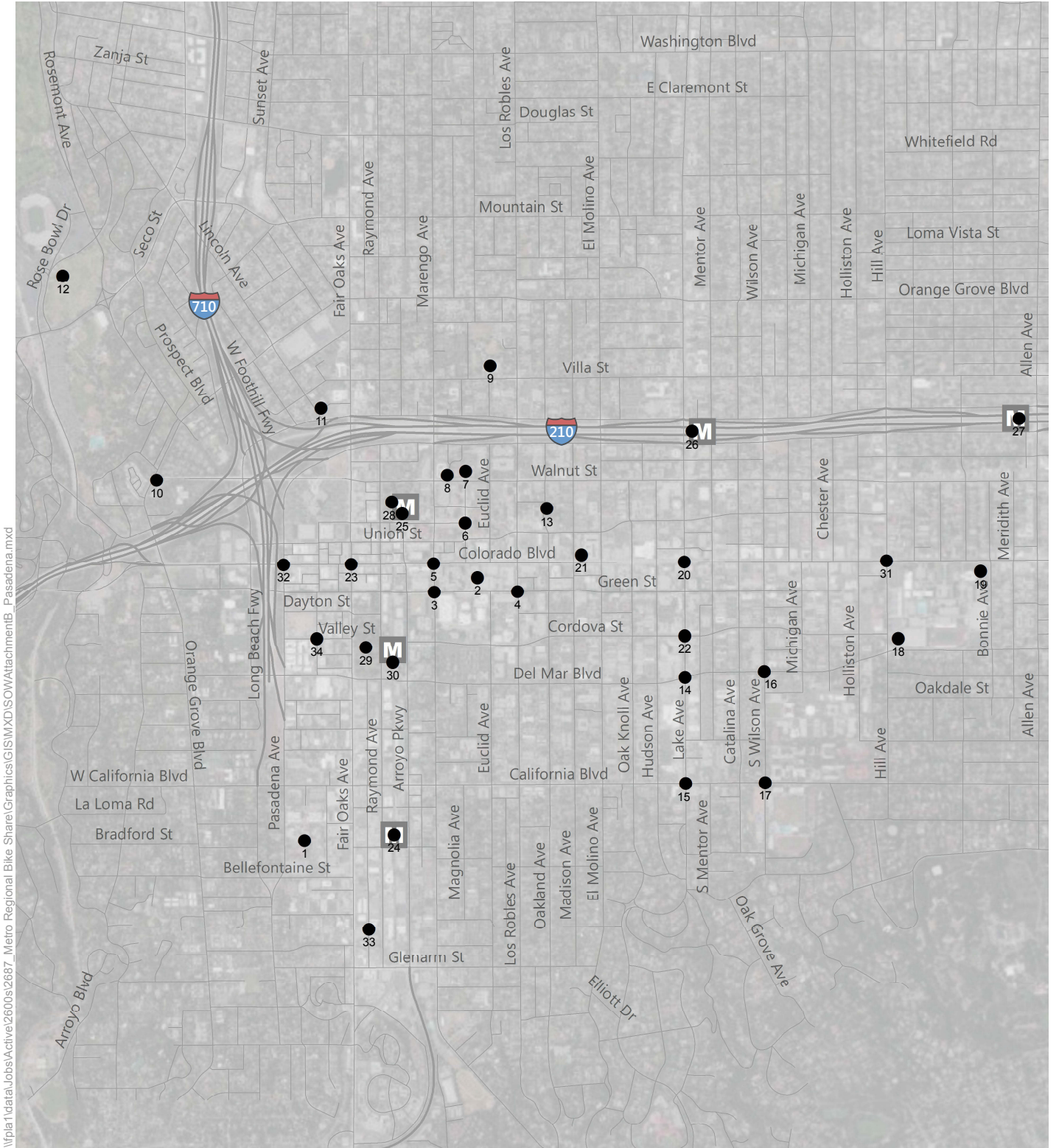
■ Metro Rail Station

Phase I Stations in Downtown Los Angeles

● Phase I - 65 Stations



Phase I Stations
Downtown Los Angeles, CA



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Metro Rail Station

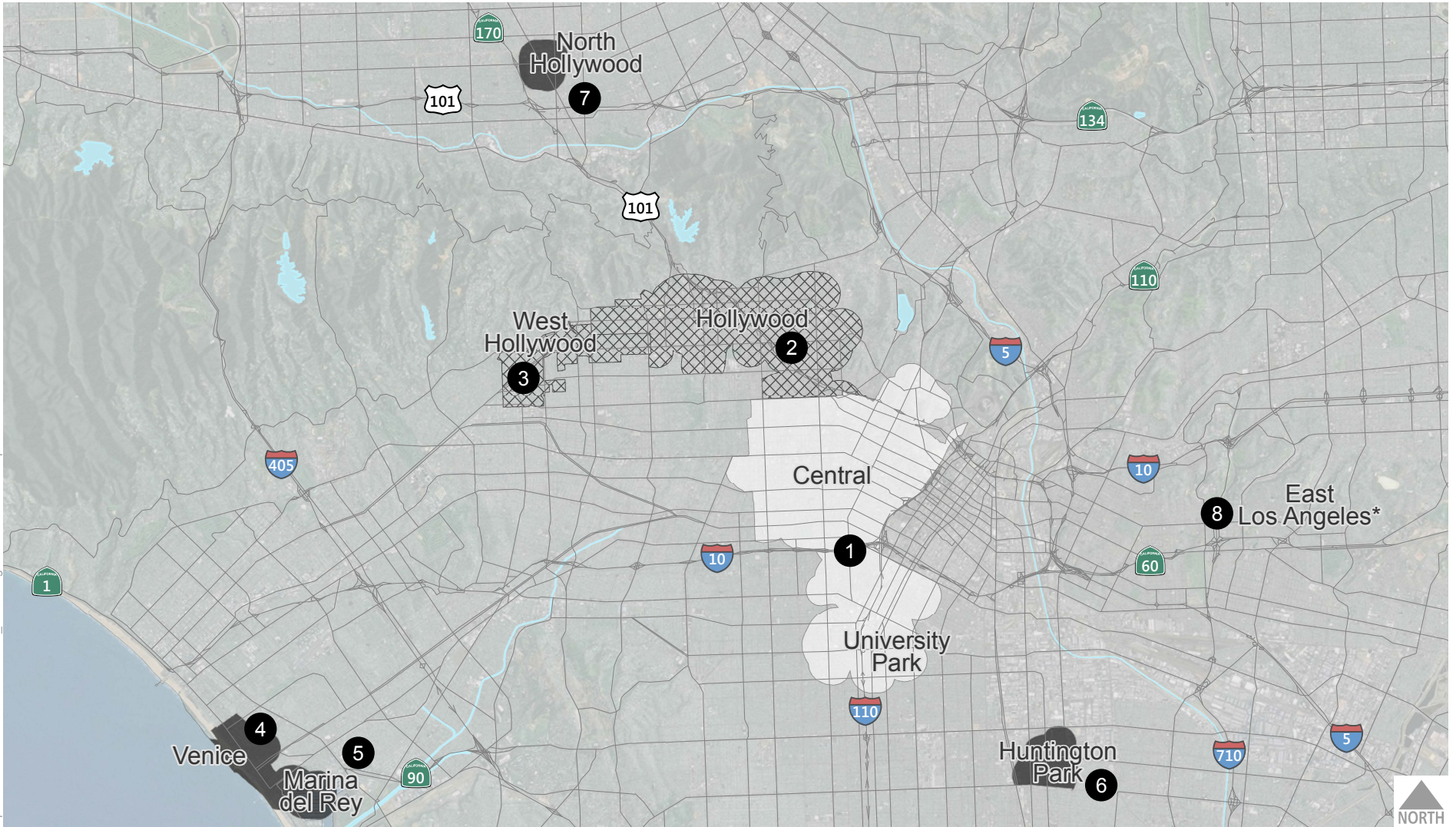
Phase II Stations in Pasadena



Phase II - 34 Stations






Phase II Stations
Pasadena, CA



* A specific boundary for the East Los Angeles Expansion Area has not yet been identified.

Potential Bikeshare Expansion Communities

-  Phase III - 65 Stations
-  Phase IV - 53 Stations
-  Phase V - 37 Stations
-  Expansion Area



INTRODUCTION

In January 2014, The Metro Board of Directors approved the Chief Executive Officer to undertake a study of how a Metro-led bikeshare program could be implemented throughout Los Angeles County, to implement the program in a phased approach, coordinating with local cities, and to provide up to 50 percent of total capital costs and up to 35 percent of ongoing operations and maintenance costs for each participating city. The board also authorized the CEO to procure, contract, and administer the bicycle share program.

Metro staff coordinated the formation of a Bikeshare Working Group to guide the preparation of this Regional Bikeshare Implementation Plan. Group members included **Metro** staff, including TAP, OMB, and Creative Services, as well as representatives from the pilot cities of **Los Angeles** and **Pasadena**, and members of the consulting team; representatives from the cities of **Santa Monica** and **Long Beach** also participated to coordinate their efforts and update the Group on their progress.



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The consulting team consisted of:

- **Fehr & Peers** – led the consultant team and planning efforts, including the bikeshare readiness analysis, ridership forecasting, station scaling recommendations, planning-level future phase community and station selection, business plan development, and data, technology, and TAP integration recommendations.
- **Sam Schwartz Engineering** – led the field-level station siting effort.
- **Parry Burnap** – provided the bikeshare operator’s perspective and experience, informing all aspects of the study.
- **Economic & Planning Systems** – provided capital and operating cost and revenue estimates, potential funding sources, and sponsorship best practices.
- **MIG** – developed branding criteria for the bikeshare system.

Chapter 3 of this Regional Bikeshare Implementation Plan presents the Business Plan recommendations for operating a regional bikeshare system in Los Angeles County.

Chapter 4 describes the process and results of the bikeshare readiness analysis, including a Bikeshare Suitability Index, comparisons of Los Angeles to other bikeshare communities, the identification of expansion communities, ridership forecasting, and station size and bike quantity analysis.

Chapter 5 describes key differences in bikeshare hardware and technology, presents siting considerations and provides an example of the siting materials prepared for the first 99 stations in the Phases 1 and 2 pilot areas.

BUSINESS PLAN

This chapter provides information on the vision for the regional bikeshare system and an overview of the pilot system and future expansion phases, followed by additional details on:

- **Capital Ownership**
- **Operations Model**
- **Fare Structure**
- **TAP Integration**
- **Mobility Hub Coordination**
- **Equity**
- **Operations Funding**
- **Revenue Allocation**
- **Sponsorship**
- **Financial Estimates**

Key decisions, to be made by Metro in collaboration with a selected bikeshare vendor, are still needed on the approach to fare structures and TAP integration:

Fare Structure

- **Integrated as Metro Service** – bikeshare fares integrate seamlessly with Metro bus and rail fares.
- **Integrated as Muni** – bikeshare fares mimic the relationship between municipal transit operators and Metro, requiring a transfer fee.
- **Conventional** – bikeshare fares are unrelated to bus and rail transit fares; users pay a daily, weekly, or monthly membership fee and additional usage fees for longer-duration trips.

TAP Integration

- **Real Time Integration** – Full TAP integration allows real-time communication between the bikeshare back end system and TAP data.
- **Delayed Reconciliation** – TAP data are shared with the bikeshare vendor and reconciled with bikeshare usage data on a regular (e.g., daily) basis.
- **Minimal Integration** – TAP card is used as a unique identifier only.

Each of these approaches is described in more detail below.



VISION

This Bikeshare Implementation Plan draws its vision from Metro's Vision and Mission, as described below.

Metro Vision

*Safe, clean, reliable, on-time, courteous service dedicated to providing Los Angeles County with a **world class transportation system***

Metro Mission

*Metro is responsible for the **continuous improvement** of an **efficient** and **effective** transportation system for Los Angeles County*

The Plan's vision is also inspired by a recent Metro fare policy change that integrates fares for bus and rail passengers and includes for the first time a two-hour period of free transfers on Metro's bus and rail system when using a stored value TAP (Transit Access Pass) card to pay for the base fare.

Regional Bikeshare Vision:

*Provide new and existing transit users with an **accessible, reliable, and efficient** mobility option as an **integrated** part of Los Angeles County's world class transportation system.*

Accessible means that the system is available and easy to use for anyone who wants to bike. Barriers to join the system are minimized and the process of checking out and returning bikes is as simple as possible. The system also promotes equity with an affordable fare structure or fare assistance program and by making stations available in a variety of neighborhoods.

Reliable means that users can easily locate, check out, and return bikes when and where they need to. The bikes and stations are maintained in good working condition and the software and data connectivity are reliable to minimize outages.

Efficient means that the system is cost-competitive with other travel modes, both for passengers and for Metro as an organization. Bikeshare is a cost-effective means of providing a world class transportation system: fare recovery ratios, the amount of the cost of serving each trip that is covered by user fees, are higher for bikeshare than all but the best-performing rail and bus systems (see **Figure 1**). The system will pursue a variety of funding options to ensure that it is financially sustainable. Finally, bikeshare leverages existing transit resources to better serve existing bus and rail passengers and attract new bikeshare users to Metro’s bus and rail services.

Integrated means that bikeshare is an integrated part of the public transportation system, alongside bus and rail. An integrated bikeshare system makes Metro’s bus and rail services more cost competitive by efficiently serving first- and last-mile connections, thereby reducing the time costs to passengers of transfers and long walks. Bikeshare increases capacity on trains by providing an alternative to passengers bringing their bikes on board. Bikeshare can also replace short-distance bus or rail trips, freeing seats and reducing dwell times in dense and congested areas.

Integration is also accomplished by shared branding, service area, fare media, and integrated and consistent fare structure that provide a seamless passenger experience and reinforce the multimodal connections among all of Metro’s services.

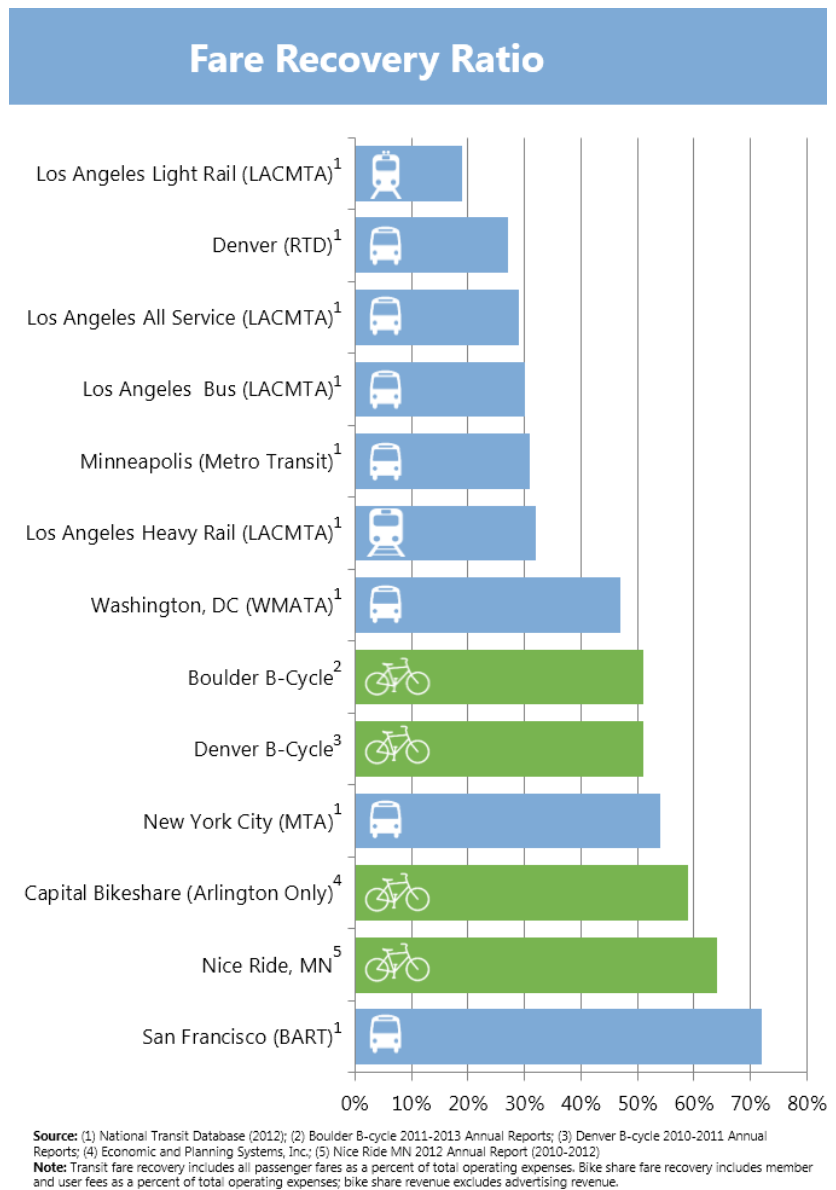


Figure 1 – Fare Recovery Ratios of Major Transit Systems



Metro's *First-Last Mile Strategic Plan* seeks to "expand the reach of transit through infrastructure improvements." The document conceives of a "trip" as containing three segments: a First Mile, a Metro-provided portion, and a Last Mile (see **Figure 2**). The integration of bikeshare as a first- and last-mile solution would expand Metro's role in the trip and reduce the First Mile and Last Mile portions, likely to a distance of much less than a mile. In the lower panel of **Figure 3** a Trip could consist of a shorter First Mile walk, a Metro-provided bikeshare segment, a Metro-provided rail segment, a second Metro-provided bikeshare segment, and a shorter Last Mile walk.

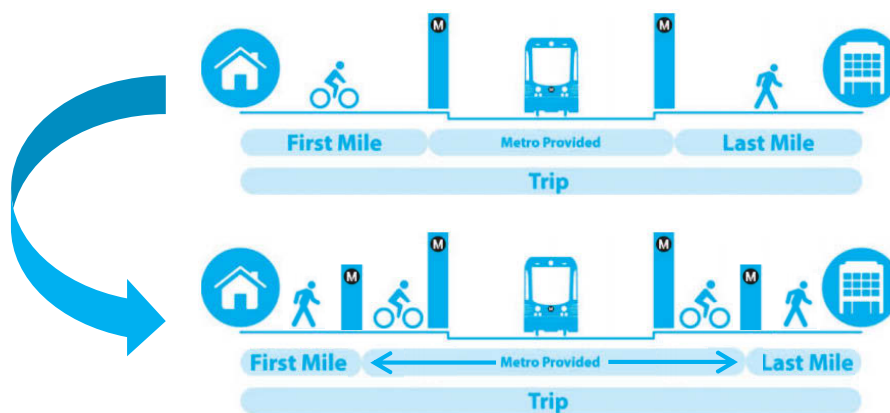


Figure 2 – Bikeshare Serving the First and Last Mile

(Image source: Metro First-Last Mile Strategic Plan)

Bikeshare can also serve as Metro's entire role in the Trip:



Figure 3 – Bikeshare Serving as the Entire Metro Trip

(Image source: Metro First-Last Mile Strategic Plan)

By integrating with bus and rail transit, bikeshare can expand Metro’s customer base, growing the access sheds around rail stations and bus stops (see **Figure 4**).

Bus and rail integration with bikeshare also helps Metro improve the existing passenger experience. According to Metro customer surveys conducted in 2012 and 2013, over 80 percent of bus riders and approximately two thirds of train riders arrive at their Metro station or stop by walking (see **Figure 5**); these passengers spend an average of 11 minutes walking to their station or stop. With access to bikeshare, this walk could be reduced to 5 minutes, reducing passengers’ time costs and making transit more competitive with driving.²

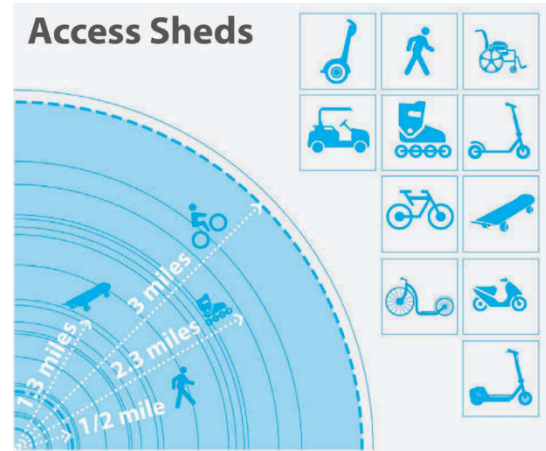


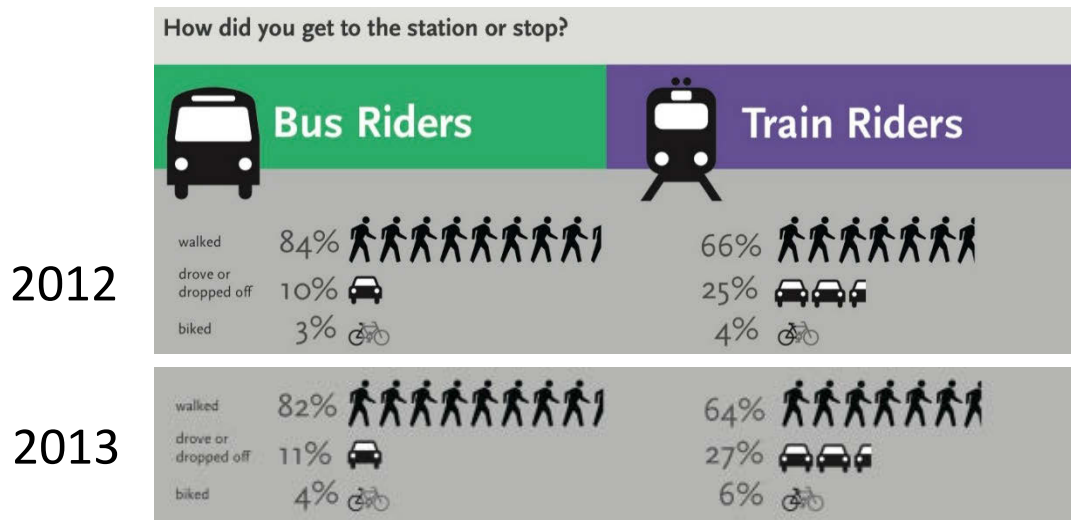
Figure 4 – Access Sheds

(Image source: Metro First-Last Mile Strategic Plan)

For those passengers already biking to Metro’s bus and rail services, bikeshare provides an option for access to a bicycle on both ends of their trip without the need to worry about locking their personal bicycles at a station or on the street and without the need for a bike to occupy extra space on transit vehicles.

Finally, some passengers currently traveling by car to begin their bus or rail trip could instead take bikeshare, reducing passenger costs for automobile operation and maintenance, reducing the burden on parents, partners, or friends who are dropping passengers off at stations, and reducing the need to allocate valuable land at Metro stations for parking.

Figure 5 – Metro Customer Survey Results



² <http://thesource.metro.net/2012/09/19/metro-rider-survey-infographic/>;
<http://thesource.metro.net/2013/10/30/customer-survey-results-for-2013/>.



SYSTEM OVERVIEW

The Plan envisions a pilot bikeshare system of 99 stations, implemented in two phases:

- **Phase 1 (Pilot)** – 65 stations and 1,090 bikes in Downtown Los Angeles and surrounding areas, implemented in FY 15/16 and FY 16/17 (see **Figure 6**)
- **Phase 2 (Pilot)** – 34 stations and 490 bikes in Old Town Pasadena and surrounding areas, implemented in FY 17/18 (see **Figure 7**)

In addition, the Plan envisions three future expansion phases (see “Expansion Communities,” below), comprising 155 stations in eight communities:

- **Phase 3** – 65 stations and 936 bikes in Westlake, Koreatown, University Park, and surrounding areas, implemented in FY 18/19
- **Phase 4** – 53 stations and 763 bikes in Hollywood, West Hollywood, and surrounding areas, implemented in FY 19/20
- **Phase 5** – 37 stations and 533 bikes in Venice, Marina del Rey, Huntington Park, North Hollywood, and East Los Angeles, implemented in FY 20/21

Appendices A and B provide maps and additional detail on the locations and quantities of stations.

The system will be led by Metro in close coordination with participating local jurisdictions and agencies (“participating jurisdiction”), each with different responsibilities as described below.

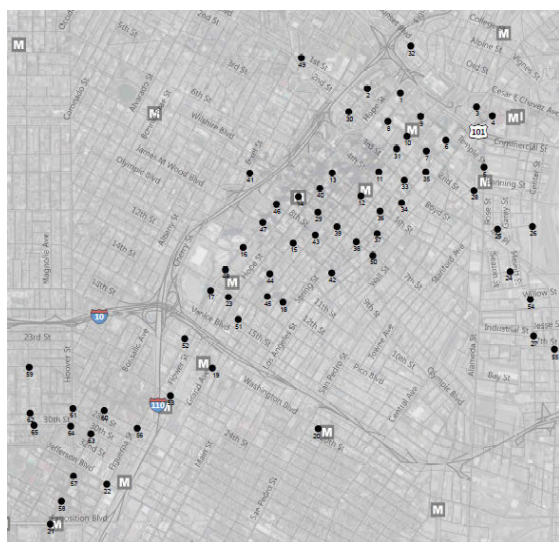


Figure 6 – Phase 1 Pilot Stations
Figure 7 – Phase 2 Pilot Stations
(not to scale)

CAPITAL OWNERSHIP

As described in Staff's January 14, 2015 report to Metro's Planning and Programming Committee, Metro will own and manage the system's equipment, including but not limited to bikes, stations, and kiosk terminals. Metro will contribute up to 50 percent of the capital cost of equipment, while participating jurisdictions will contribute the remaining share of capital costs.

OPERATIONS MODEL

Metro will manage a master operations contract with a single vendor to provide operations and maintenance for the entire regional system. As the manager of operations and maintenance, Metro may later elect to conduct a subset of operations and maintenance activities using Metro staff or other contractors to take advantage of economies of scale.

The goal is to have all parts of the regional system participate in the operation of a single system. However, Santa Monica and Long Beach already have vendors under contract, which might not align with the vendor selected for the Metro system. Metro will continue to coordinate with both jurisdictions and leave open the possibility that they will be integrated into the Regional program in the future.

FARE STRUCTURE

The Bikeshare Working Group explored several fare structures, focusing on three. The first two, called "Integrated as Metro Service" and "Integrated as Muni," attempt to integrate the bikeshare fare structure with Metro's existing fares for bus and rail transit. A third fare structure, called "Conventional," follows the format used in established bikeshare systems across the United States. The current recommendation is to pursue one of the integrated fare structures, depending on the technical capabilities of the vendor and Metro's TAP department.

There is flexibility to transition from one fare structure to another as technology allows and organizational barriers are overcome. Even if a fare structure that is fully integrated with transit fares is achieved, a parallel, conventional fare structure option may be more suitable for some users, such as tourists or other out of town visitors who only intend to use bikeshare on a short-term basis. Discounted fare programs, promotions, and other incentives can also adjust the specific fares. For example, a conventional fare structure can still provide discounts for transit riders through approaches that are less technology-intensive than full TAP integration, such as vouchers or coupons distributed on buses or in rail stations.



Integrated as Metro Service

The Integrated as Metro Service fare structure attempts to align bikeshare fares with existing fares for Metro bus and rail service to promote bikeshare as a Metro service, to encourage existing Metro transit users to use bikeshare, and to encourage new bikeshare users to ride Metro’s bus and rail services.

Metro Fares As of 9/15/14	Regular	Senior 62+ / Disabled / Medicare	College/ Vocational	Student K- 12
On TAP				
1-Way Trip Includes transfers to other Metro lines for up to two hours to complete a one-way trip. Additional charges apply to ride: • Metro Silver Line • Metro Express Buses	\$1.75	75c Peak 35c Off-Peak	\$1.75	\$1
1-Day Pass Valid for 1 day on first tap. Expires at 3am on the following day after first use. Includes: • All Metro services	\$7	\$2.50	—	—

Regular one-trip fares would be set at \$1.75 for 30 minutes for all TAP card holders, with an additional charge of \$1.75 for each additional 30-minute period. **Figure 8** illustrates the fare structure for a single bikeshare trip lasting more than 30 minutes.

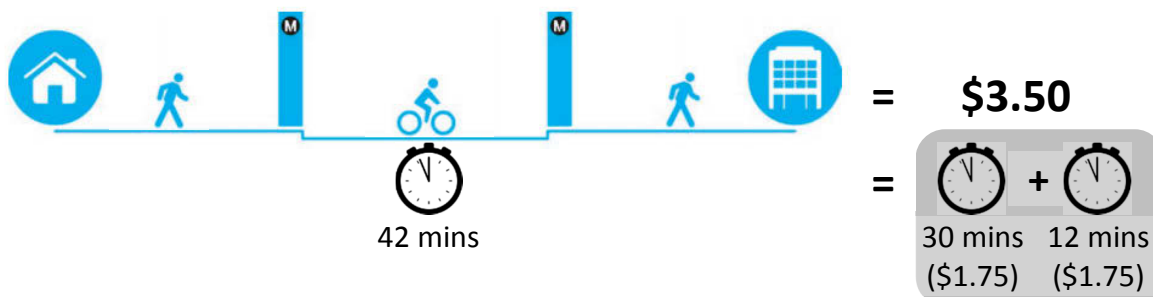


Figure 8 – Integrated Fare Structure Example

The Integrated as Metro Service fare structure takes advantage of Metro’s existing infrastructure for offering reduced fares for seniors, students, and disabled passengers, helping to ensure equitable access to the bikeshare system. The fare structure also allows free transfers from a Metro bus or rail trip to bikeshare, which includes trips of up to 30 minutes each at no additional charge to complete a one-way trip within two hours. **Figure 9** illustrates an example where a passenger takes bikeshare to a rail station, disembarks at the destination end and uses bikeshare to complete the trip.

An additional charge of \$1.75 for each additional 30-minute period of bikeshare use beyond the first still applies. Implementing this fare structure will require integration with the TAP card to track transit passenger transfers.

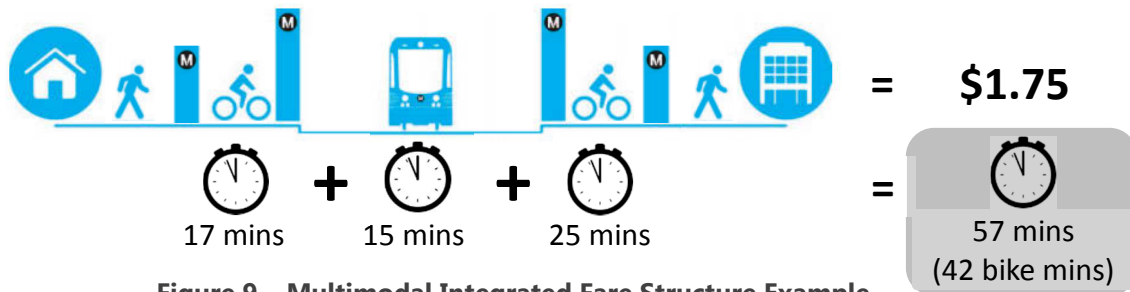


Figure 9 – Multimodal Integrated Fare Structure Example

1-Day, 7-Day, and 30-Day passes are also available through the Integrated as Metro Service fare structure using the same rates as existing passes for bus and rail, currently \$7 for a 1-Day pass, \$25 for a 7-Day pass, and \$100 for a 30-Day pass. In addition to unlimited bus and rail trips, these passes allow an unlimited number of 30-minute bikeshare trips during the pass' active period; any bikeshare trips longer than 30 minutes will incur an additional \$1.75 fee per additional 30 minutes. **Figure 10** illustrates the difference in fares with a 1-Day pass between a single bikeshare trip longer than 30 minutes and multiple trips each less than 30 minutes.

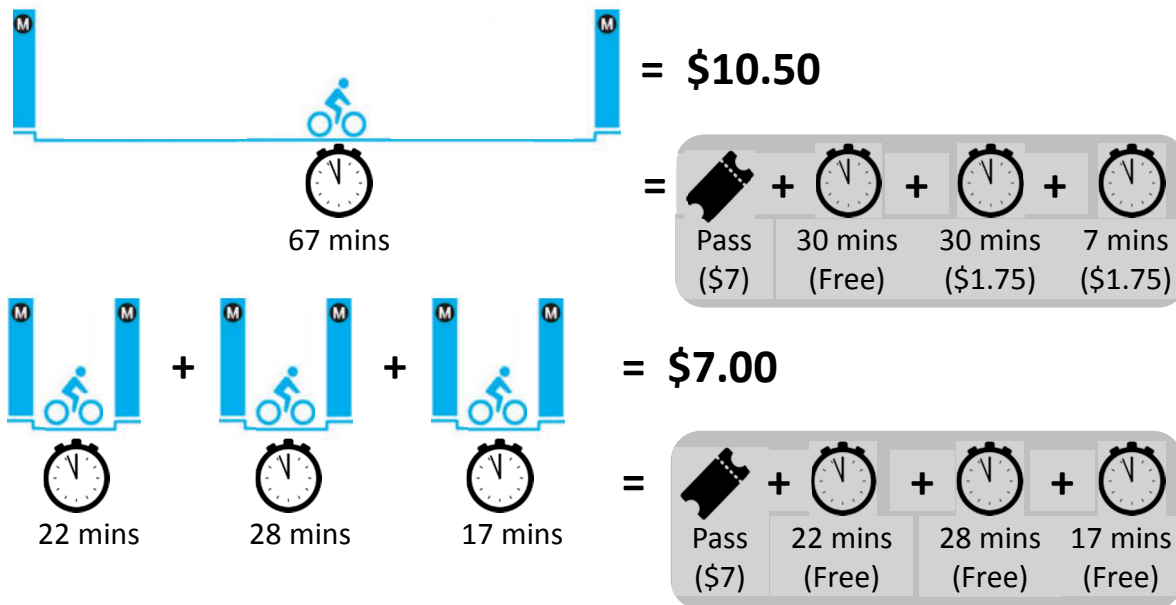


Figure 10 – Integrated Fare Example with 1-Day Pass

Bikeshare users who do not wish to purchase a TAP card connecting them with Metro bus and rail services could also purchase a conventional bike-share-only pass (described below).



Integrated as Muni

The Integrated as Muni fare structure is similar to the Integrated as Metro Service fare structure (above), except Metro bus and rail passengers with TAP cards must pay a 50-cent transfer fee to transfer from bus or rail to bikeshare (see **Figure 11**). The transfer includes one trip up to 30 minutes in duration; trips longer than 30 minutes incur an additional fee of \$1.75 per additional 30 minutes.

Metro Fares As of 9/15/14	Regular	Senior 62+ / Disabled/ Medicare	College/ Vocational	Student K- 12
Cash				
Metro-to-Muni Transfer Transfer to a non-Metro bus within 2 hours	50¢	25¢	50¢	50¢

Figure 11 – Existing Metro to Muni Transfer Fares

Bikeshare users who do not wish to connect to Metro bus and rail services could also purchase a conventional bike-share-only pass (described below).

Conventional

The Conventional fare structure is similar to the fare structure used in established bikeshare systems across the United States (examples from other bikeshare programs are illustrated in **Figure 12**). With this fare structure, there would be no integration with Metro bus or rail fares; bikeshare fares would be independent of other transit fares and transfers would not be included.

Once the user purchases a membership (this study assumes \$7 for a 24-hour pass or \$120 for an annual pass), she is allowed to make unlimited 30-minute trips within the active period of the pass. Trips longer than 30 minutes incur increasing “overtime” fees (example from CitiBike below). This study assumes an additional \$1.75 fee for each 30-minute period beyond the first).

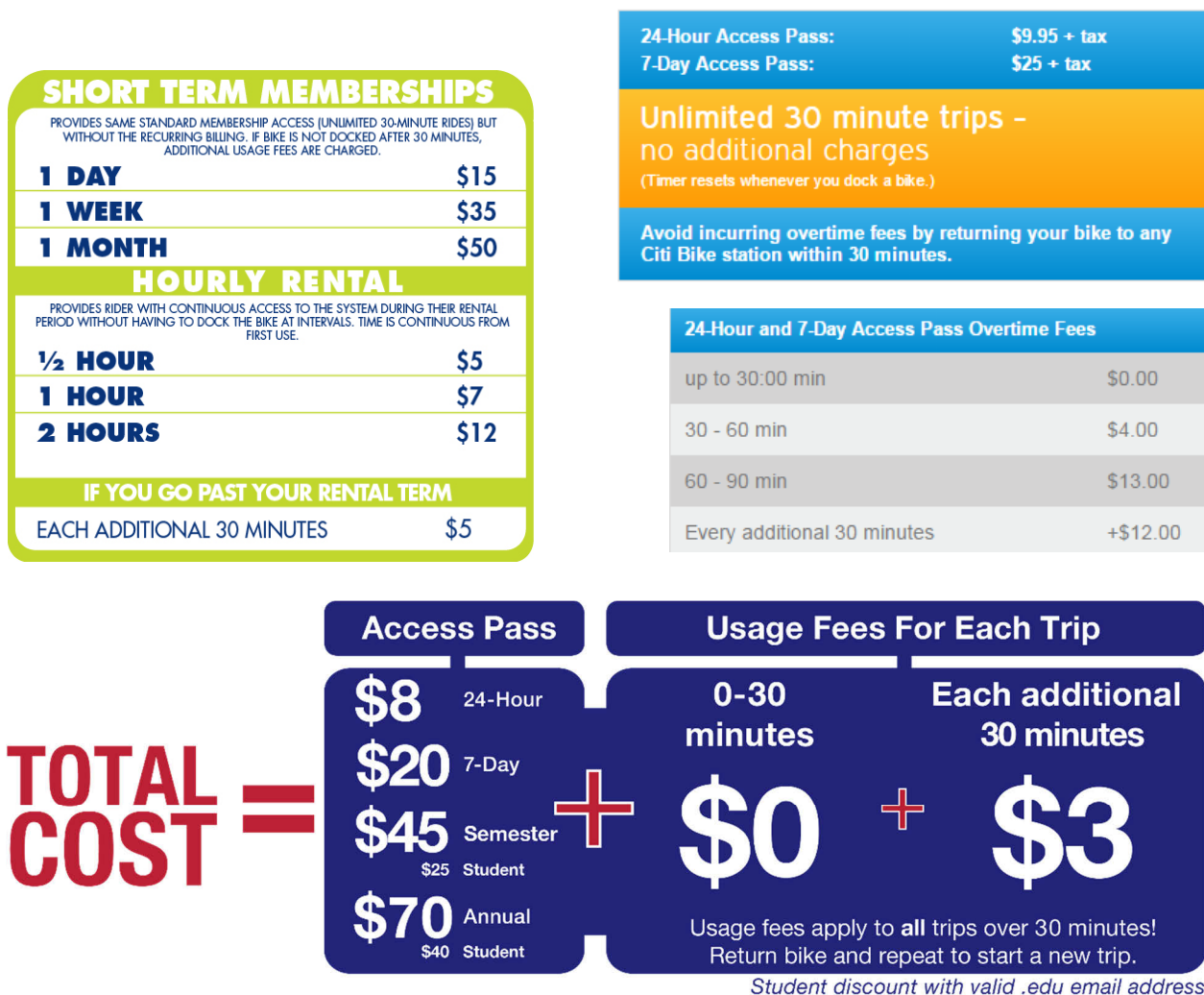


Figure 12 – Examples of Conventional Fares from DecoBike, CitiBike, and Boulder B-cycle Systems (clockwise from top left)



TAP INTEGRATION

Motivation

Integrating bikeshare fare media with the existing TAP card used for Metro's bus and rail services offers the opportunity to simplify the passenger experience, reinforce Metro branding, attract existing Metro passengers to the bikeshare system and encourage new bikeshare users to ride Metro's bus and rail services. TAP integration provides benefits to several stakeholder groups, including new and existing passengers, the bikeshare system, existing bus and transit interests, and third party TAP vendors.

A complex fare payment system can deter passengers from trying bikeshare (see **Figure 13**); creating a seamless payment system with TAP improves the passenger experience by making bikeshare use more convenient and accessible. A common payment method also allows passengers integrated use of bikeshare, bus, and rail transit across jurisdictional boundaries.

The bikeshare system itself benefits in multiple ways. First, providing a seamless user experience increases system ridership.³ Second, TAP integration provides access to an extensive existing distribution network of Ticket Vending Machines (TVM) at Metro Rail stations and to over 500 Third Party Vendors (TPV) that would be costly for the bikeshare system alone to replicate. This network allows Metro's bikeshare program to connect with a

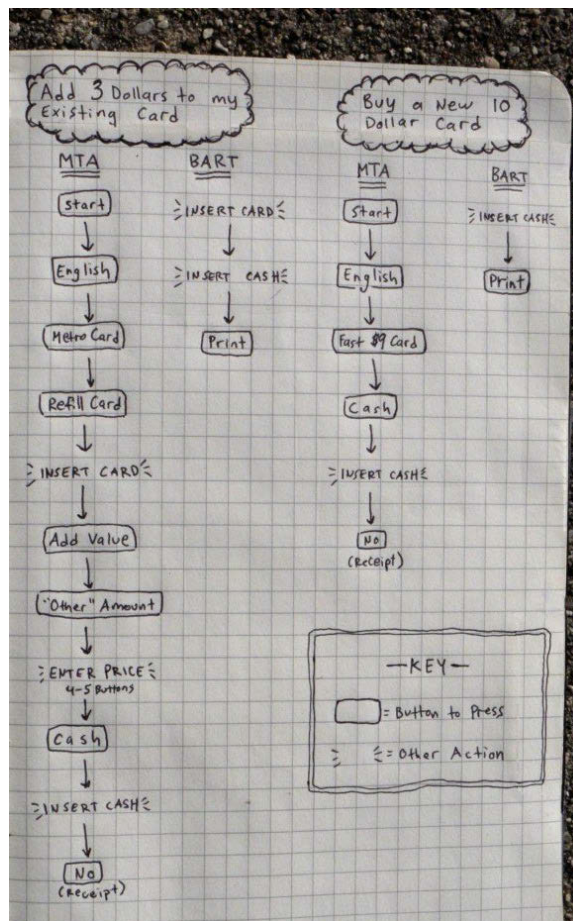


Figure 13 – User impression of fare machine experiences in New York City and San Francisco

³ Transit Cooperative Research Program (TCRP) Report 95 found that in Cincinnati, most transit pass holders cited convenience as the major factor in their purchase decision; 11 percent of purchasers purchased a pass despite the pass not offering any cost savings for their existing level of transit use (p. 12-23). In Atlanta, cost savings was the most important factor for 56 percent of respondents, but 42 percent of respondents listed convenience-related answers, such as no need for cash, easier boarding, once-a-month payments, and easier transfers, as the primary reason for purchasing a pass.

population of lower-income, transit-dependent riders that other bikeshare systems have had difficulty reaching.

Existing bus and rail transit interests also benefit from bringing bus and rail access to the fingertips of bikeshare users who may not otherwise consider using bus and rail transit. TAP integration improves the potential for increased bus and rail transit ridership for Metro and Municipal transit agencies in areas where bikeshare is deployed. Integrated revenue collection also offers the potential to increase system-wide fare recovery as the Regional Bikeshare System expands (see **Figure 1**, above).

Third party TAP vendors gain additional foot traffic from a new demographic of users: bikeshare users tend to be younger and higher-income than bus and rail transit riders. This benefit may also help Metro attract and retain third party vendors.

Integration Needs

The main goal of TAP integration is a single fare medium that provides a seamless user experience for access to bikeshare and other transit modes. Because of the complexities of integrating with Metro's existing TAP card infrastructure, this section presents three potential approaches: "Real Time" integration, "Delayed Reconciliation," and "Minimal Integration." Variations of these approaches could also achieve varying degrees of integration as technology and organizational processes allow.



For both the Integrated as Metro Service and Integrated as Muni fare structures (described above), real time data integration between bikeshare and the existing TAP system would provide the best user experience and flexibility for system management. However, because this level of integration is likely to be complex and costly, a "delayed reconciliation" approach that requires only daily or weekly data sharing could also be considered.

A third "Minimal Integration" model, in which the TAP card is used as a unique user identifier only, is possible. To users, this model is integrated only in the sense that users use the TAP card as a link to a separate bikeshare account. The fare structure could not be fully integrated because transfer information about bus and rail trips would not be available; mutual benefits to bus, rail, and bikeshare transit would be minimal. Implementation of fare structure and payments would be handled entirely by the bikeshare operator.

The following sections describe in more detail the basic functionality necessary to achieve the desired level of TAP integration. However, a bikeshare system that achieves some integration benefits could be implemented with a subset of the TAP functionality described. Common elements to any approach are described first, followed by options for Real Time Data, Delayed Reconciliation, and Minimal Integration.

Common Functionality

Regardless of the level of integration, users will need to be able to purchase TAP cards. With integration, bikeshare users can use Metro's existing TAP card vending infrastructure. Substantial changes to the



vending infrastructure to accommodate bikeshare are not anticipated. Users who already have TAP cards can use them. Users who do not yet have TAP cards can purchase new TAP cards Online (<http://taptogo.net/tap/locator/>); from a TVM, located in all Metro Rail stations; from one of over 500 TPVs; or from a Metro Customer Center. Bikeshare could provide new opportunities for TAP card vending from bikeshare kiosks or from new TVMs located near selected bikeshare kiosks.

Users will also need to register for the bikeshare program to provide accountability for the checked out bikes and allow for payment processing. Bikeshare users will register their membership with the bikeshare operator and provide a credit card number that can be charged in the event of theft or damage to the Metro bike. In some options, the credit card number can also be charged to pay fares or “extended use fees” (see below). Users’ TAP stored value will not be used to pay fares or fees. Users can register their TAP cards for use on the bikeshare system by the 16-digit number that already uniquely identifies each TAP card. Users can register online through the program’s website or on a mobile app; both channels could be managed by the bikeshare operator. If technological barriers can be addressed, users could also sign up for bikeshare at Metro’s network of TVMs.

Real Time Data Integration

First, users will need to purchase a 1-Day, 7-Day, or 30-Day pass on TAP. Changes to the process currently in place for purchasing a TAP pass are not anticipated. Users can purchase passes at TAP Vending Machines, at Metro Customer Centers, from Third Party Vendors, online (<http://taptogo.net/replenish.php>), or by phone (1-866-TAPTOGO).

Users will then need to activate the purchased pass. One option currently available to accomplish this is by tapping it on a Bus or Rail TAP validator. Users would first tap their TAP card on a bus or rail TAP validator to activate a new pass (see **Figure 14**).

With this approach, there is the possibility for significant confusion among new users who might not intuit the need to take a bus or rail trip before using bikeshare, reduced adoption of bikeshare, and an increased volume of customer service issues; however there would not be a need for changes to the process currently in place for activating a TAP pass.



Figure 14 – Metro Bus and Rail TAP Validators
<http://www.metro.net/riding/fares/check-tap-cards-expiration-date/>

A second option for activating the purchased pass is to enable activation of passes for use on bikeshare terminals regardless of whether or not they have previously been used at a bus or rail validator. Bikeshare terminals could be either kiosks located at each station, devices located on each Metro Bike, or both. Passes that have been previously used on bus or rail would already be active for use on bikeshare as well. There are at least two potential options for activating passes for bikeshare use without previous use on bus or rail. First, Metro's TVMs are equipped with TAP validators for loading new passes or stored value onto TAP cards (see **Figure 15**). TVMs could be configured with a new option to activate a previously-purchased pass, avoiding the need to activate passes at bikeshare terminals. Alternatively, users could tap their TAP cards to validators located at each bikeshare terminal. Just as with bus or rail, the first tap would activate the pass, provided another pass is not already active.

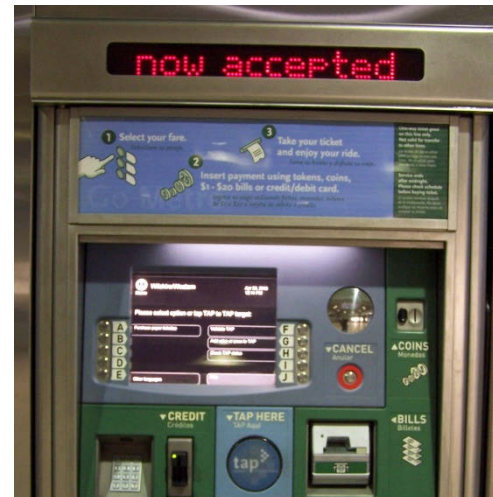


Figure 15 – Metro TVM with TAP Validator

<http://walknridela.com/wordpress/wp-content/uploads/2010/06/MTATVM23.jpg>

Next, the system will need to initiate a bikeshare trip. The user taps the TAP card to the validator on the bikeshare terminal. The validator needs to (1) read the unique identifier of the TAP card, which has already been linked to a unique bikeshare user during the registration step (above) and (2) read whether or not the TAP card is carrying an activated pass. With this information the bikeshare operator's software will release the bike to the user and begin tracking the trip. If the user has an activated pass, there will be no initial charge; otherwise, the user's credit card will be charged as needed.

When the user returns the bike to a designated station or, in the case of a "smart bike" system, locks the bike and ends the trip with a mobile app or on-bike button, the bikeshare operator's software will close the trip record, recording, among other details, the duration of the bikeshare trip. Based on the duration of the trip, the bikeshare operator will charge the user's credit card an Extended Use Fee for trips lasting longer than 30 minutes. The need for additional TAP functionality is not anticipated in this step.

As an optional final step, the TAP system can be used to reconcile user charges and allocate revenue to bikeshare, bus, and rail, as appropriate (see "Revenue Allocation," below). At the end of an agreed-upon period (e.g., monthly, quarterly, annually), Metro staff will reconcile the revenue collected from pass sales based on how the pass is used. The bikeshare operator will provide a data set with trip records for each unique user (identified by the 16-digit TAP card number). Metro staff (or an embedded bikeshare operator employee under Metro supervision) will then join these records to Metro's records of each user's revenue from passes purchased and trips taken on bus and rail. Revenue from each user's pass purchases will then be allocated according to the number of trips taken on bus, rail, and bikeshare.

Delayed Reconciliation

The Delayed Reconciliation approach is similar to the Real Time Data Integration approach (see above), but introduces a lag in user billing because of the need for additional processing. When initiating the bikeshare trip the validator only needs to read the unique identifier of the TAP card. This information will



be stored with a timestamp for later comparison. At the end of an agreed-upon period (daily or weekly), the bikeshare operator will provide a data set with trip records for each unique user (identified by the 16-digit TAP card number). Metro Staff (or an embedded bikeshare operator employee under Metro supervision) will join these records to Metro’s records of each user’s pass purchase history to determine whether each trip was covered by an active pass. The bikeshare operator will charge the user’s registered credit card for any trips not covered by a pass as Walk-Up trips.

Minimal Integration

The TAP card will be used as a “key” or unique user identifier only. The bikeshare terminal (kiosk or bike) only needs to be able to read the TAP card’s unique identifier. Memberships and fare structures for bikeshare will be completely separate from bus and rail, and all back-end system functions will be handled by the bikeshare operator.

Funding

Initial conversations with Metro’s TAP department suggest that integrating bikeshare with TAP can be costly and complex. To the extent possible, Metro should require the selected bikeshare vendor to make its hardware and payments system compatible with existing TAP infrastructure. To the extent that Metro will need to adjust its infrastructure to interface with bikeshare, it should consider the benefits to the overall mission of the organization of integrating bikeshare with bus and rail when deciding on a level of financial and staff support for implementing TAP integration changes. External funding sources may also be available to support the transition: PeopleForBikes is administering grant funding to bikeshare operators, cities, and local nonprofits to develop and implement strategies that increase bikeshare in underserved communities.⁴ Integrating bikeshare with TAP and with bus and rail transit leverages existing equity-focused fare structures and provides new transportation opportunity for underserved communities. Active Transportation Program (ATP), Transportation Investment Generating Economic Recovery (TIGER), and Metro ExpressLanes funding could also be used to offset costs.

Metro’s Mission
Metro is responsible for the continuous improvement of an efficient and effective transportation system for Los Angeles County.

MOBILITY HUBS COORDINATION

Funded via a grant from the Federal Transit Administration’s Jobs Access Reverse Commute (JARC) program, the Mobility Hubs project may provide integrated bikeshare, carshare, secure bike parking systems and jitney services at strategic locations throughout Downtown Los Angeles, Hollywood and Long Beach. The Mobility Hubs project could also include a guaranteed ride home program, an

⁴ <http://www.peopleforbikes.org/blog/entry/bike-share-isnt-equitable-lets-change-that>

integrated transit pass with Mobility Hub service, and a centralized, online trip planning and reservation system. With a purpose of providing enhanced mobility access and options for eligible low income individuals seeking access to jobs and job-related opportunities (see **Figure 16**), JARC explicitly requires that related funding and implementation of the Mobility Hubs be driven intentionally and explicitly for eligible low-income individuals seeking access to jobs and job-related opportunities.

The selected Metro Countywide Bikeshare vendor will be required to coordinate with the participating jurisdiction and selected vendor(s) of the future Mobility Hubs project to implement, operate and maintain bikeshare station locations. The Mobility Hubs Operating Plan envisions advancing the Hollywood project sooner than is currently anticipated in the Bikeshare Implementation Plan. To effectuate this, Metro, the City of Los Angeles and the selected bikeshare vendor will coordinate and evaluate feasible strategies to advance Hollywood implementation.

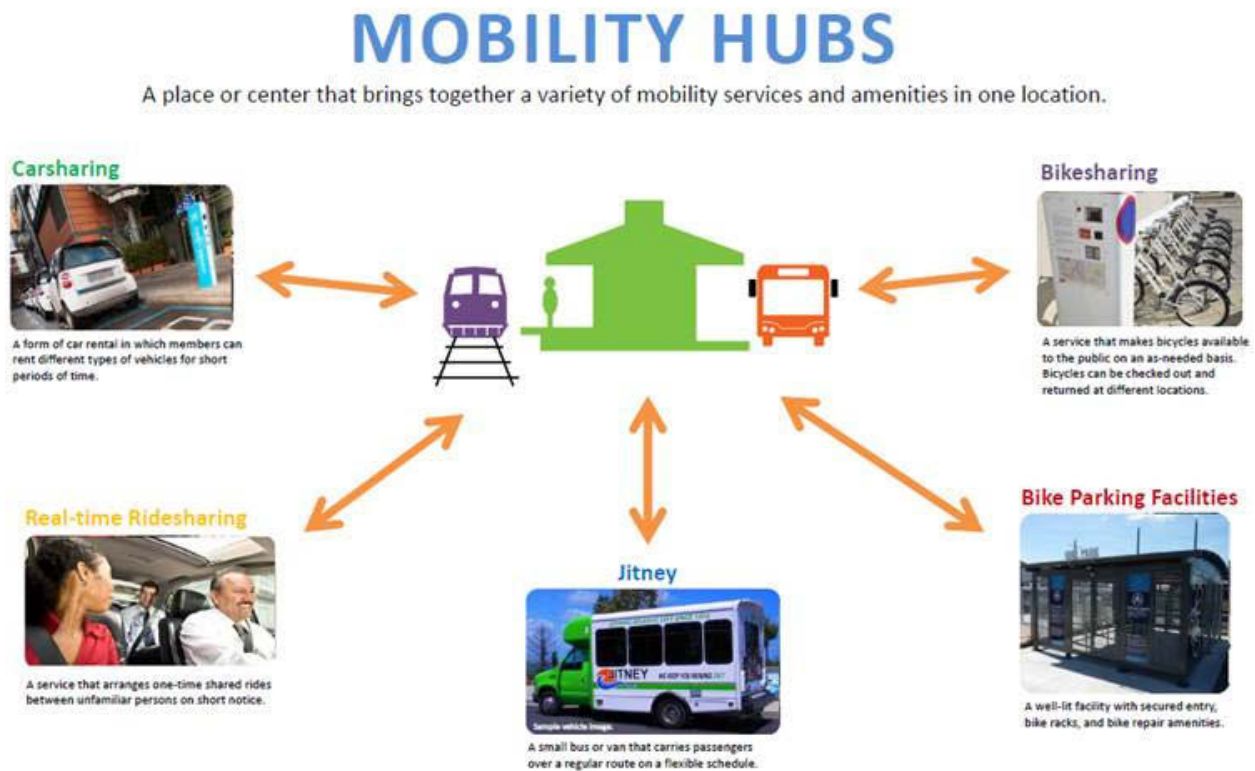


Figure 16 – Mobility Hub Concept Diagram

Needs Assessment Study and Operating Plan for the Los Angeles/ Long Beach Integrated Mobility Hubs Project, funded by JARC



EQUITY

Bicycling in general and bike sharing in particular have historically struggled to attract lower-income individuals and people of color.⁵ African-Americans have significantly lower levels of self-reported bicycle use than the general population, and low-income and non-white households are estimated to have significantly lower rates of bicycle ownership.⁶ By providing low-cost access to bicycles, bikeshare could help reduce barriers to bicycling and encourage bike use in historically underserved communities. In Washington, D.C., bikeshare users reported significantly lower income than the general cycling population, suggesting that Capital Bikeshare might expand bike access to some lower-income cyclists. Nevertheless, African-Americans make up only 3 percent of Capital Bikeshare users and only 1 percent of Boston Hubway users, while 81 percent of Denver B-cycle users are white and only 21 percent have annual household incomes below \$50,000.⁷

Lowering Barriers – Financial Access

Metro should explore multiple options for providing equitable access to bikeshare, including TAP integration and other programs for promoting access to the system.

By integrating fare structures and access through the TAP card, Metro will link the bikeshare program to a large population of transit users traditionally underserved by bikeshare programs. The integration of fares and fare media allows Metro to leverage its existing discounted fare programs for seniors 62 years and older, disabled and medicare-eligible passengers, college and vocational students, and K-12 students.

Other bikeshare systems present additional examples of programs that can be used to improve financial access for underserved communities. Capital Bikeshare has partnered with Bank on DC to offer discounted memberships and debit and credit accounts to unbanked individuals who would not otherwise have access to bikeshare;⁸ the program has also reached out to the homeless and unemployed communities, providing discounted memberships to those enrolled in job training sessions.⁹ NYC Bikeshare, the

⁵ Federal Highway Administration. "Bikesharing in the United States: State of the Practice and Guide to Implementation." September 2012. <http://www.bicyclinginfo.org/promote/bikeshareintheus.pdf>.

⁶ Buck, Darren. "Encouraging Equitable Access to Public Bikesharing Systems." 22 December 2012.

⁷ <http://dc.streetsblog.org/2012/10/03/why-isnt-bike-share-reaching-more-low-income-people/>

⁸ "Capital Bikeshare Launches Bank on DC Program." 16 December 2011. <http://www.capitalbikeshare.com/news/2011/12/16/1140>

⁹ DePillis, Lydia. "Capital Bikeshare Rolls Out Homeless Pilot." 20 March 2012. <http://www.washingtoncitypaper.com/blogs/housingcomplex/2012/03/20/capital-bikeshare-rolls-out-homeless-pilot/>

operator of Citi Bike, has also partnered with local housing authorities to increase access to its program.¹⁰ New York City Housing Authority residents and select Community Development Credit Union members are eligible for discounted, \$60 annual memberships (a \$35 savings). Denver Bike Sharing offers free B-cycle memberships, not tied to a credit card, to Denver Housing Authority residents of buildings adjacent to B-cycle stations. Although DBS has found funding to subsidize these membership and usage fees, significant time and effort go into providing the memberships: Housing Authority staff screen applicants for eligibility and good standing and DBS staff visit sites to recruit members; staff also need to manually adjust records in the software system to exempt these users from fees. Minneapolis' Nice Ride system has eliminated the credit card hold held as a deposit, which presented a barrier to some potential users.¹¹ Finally, discounts for students, seniors and military are common; Denver offers discounted, \$60 annual memberships (a \$20 savings) to these groups.

Station Siting – Physical Access

Locating bikeshare stations in communities disproportionately underrepresented in bicycling can improve their mobility by providing affordable access to bicycles. Ensuring that stations are placed near neighborhoods and transit lines that low-income riders use will increase the likelihood that they can integrate the system into their regular travel. Siting stations near neighborhoods with transit dependent residents, affordable housing, public transit lines, and off-campus college housing can serve additional users who do not have regular access to a car or bike. Beyond providing stations to improve equity in targeted neighborhoods, the program should also ensure that these stations are well-connected to the rest of the system and provide a diverse range of trip-making opportunities for community members.

For the stations located in Downtown Los Angeles, Metro performed an analysis of the share of minority population within a quarter-mile and half-mile radius of the bike share stations. These percentages were then compared against the Los Angeles County average (see **Table 1**). The analysis shows that the areas within walking distance of the proposed demonstration stations have a higher minority share of residents than the County as a whole. Thus, there is no disproportionate burden imposed upon minority residents by the location of the Downtown Los Angeles stations.

Metro performed a similar analysis for the share of population in poverty (see **Table 2**). The analysis shows a higher percentage of households in poverty within walking distance of the proposed demonstration program stations than for the County as a whole. Thus, there is no disproportionate burden imposed upon households in poverty by the location of the Downtown Los Angeles stations.

¹⁰ Schmitt, Angie. "Why Isn't Bike-Share Reaching More Low-Income People?" 3 October 2012. <http://dc.streetsblog.org/2012/10/03/why-isnt-bike-share-reaching-more-low-income-people/>

¹¹ "Frequently Asked Questions: What about low income New Yorkers?" http://citibikenyc.com/faq#_What_about_low_income



TABLE 1 – MINORITY ANALYSIS			
Analysis Area	Population	Minority Population	Minority Population %
Quarter-Mile Buffer	129,312	103,334	79.9%
Half-Mile Buffer	197,602	168,243	85.1%
Los Angeles County	9,818,605	6,869,996	70.0%

Note: Data aggregated from Census Block level.

TABLE 2 – POVERTY ANALYSIS			
Analysis Area	Population	Poverty Population	Poverty Population %
Quarter-Mile Buffer	127,618	54,559	42.8%
Half-Mile Buffer	186,883	76,627	41.0%
Los Angeles County	9,604,871	1,508,618	15.7%

Note: Data aggregated from Census Tract level.

Marketing and Outreach – Information Access

New bikeshare systems typically benefit from lots of mainstream press, but reaching broader communities may be more difficult. Only eight of twenty surveyed operators reported current or planned community-specific outreach efforts; of those that did, several indicate targeted outreach through affordable housing authorities, churches, and community-based organizations.¹² Partnerships with community organizations can help users learn to use bikeshare, ride a bike in traffic, and choose comfortable and convenient biking routes. Partnerships with large employers and unions for awareness building and membership discounts can help to reach service industry workers. Promotional materials in multiple languages can help to reach a wide range of communities. While marketing to diverse communities is important, it is also essential to ensure that these populations have physical and financial access to the bikeshare system, so that marketing efforts can attract new members and new trips.

¹² Buck, Darren. "Encouraging Equitable Access to Public Bikeshaaring Systems." 22 December 2012.

An Ongoing Effort

Reaching historically underserved communities will require continued effort on the part of the bikeshare operator. Metro should consider employing a broad range of strategies to engage potential bikeshare users and develop a ridership base that reflects the population of Los Angeles County.

OPERATIONS FUNDING

Per Board direction, Metro will provide up to 35 percent of operating costs. The Bikeshare Working Group considered two approaches to calculating Metro’s contribution: “Gross” and “Net.”

Under the Gross approach, Metro provides up to 35 percent of total operating costs, while participating jurisdictions cover any shortfall between the system’s operating revenues (user memberships and fares) plus Metro’s 35 percent contribution and the total operating cost of the system. If the system’s operating revenues exceed 65 percent of total operating costs, Metro’s contribution will be less than 35 percent, and participating jurisdictions will pay nothing. If the system’s operating revenues exceed its total operating costs, any surplus will be split in the same proportion, with 65 percent going to the participating jurisdiction and 35 percent going to Metro. Revenues from sponsorship are not included in this calculation, but considered separately (see “Sponsorship,” below). **Figure 17** illustrates the sharing of costs and revenues with the Gross approach for three scenarios, where operating revenues equal 50 percent, 70 percent, or 120 percent of the system’s operating cost.

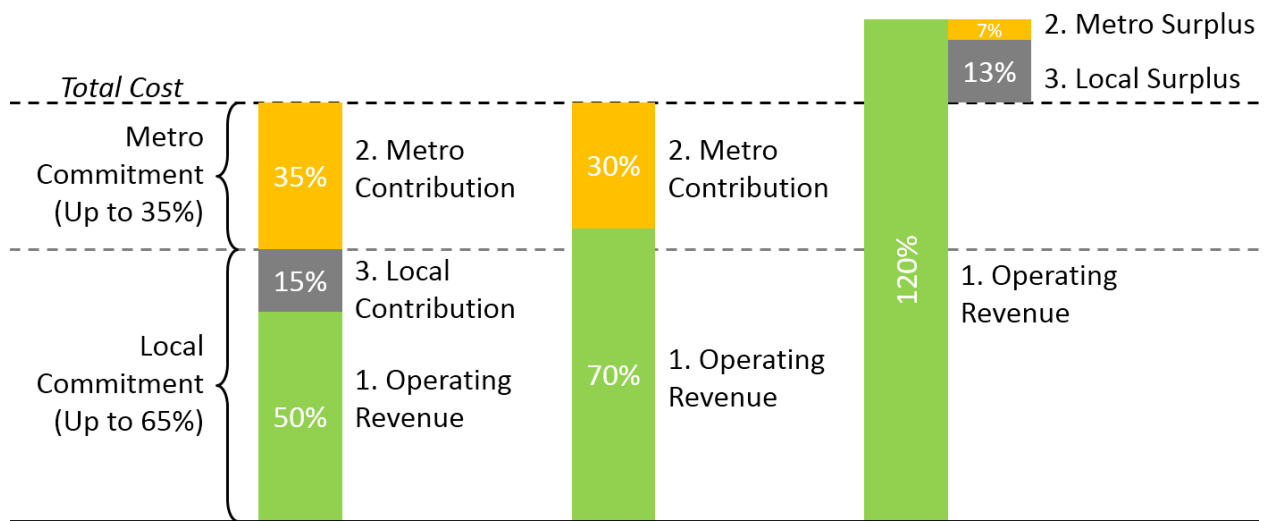


Figure 17 – Gross Operations Funding Model



Under the Net approach, system operating revenues first offset total operating costs. Metro then contributes 35 percent of the resulting shortfall, while participating jurisdictions contribute 65 percent of the shortfall. Surpluses are shared as under the Gross approach. **Figure 18** illustrates the sharing of costs and revenues with the Net approach for same three scenarios.

The current recommendation is to pursue the Net operations funding approach.

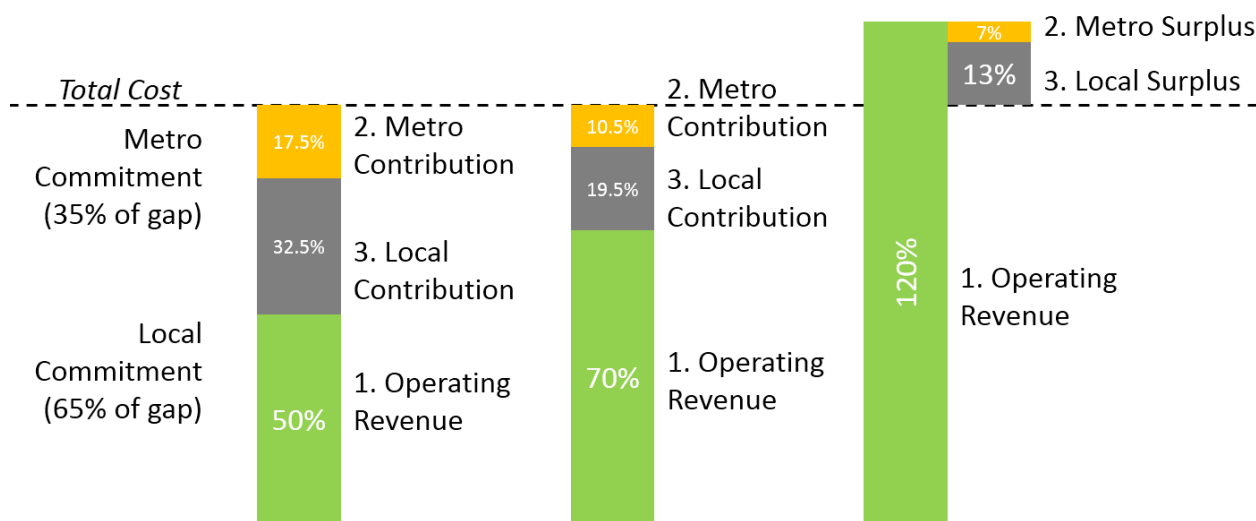


Figure 18 – Net Operations Funding Model

REVENUE ALLOCATION

To calculate the share of contributions by Metro and participating jurisdictions, revenues from bikeshare activities must be tracked separately from other Metro revenue. Given the technological and administrative complexities of full TAP integration, the initial recommendation for bikeshare revenue accounting is simplified, limiting the ability to allocate pass revenue to bikeshare. As a long-term goal, the revenue contributions of bikeshare to Metro’s overall operating budget should be quantified along with its costs.

Initial Direction

With the Integrated as Metro Service fare structure, the current revenue allocation direction is for only overtime fees (for trips lasting longer than 30 minutes) and bike-share-only passes to be allocated to bikeshare.

Although a 1-Day, 7-Day or 30-Day TAP pass could be used to access bikeshare, none of the revenue from the sale of those passes would support the bikeshare program. Since the vast majority of bikeshare trips are under 30 minutes (over 91% in the Capital Bikeshare system),¹³ most individual bikeshare trips would not generate any revenue for the bikeshare program. **Figure 19** illustrates an example trip in which the passenger purchases a day pass, rides bikeshare to connect to rail, takes a second bikeshare trip at the destination end, and then returns by connecting from bus to rail. The passenger spends \$7 for the 1-Day pass and starts her trip. Although two of the five legs of the entire trip are made by bikeshare, all bikeshare trips segments are less than 30 minutes, so none of the collected revenue is allocated to bikeshare.

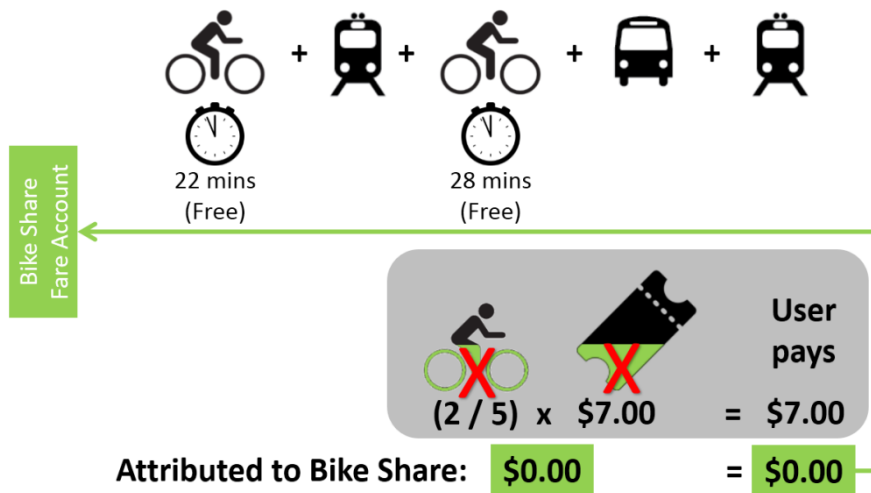


Figure 19 – Integrated-as-Metro Pass Revenue Allocation

¹³ <http://cabidashboard.ddot.dc.gov/cabidashboard>



Revenue allocation for a single one-way trip on TAP is similar. **Figure 20** illustrates an example trip where the passenger uses bikeshare for both the first and last mile connections of the trip. He purchases a one-way trip fare for \$1.75, rides bikeshare, transfers to rail, and then takes a second bikeshare trip lasting longer than 30 minutes (as noted above, bikeshare trips longer than 30 minutes are not typical). Two of the three legs of the entire trip are made by bikeshare, but none of the pass revenue is attributed to bikeshare and allocated to the Bikeshare Fare Account. Because one bikeshare leg of the trip lasted longer than 30 minutes, he also incurs an additional \$1.75 charge, which is processed separately by the bikeshare operator and allocated to the Bikeshare Fare Account.

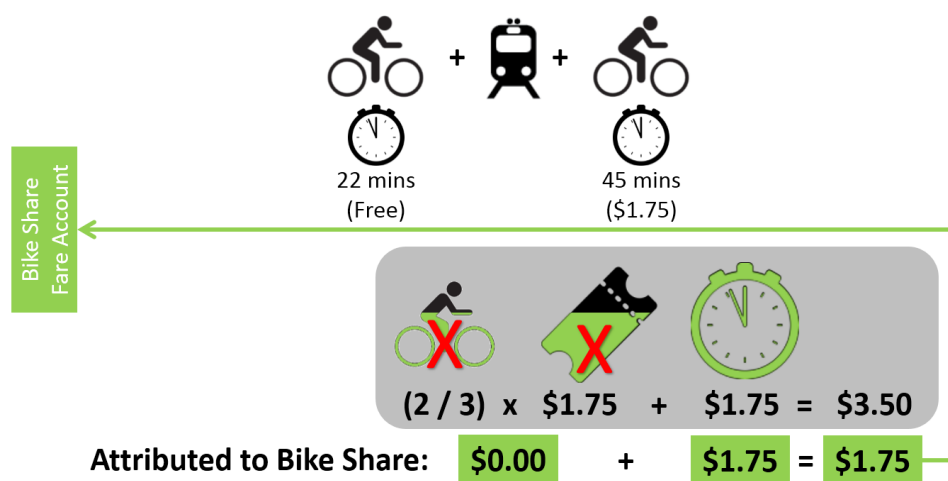


Figure 20 – Integrated-as-Metro Single Trip Revenue Allocation

The Integrated as Muni fare structure would have a similar revenue allocation, with an additional 50-cent transfer fee allocated to bikeshare. **Figure 21** illustrates the same example trip as depicted in Figure 19, in which the passenger purchases a day pass, rides bikeshare to connect to rail, takes a second bikeshare trip at the destination end, and then returns by connecting from bus to rail. The passenger spends \$7 for the 1-Day pass and starts her trip on bike share, for which she pays an additional 50-cent fee. She pays a second 50-cent fee for the second bike share leg; the remaining transfers to Metro Bus and Rail are free. Only the two 50-cent fees, a total of \$1.00, are allocated to the bike share account.

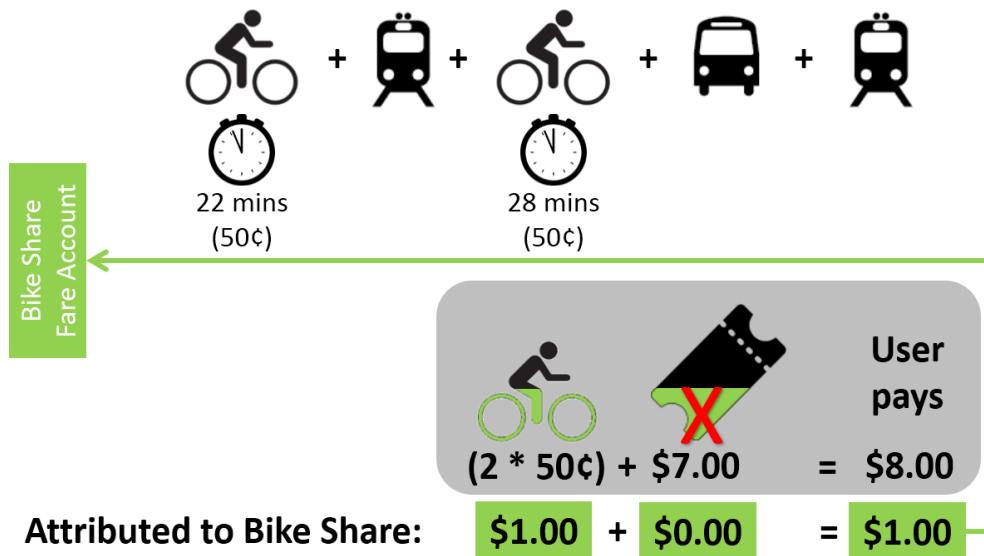


Figure 21 – Integrated-as-Muni Pass Revenue Allocation



Figure 22 illustrates the same example trip as depicted in Figure 20, where the passenger uses bikeshare for both the first and last mile connections of the trip. He purchases a one-way trip fare for \$1.75, rides bikeshare, transfers to rail, and then takes a second bikeshare trip lasting longer than 30 minutes. Two of the three legs of the entire trip are made by bikeshare, so he pays two, 50-cent transfer fees, which are attributed to bikeshare and allocated to the Bikeshare Fare Account. Because one bikeshare leg of the trip lasted longer than 30 minutes, he also incurs an additional \$1.75 charge, which is processed separately by the bikeshare operator and allocated to the Bikeshare Fare Account. In total, \$2.75 (\$1.00 in transfer fees and a \$1.75 additional use fee) is allocated to the Bikeshare Fare Account.

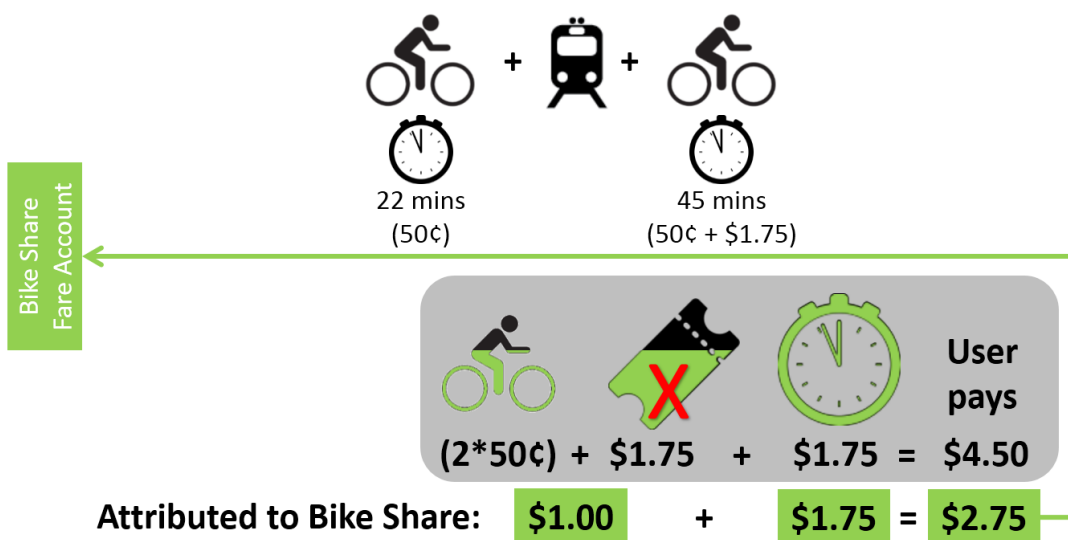


Figure 22 – Integrated-as-Muni Single Trip Revenue Allocation

Fully-Integrated Fare Structure

As technological and institutional barriers to revenue allocation are addressed, the revenue contributions of bikeshare to Metro’s overall operating budget should be quantified. One concept for equitable accounting of bikeshare’s portion of fare revenue is to allocate revenue in proportion to use. For 1-Day, 7-Day and 30-day TAP passes, pass revenue would be allocated by the percent of trip legs made by each mode. The portion of revenues allocated to bikeshare could be set aside in a Bikeshare Fare Account to offset bikeshare-related expenses.

Figure 23 illustrates the same example trip as depicted in Figure 19, in which the passenger purchases a day pass, rides bikeshare to connect to rail, takes a second bikeshare trip at the destination end, and then returns by connecting from bus to rail. The passenger spends \$7 for the 1-Day pass and starts her trip. Two of the five legs of the entire trip are made by bikeshare, so 2/5 of the \$7 pass, or \$2.80, are attributed to bikeshare and allocated to the Bikeshare Fare Account. If any bikeshare leg of the trip would last longer than 30 minutes, she would incur an additional \$1.75 charge for each additional 30-minute period, which would be processed separately by the bikeshare operator and allocated to the Bikeshare Fare Account.

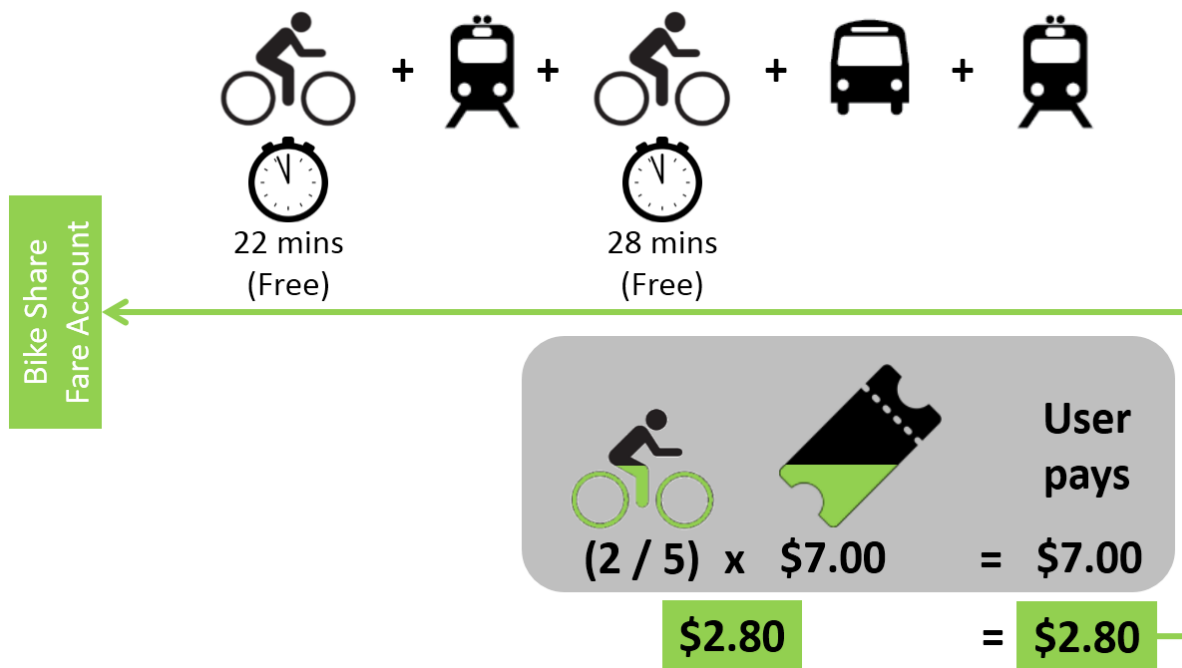


Figure 23 – Fully Integrated Pass Revenue Allocation



Revenue allocation for a single one-way trip on TAP is similar. **Figure 24** illustrates the same example trip as depicted in Figure 20, where the passenger uses bikeshare for both the first and last mile connections of the trip. He purchases a one-way trip fare for \$1.75, rides bikeshare, transfers to rail, and then takes a second bikeshare trip lasting longer than 30 minutes. Two of the three legs of the entire trip are made by bikeshare, so 2/3 of the \$1.75 fare, or \$1.17, are attributed to bikeshare and allocated to the Bikeshare Fare Account. Because one bikeshare leg of the trip lasted longer than 30 minutes, he also incurs an additional \$1.75 charge, which is processed separately by the bikeshare operator and allocated to the Bikeshare Fare Account. In total, \$2.92 (\$1.17 in pass revenue and a \$1.75 additional use fee) is allocated to the Bikeshare Fare Account.

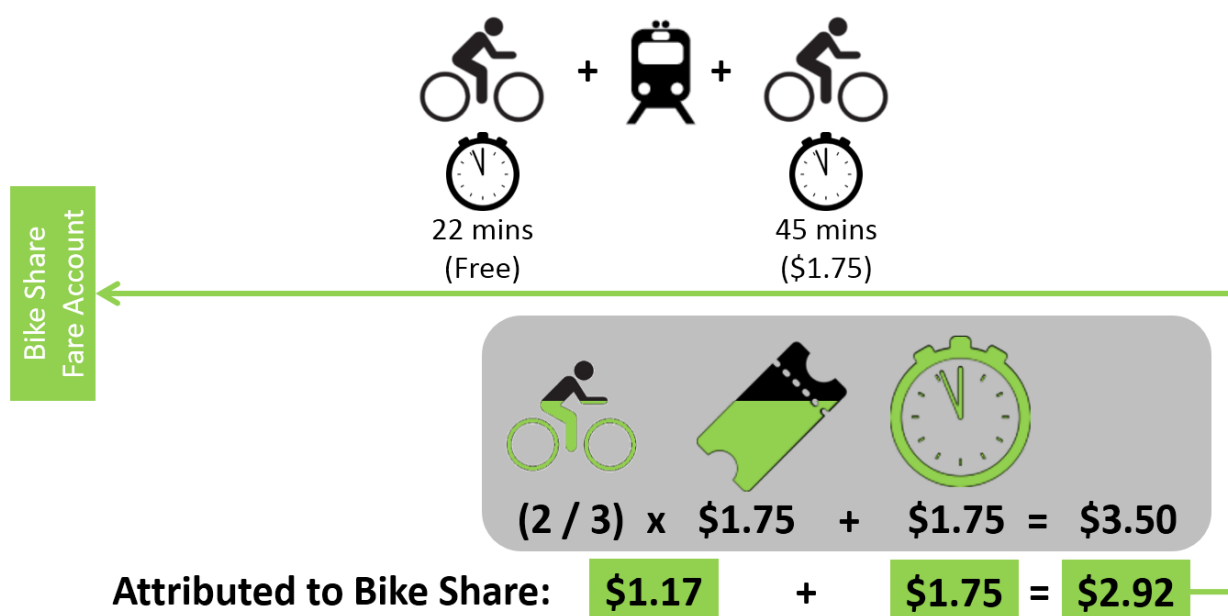


Figure 24 – Fully Integrated Single Trip Revenue Allocation

For Bikeshare Only Annual Passes, 100 percent of pass revenue and 100 percent of additional use fees are attributed to bikeshare and allocated to the Bikeshare Fare Account.

Jurisdictional Revenue Allocation

Under either revenue allocation scenario, revenues for trip fees and one-way bikeshare only fares will be divided among jurisdictions according to the location where the bike was checked out (trip origin) and membership fees for annual passes will be allocated according to the location of the signup. Membership fees from online signups not within a participating jurisdiction (as reported by the member) would be shared among all participating jurisdictions in proportion to their number of docks. As the system grows, Metro may need to revisit the policy of crediting trips by origin location to instead credit half to the check-out location and half to the check-in location if a one-direction imbalance of trips is a persistent problem.

SPONSORSHIP

Metro will pursue and manage a systemwide sponsorship contract, such as naming rights, a title sponsorship, or consistent recognition across all bikeshare equipment. Metro will also retain control over the primary on-bike branding presence. Revenues from the systemwide sponsorship contract will first be applied toward Metro's financial commitment. Any revenues that exceed Metro's commitment will be applied toward the jurisdictions' operating and maintenance share. Any sponsorship revenue beyond what is needed to offset the full operating cost of the program could be retained by Metro for future capital expansion of the program or Metro could come to an agreement with participating jurisdiction on how to dedicate revenue. Participating jurisdictions will manage local sponsors and advertising contracts, such as station-level (kiosk) sponsorships and advertisement, and retain revenue from local sponsorships. Metro will aim to provide participating jurisdictions with a secondary on-bike presence recognizing their contribution.

Because of the unique characteristics of the Los Angeles region and uncertainty about the final amount of on-bike and on-station space available for sponsor recognition, it is difficult to estimate the level of sponsorship revenue that could be expected from the Los Angeles County Regional Bikeshare program.

Table 3 provides sponsorship information from three established U.S. bikeshare systems for reference.



TABLE 3 – SPONSORSHIP EXAMPLES

System	Sponsorship Value	Years	Annual Value	Bikes	Annual Value / Bike	Stations	Annual Value / Station
CitiBike Title Sponsor	\$41,000,000	6	\$6,833,000	6,000	\$1,139	330	\$20,707
NiceRide MN Title + Station Sponsors	\$4,115,000	–	\$1,129,000	1,550	\$728	170	\$6,640
<i>Title Sponsors Only</i>	<i>\$2,915,000</i>	<i>4</i>	<i>\$729,000</i>	<i>1,550</i>	<i>\$470</i>	<i>170</i>	<i>\$4,290</i>
<i>Station Sponsors Only</i>	<i>\$1,200,000</i>	<i>3</i>	<i>\$400,000</i>	<i>1,550</i>	<i>\$258</i>	<i>170</i>	<i>\$2,350</i>
Denver B-cycle	\$1,676,000	3	\$559,000	700	\$798	84	\$6,650

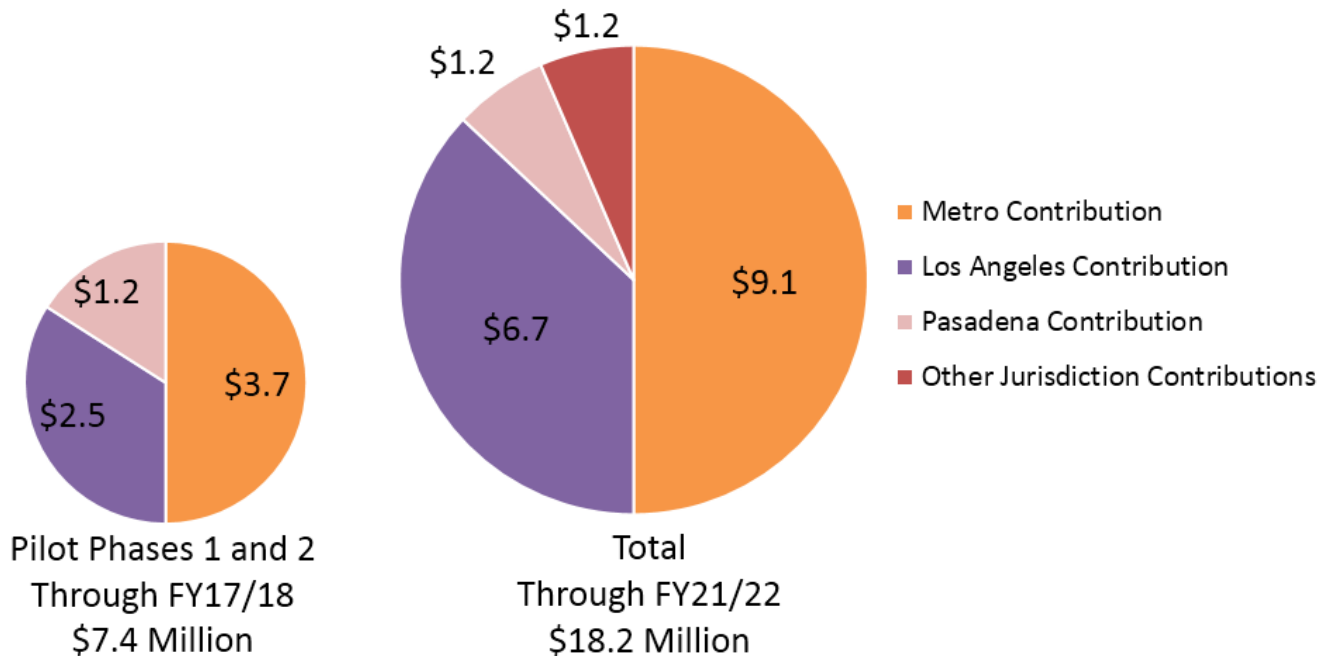
FINANCIAL ESTIMATES

Capital Contributions

Total capital costs were estimated based on Economic and Planning Systems Inc.’s case study research on Capital Bikeshare, Boulder B-Cycle, Denver B-cycle and Nice Ride Minnesota. Capital costs of \$77,539 for the stations in Downtown Los Angeles, based on a 30 dock per station average, and \$69,584 in other areas, based on a 25 dock per station average, were assumed. **Figure 25** illustrates the distribution of capital contributions among Metro and participating jurisdictions based on Metro’s 50 percent capital contribution.

Although these capital cost estimates assume a ratio of approximately 1.8 docks per bike, the recent trend in bike share operations has been to work toward a ratio of two docks per bike to reduce the need for bike rebalancing and reduce the number of instances when all docks at a station are full. Holding the number of bikes constant and installing additional docks would result in higher capital costs. On the other hand, using smart bike hardware would reduce the need for physical docking stations and potentially reduce capital costs.

Figure 25 – Capital Contributions



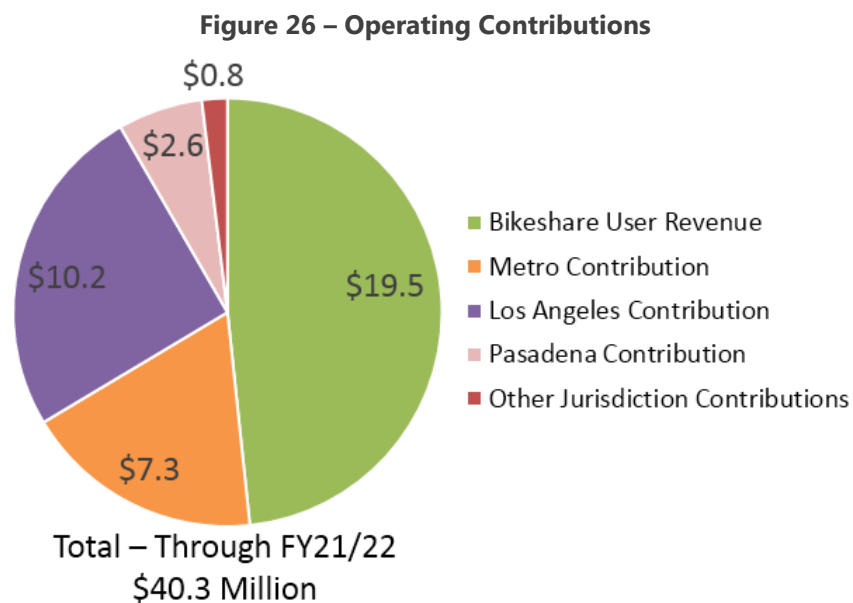


Operating Contributions

Total operating costs were also estimated from Economic and Planning Systems Inc.'s case study research. A per-bike annual operating cost of \$2,900, the highest average among the systems studied, was assumed. Despite selecting the high end of the costs for studied systems currently in operation, the estimate could underrepresent actual costs Metro may face due to continued evolution of the bike share industry. As vendors who may have initially offered reduced costs gain experience and a more accurate understanding of the costs and risk of bike share operation, they are adjusting their pricing to capture the full range of costs they incur, including investments in research to advance bike share technology. Bike share operators are also facing increased pressure to provide living wages.

Based on the ridership estimates presented in Chapter 4, below, bikeshare user revenue, including a 50-cent transfer fee and \$1.75 per 30 minutes extended use fee, is estimated to total \$19.5 million, or approximately 48 percent of total operating cost, through FY21/22.

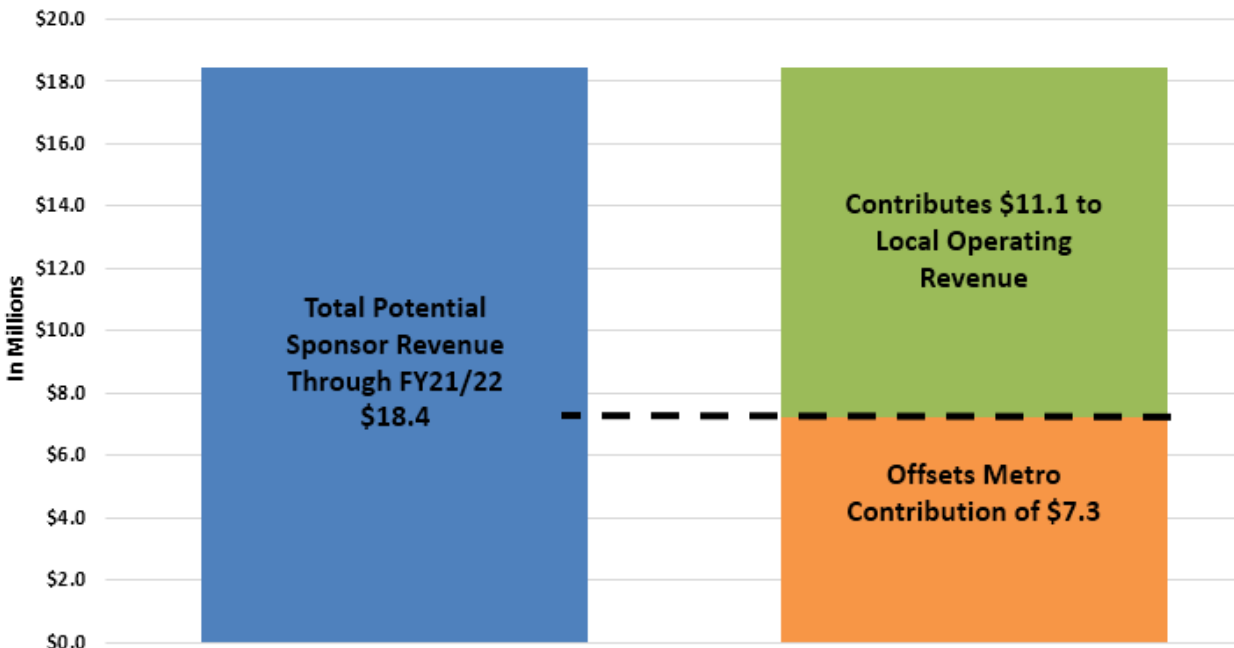
Figure 26 illustrates the distribution of operating cost contributions among Metro and other jurisdictions, as well as the amount covered by bikeshare user revenue before any sponsorship revenues (see next page) are taken into account.



Sponsorship

Although the level of sponsorship revenue that could be expected from the Los Angeles County Regional Bikeshare program is highly uncertain, data from CitiBike, Nice Ride MN, and Denver BCycle suggest that the average annual per-station value of sponsorship could be \$11,300, or a total of \$18.4 million through FY21/22. **Figure 27** illustrates how this revenue could offset Metro’s \$7.3 million operating contribution and contribute significantly to offsetting the contributions needed from participating jurisdictions.

Figure 27 – Sponsorship Revenue





BIKESHARE READINESS ANALYSIS

Fehr & Peers developed a Regional Bikeshare Suitability Index based on basic variables associated with high bikeshare ridership. Combining this index with other criteria for financial, political and community support resulted in a ranked list of potential expansion communities. Fehr & Peers then analyzed the effect of the demographic and built environment characteristics on ridership levels in four established bikeshare systems and applied the resulting regression models to estimate ridership for the network of stations proposed for Downtown Los Angeles, Pasadena, and Santa Monica. Comparing the resulting ridership level estimates with the operating characteristics of other established bikeshare systems informed recommendations for the needed number of bikes and docks to support bikeshare demand.

BIKESHARE SUITABILITY INDEX

The Bikeshare Suitability Index combines five broad factors associated with high bikeshare ridership in other major U.S. systems: housing density, population density, employment density, intersection density, and transit frequency. Based on a raster combination of these five variables, the area of Los Angeles County most suitable for bikeshare is generally the crescent of densely developed City of Los Angeles from Exposition Park and Historic South Central Los Angeles north and west through Downtown Los Angeles, Westlake, Koreatown, portions of Echo Park and Silver Lake, East Hollywood, Hollywood, and Beverly Grove/Fairfax, as well as the City of West Hollywood (see **Figure 28**). Portions of the Westside, such as Westwood, Santa Monica, Venice, and Marina del Rey, as well as South Bay cities of Manhattan Beach, Hermosa Beach and Redondo Beach also score well. Smaller clusters of suitability such as North Hollywood, Glendale, Old Town Pasadena, East Los Angeles, Huntington Park, and Downtown Long Beach could also be suitable for bikeshare.

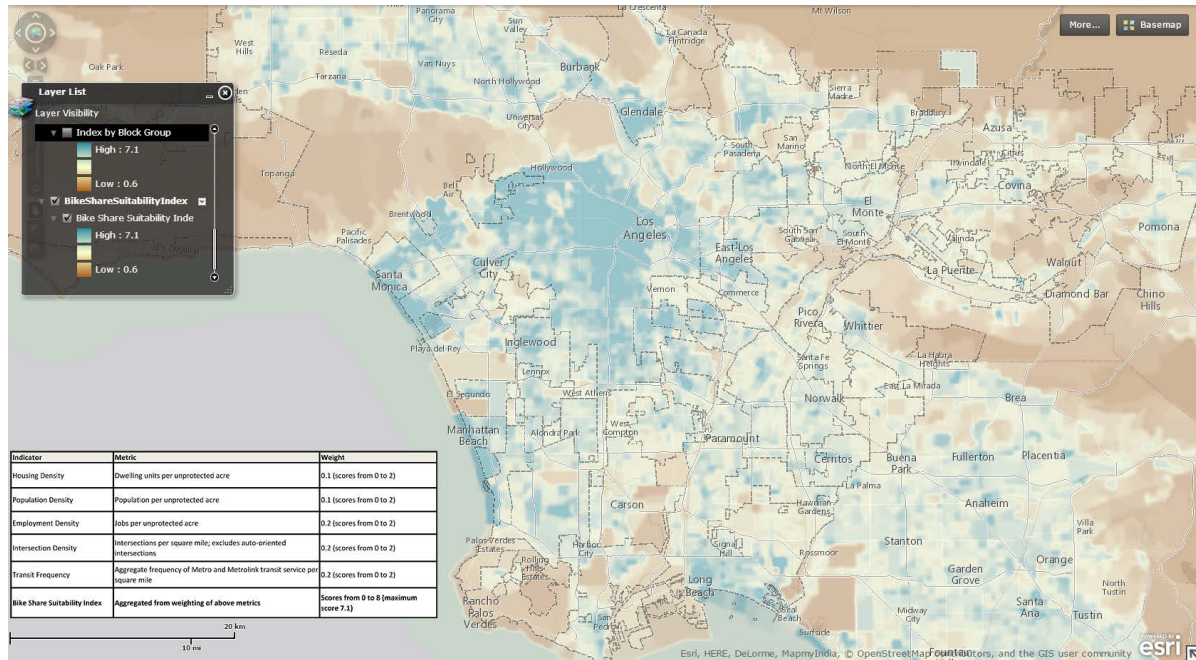


Figure 28 – Bikeshare Suitability Index Web Map

SUITABILITY COMPARISON

Los Angeles County compares favorably to other major metropolitan areas commonly considered to be less sprawling and more conducive to bikeshare. Data available for the Washington, D.C. and San Francisco Bay areas allowed for a direct comparison of the Bikeshare Suitability Index. To help in quantifying the comparisons, areas from each region that scored a 4.0 or above were selected. A quarter-mile buffer (a comfortable walking distance to access a bikeshare station) was then drawn around each high-scoring cluster. In the case of Los Angeles, these buffered areas were further subdivided into cities and communities to aid in selecting and comparing potential expansion areas (see “Expansion Communities,” below). The average Suitability Index score for each area was then calculated. Because the quarter-mile buffer reaches beyond areas with a score of 4.0 or above, many area average scores are below 4.0.

Figures 29 through 31 illustrate the results of the average Bikeshare Suitability Index calculation for these three regions.

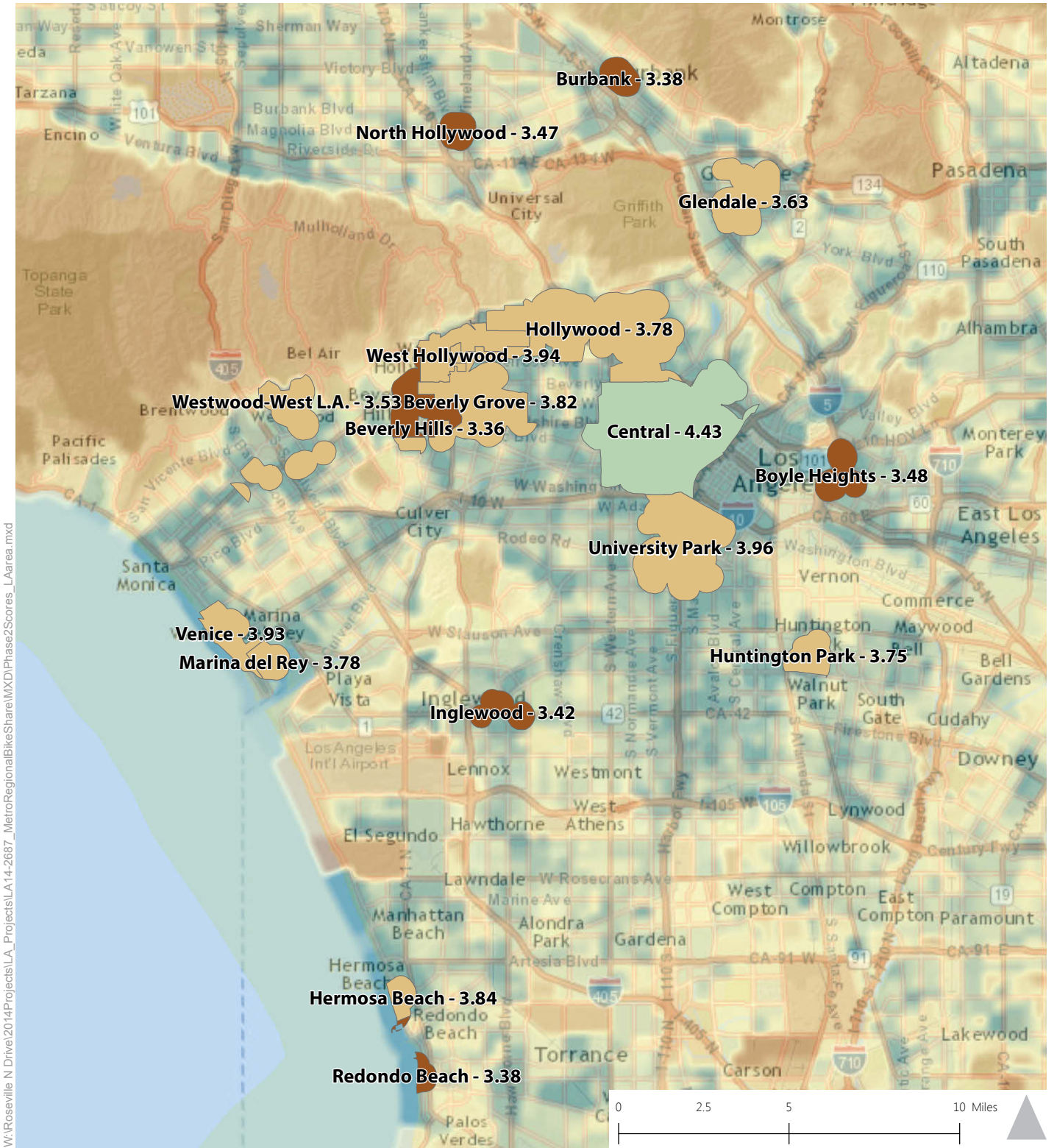
The Central expansion community in the City of Los Angeles, which covers an area bounded roughly by the 10 Freeway to the south, Beverly Boulevard and the 101 Freeway to the north, Wilton Place to the west, and the 110 Freeway to the east, receives the highest score in the region: 4.43, which compares



favorably with the highest-scoring parts of San Francisco (4.56) and Washington, D.C. (4.12).¹⁴ Los Angeles also features a large, continuous crescent of relatively high-scoring areas reaching from University Park through Hollywood and West Hollywood to Beverly Hills and Beverly Grove. By contrast, the San Francisco Bay's high-scoring areas, though slightly more suitable than Los Angeles', are concentrated in the City of San Francisco itself. Washington D.C.'s highest-suitability area is concentrated in the urban core of the District of Columbia with a spur to the southwest along the Rosslyn-Ballston corridor along the Orange Metrorail line in Arlington County.

Nevertheless, these two regions are operating bikeshare stations (indicated by red dots) in areas outside the very highest-scoring areas, but in areas of moderate suitability (indicated by light blue on the heat map) or even in areas of relatively low suitability. Los Angeles has large swaths of light blue area that have moderately high suitability and could suggest potential for future expansion. This analysis does not consider the extent or quality of bicycle infrastructure, which is essential for providing a safe, comfortable, and convenient place for bikeshare customers to ride. Bike infrastructure is considered in the comparison of potential expansion communities (see **Table 4**).

¹⁴ The Phase 1 and 2 pilot areas were excluded from this analysis to concentrate on potential expansion communities.



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Bike Share Suitability Index

- High
 - 4.51 - 5.00
 - 4.01 - 4.50
 - 3.51 - 4.00
 - 3.01 - 3.50
- Low
 - 2.50 - 3.00

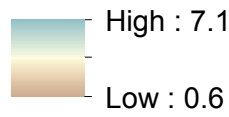
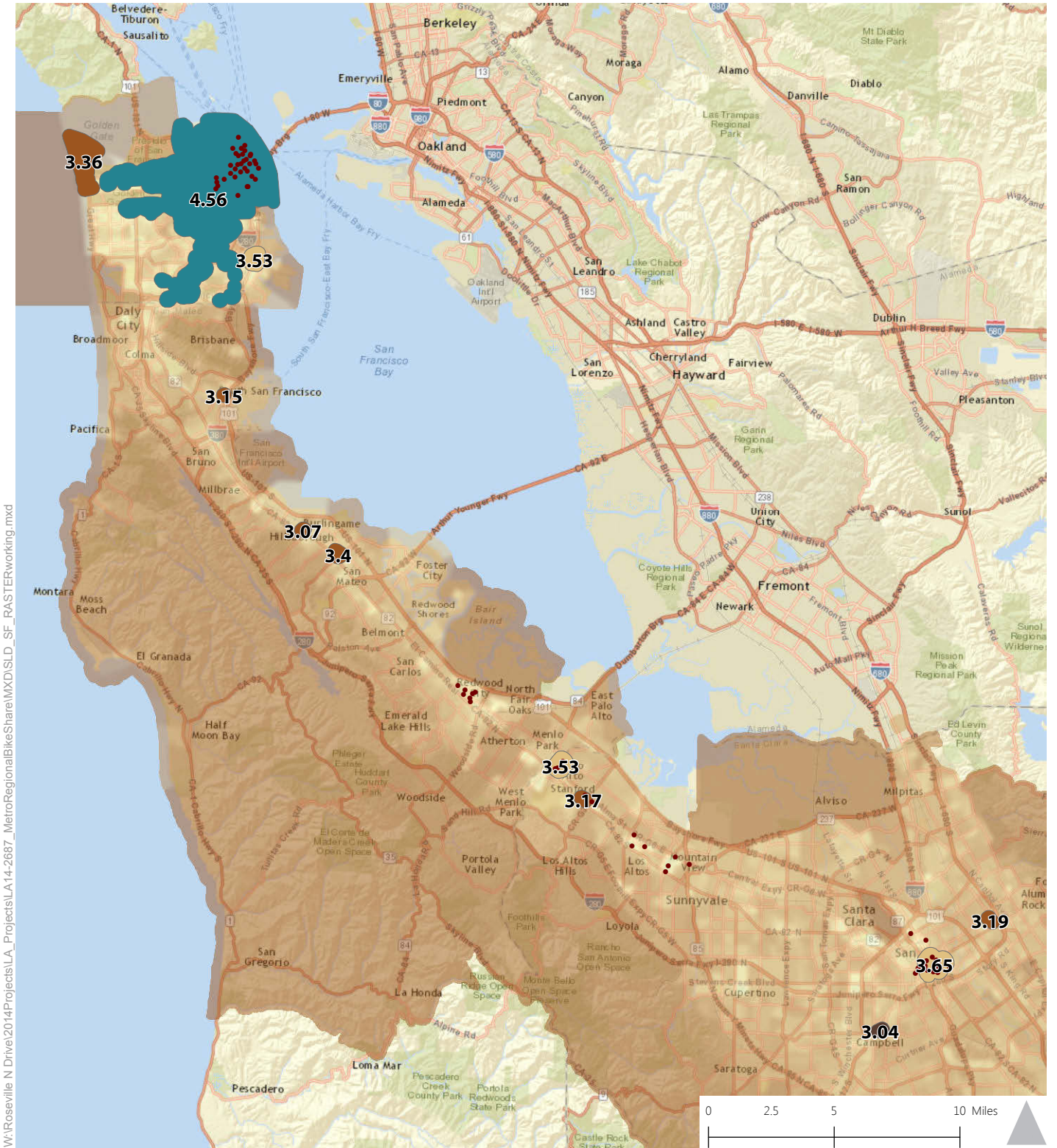


Figure 29

**Los Angeles
Bike Share Suitability Index**

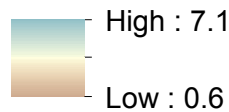




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Bike Share Suitability Index

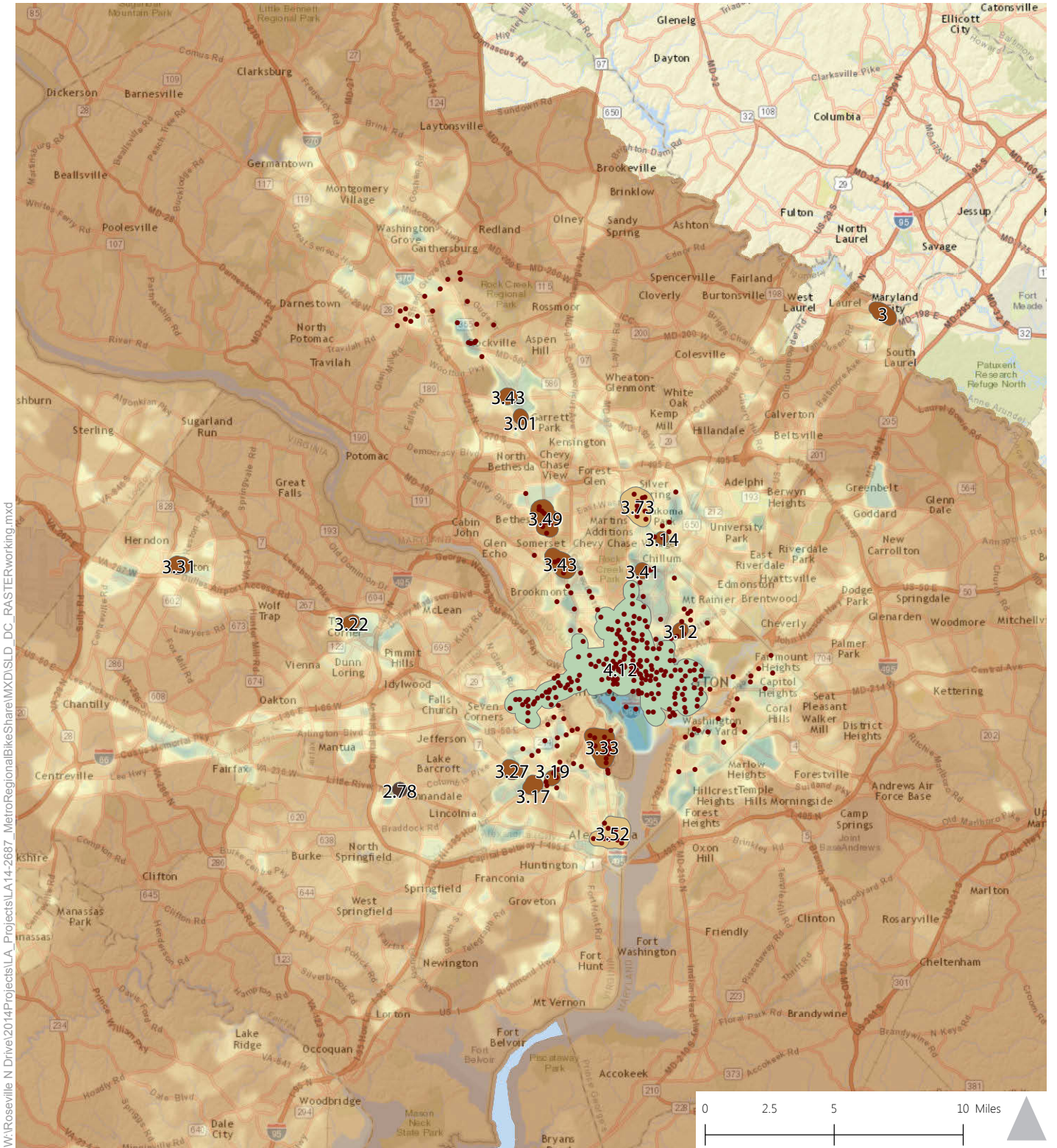
- High 4.51 - 5.00
- 4.01 - 4.50
- 3.51 - 4.00
- 3.01 - 3.50
- Low 2.5 - 3.00



- Bike Share Station Locations



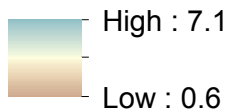
Figure 30
San Francisco
Bike Share Suitability Index



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Bike Share Suitability Index

- High
 - 4.51 - 5.00
 - 4.01 - 4.50
 - 3.51 - 4.00
 - 3.01 - 3.50
- Low
 - 2.50 - 3.00



- Bike Share Station Locations



Figure 31
Washington DC
Bike Share Suitability Index



EXPANSION COMMUNITIES

In addition to the quantitative Bikeshare Suitability Index, Fehr & Peers conducted a qualitative assessment of bikeshare system network considerations and financial, community, and political support. Factors considered include:

- **Service area** – size of contiguous area of high bikeshare suitability, according to the Index (see “Suitability Comparison,” above)
- **Bike facility coverage** – portion of service area within a quarter mile of a Class 2 (bike lane) or better bicycle facility
- **Connectivity** – proximity of the service area to the pilot service areas and adjacent service areas
- **Active transportation budget** – budget items for walking, bicycling, or transit planning and infrastructure
- **Grants** – current or recent grant pursuits for active transportation or bikeshare projects
- **Programs** – existence of local bike transit services or active transportation programs
- **Advocacy groups** – presence and activity of transportation non-profit or advocacy groups in the community
- **Media coverage** – news and web coverage of local active transportation issues
- **Agenda items** – bikeshare on local government agendas
- **Official support** – expressed support of elected officials or City staff
- **Bicycle plan** – recently updated bicycle plan
- **Bikeshare in plan** – bicycle plan includes planning for bikeshare

Based on these criteria, **Table 4** presents the top-ranking Los Angeles County communities for future bikeshare expansion. Expansion communities include the City of Los Angeles neighborhoods of Central, University Park, Hollywood, Venice, and North Hollywood, as well as the cities of West Hollywood and Huntington Park and the Marina Del Rey and East Los Angeles portions of Los Angeles County. A map of proposed expansion areas is provided in **Appendix D**. **Appendix E** presents suitability scores summarized by city for 88 cities in Los Angeles County. The final schedule and list of participating cities are subject to Metro Board approval and may be adjusted based on Metro Board direction, the outcome of the Phase I Pilot and city readiness of subsequent phases. The cities that participate in the Countywide bikeshare implementation could change based upon a city’s desire to participate in the regional program, the availability of funding, and bikeshare readiness, based on community and political support, existing bicycle infrastructure, proximity to transit, land use, and other factors.

City / Neighborhood	System Network Considerations			Financial, Community, and Political Support								
	Service Area	Area within 1/4-Mile of Class 2 or higher Bikeway	Connectivity to Adjacent Service Areas	Budget items for walking, bicycling, or transit planning and infrastructure	Grant pursuits for active transport or bike share	Existence of local bike transit services or active transportation programs	Presence of transport non-profit or advocacy groups	Local media coverage of active transportation issues	Bike share on local government agendas	Expressed support of elected officials or city staff	Updated Bicycle Plan	Bicycle plan includes discussion of/ preparation for bike sharing
Central/University Park	●	●	●	●	●	●	●	●	●	●	●	○
Hollywood	●	●	●	●	●	●	●	●	●	●	●	○
West Hollywood	●	●	●	●	●	●	●	●	●	●	●	●
Venice	●	●	●	●	●	●	●	●	●	●	●	○
Marina Del Rey	○	○	●	●	○	○	○	○	○	○	●	○
Huntington Park	○	○	○	○	○	○	○	○	○	○	●	○
North Hollywood	○	○	○	●	●	●	●	●	●	●	●	○
East Los Angeles	○	○	○	●	○	○	○	○	○	●	●	○

TABLE 4 – BIKESHARE EXPANSION COMMUNITIES

Key: Suitability
 ○ Low
 ● Medium
 ● High

RIDERSHIP FORECASTING

Data Collected

Fehr & Peers collected demographic, built environment, and bikeshare system and ridership data on 814 stations in the Divvy (Chicago, IL), CitiBike (New York, NY), NiceRide MN (Minneapolis/St. Paul, MN), and Bay Area Bikeshare (San Francisco / Redwood City / Palo Alto / Mountain View / San Jose, CA) systems to estimate the ridership model. We also collected comparable demographic, built environment, and system structure data to apply the model to 127 proposed bikeshare stations in Los Angeles County: 58 stations in Downtown Los Angeles, 34 stations in Pasadena, and 35 stations in Santa Monica and nearby parts of the City of Los Angeles.

Appendix E provides a complete listing of variables tested in the model. The categories of data collected include:

- Demographic – e.g., population, employment, education, income, race, commute mode; collected in the quarter-mile buffer surrounding each station.
- Built Environment – e.g., transit frequency, configuration of street network; collected in the quarter-mile buffer surrounding each station.
- Station Network Characteristics – e.g., number of stations within a given distance along the street network of each station; collected for each station.
- System Characteristics – e.g., total number of stations, systemwide station density, fee structure, climate variables; collected at the systemwide level.
- Ridership – collected for the first year or season of operation, both as the average monthly number of checkouts at each station and the average monthly number of trips between each pair of stations.



Modeling Structure

The model is organized around pairs of origin and destination stations with demographic, built environment, and station network characteristic data for each origin and destination station, trip data from each origin station to each destination station, and system characteristic data for each system as a whole; total checkout data for each origin station is also available for comparison to the model estimate. The model estimates trips between each pair of origin and destination stations by minimizing the discrepancy between the total estimated trips from the origin station to all other stations and the number of observed checkouts at the origin station. The mathematical form of the model is:

$$\text{Min} \left(S_i - \sum_j F_{ij} \right)^2$$

Subject to:

$$F_{ij} = [\beta_1 * (\text{origin vars.}) + \beta_2 * (\text{destination vars.}) + \beta_3 * (\text{impedance}) + \beta_4 * (\text{System vars.})]$$

Where

S_i = Average daily number of bikes checked out at each station (observed)

F_{ij} = Average daily number of trips from station i to station j (estimated)

origin Vars. = demographic, built environment, and station network variables related to the origin station, such as employment, connectivity to other stations, transit frequency, etc.

destination vars. = comparable demographic, built environment, and station network variables related to the destination station

impedance = network-based distance between origin station and destination station

system vars. = variables specific to each bikeshare system, such as density of stations, coverage of service area, weather, membership fee, etc.

The model is solved using a likelihood estimator in Python. This structure provides a more robust estimation of ridership than simple linear regression alone.

Since the stations from the various input systems have different characteristics regarding trip generation and surrounding land use and some stations to be estimated in Los Angeles County are more like stations from some input areas than others, the stations are divided into two clusters based on similar groupings of these characteristics. For example, some parts of Pasadena are more similar to certain parts of Chicago, Minneapolis, San Francisco, and San Jose, while other parts of Pasadena are more similar to other areas of those same cities. More than twenty variables were used to assign stations to clusters; the most distinctive variables were median household income, number of retail jobs, total jobs, high income jobs, and number of residents with bachelor's degree or higher. **Table 5** lists the cluster assignments for stations in Los Angeles and the input systems. Cluster 1 tends to have higher household income, more retail jobs, more total employment, and more residents with bachelor's degrees or higher; however, Cluster 2 has more variability and includes a wider range of these values.

TABLE 5: STATION CLUSTER ASSIGNMENT				
Area	Number of stations in...			
	Cluster 1	Cluster 2	Other Clusters (not used)	Total
Chicago	153	124	22	299
New York	117	86	128	331
Minneapolis / St. Paul	14	98	3	115
San Francisco	10	11	14	35
Mountain View	7	0	0	7
San Jose	3	12	0	15
Redwood City	0	7	0	7
Palo Alto	3	0	2	5
Los Angeles	0	58	0	58
Pasadena	11	23	0	34
Santa Monica	11	24	0	35
Total	329	443	169	941

Key Factors

Although many factors were considered in developing the ridership forecasting regression equations and assigning bikeshare stations to one of the two model clusters, there are several key factors that drive bikeshare ridership demand. The specific variables and coefficients are different between the two models, but the magnitude and direction of the effects are generally consistent. **Table 6** illustrates the relative importance of these key factors in the two regression equations, ranging from "+ + + +" (strongly positive) to "- - - -" (strongly negative).



TABLE 6: KEY BIKESHARE RIDERSHIP MODEL FACTORS

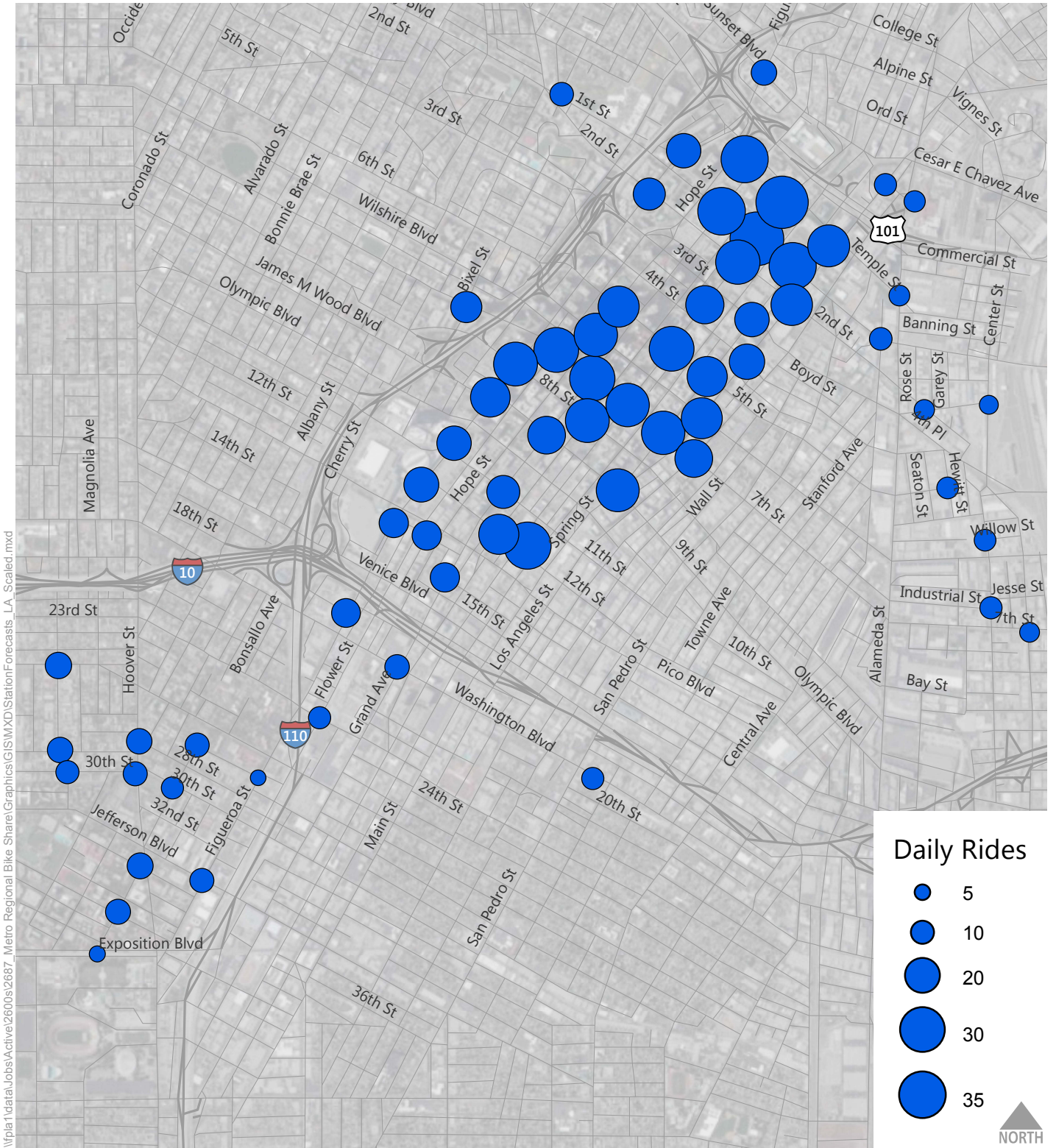
Variable	Effect
Cluster 1 Model	
Percent of Households with No Vehicle Available	+ + + +
Number of bikeshare stations between 1.0 and 1.5 miles from the current station*	+ + +
Total Population over 16 with Bachelor’s Degree or Higher*	+
Total Number of Jobs*	+
Total Retail Jobs*	+
Number of bikeshare stations between 2.5 and 3.0 miles from the current station*	- -
Cluster 2 Model	
Total Population over 16 with Bachelor’s Degree or Higher*	+ + + +
Number of bikeshare stations between 1.5 and 2.0 miles from the current station	+ + +
Total Retail Jobs*	+ + +
Number of bikeshare stations between 1.0 and 1.5 miles from the current station*	+ +
Total Number of Jobs*	+
Aggregate Transit Frequency	+
Percent of Households with One Vehicle Available	- -
Number of bikeshare stations between 2.5 and 3.0 miles from the current station*	- -

Note: Factors marked with an asterisk appear in both cluster models.

Results

Daily ridership results for Downtown Los Angeles, and Pasadena are presented in **Figures 32 and 33**.

Low, most-likely, and high ridership estimates, based on the confidence bands provided by the model, were developed for each station. Initial model results are based on one year of ridership data, reflecting ridership potential at the six-month mark after system opening. Ridership trends from other U.S. bikeshare systems indicate that ridership increases over time, quickly at first, then leveling off to a stabilized level as new riders familiarize themselves with the system and adopt bikeshare as part of their transportation routine. Six-month, eighteen-month and three-year ridership estimates were also developed to reflect this pattern. Ridership values presented in Figures 27 and 28 represent six-month, most-likely estimates. Values are model estimates only and are subject to significant variation depending on system characteristics such as degree of TAP integration, timing of station roll-out, fare structure and pricing, and level of marketing and promotion.



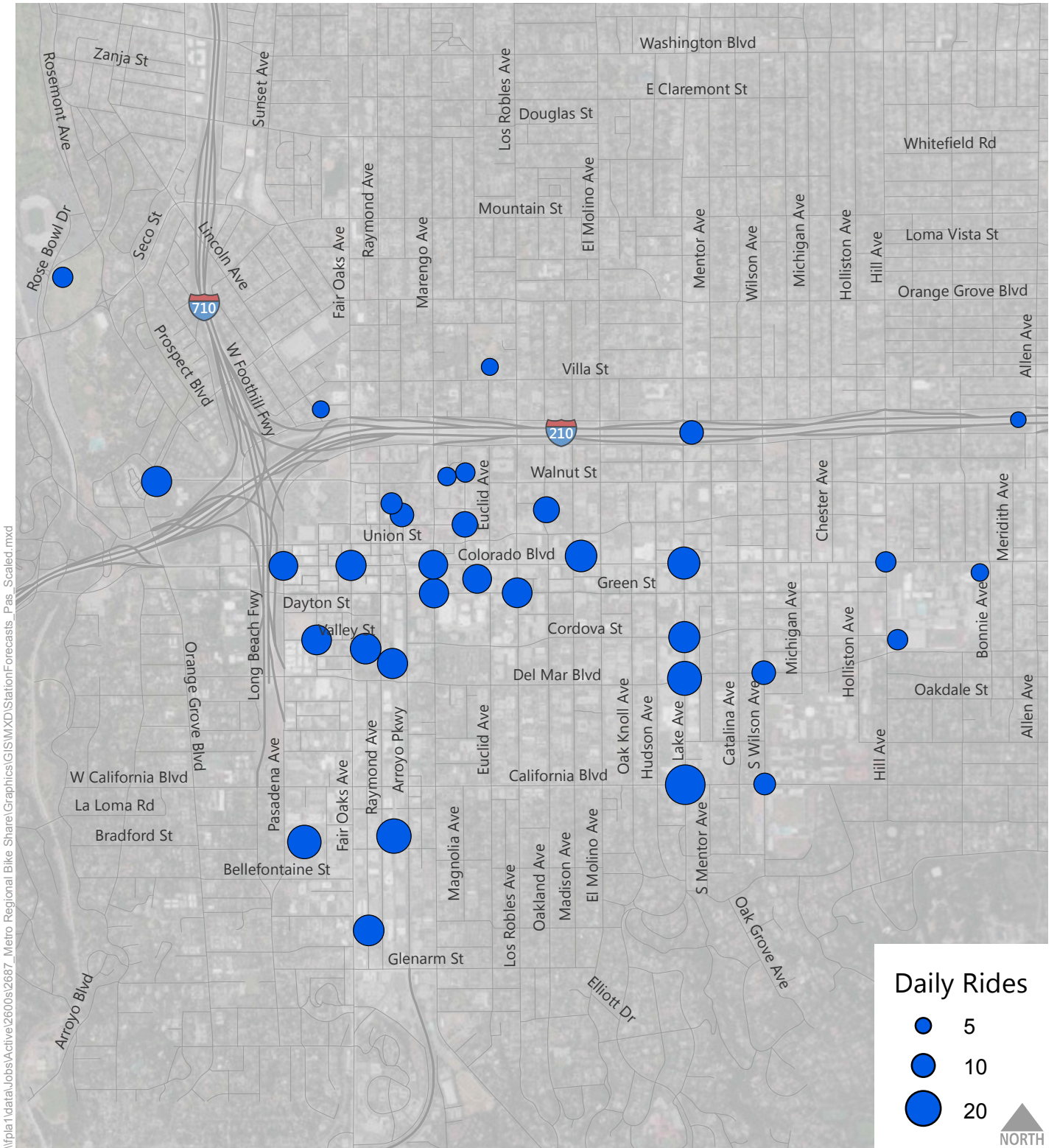
August 13, 2014

Ridership values represent six-month, most-likely estimates based on ridership patterns in existing U.S. bike share systems. Values are model estimates only and are subject to significant variation depending on system characteristics such as degree of TAP integration, timing of station rollout, fare structure and pricing, and level of marketing and promotion.

Figure 32

Preliminary Station Ridership Estimates
Los Angeles, CA





August 13, 2014

Ridership values represent six-month, most-likely estimates based on ridership patterns in existing U.S. bike share systems. Values are model estimates only and are subject to significant variation depending on system characteristics such as degree of TAP integration, timing of station rollout, fare structure and pricing, and level of marketing and promotion.

Figure 33

Preliminary Station Ridership Estimates
Pasadena, CA



STATION SIZING

Fehr & Peers developed recommendations for the number of needed bikes and docks at each station for the Phase 1 and Phase 2 Pilot service areas of Downtown Los Angeles and Old Town Pasadena to reflect the anticipated level of ridership provided by the model. First, the three-year (stabilized), high ridership estimate (see “Ridership Forecasting,” above) was calculated based on model outputs. Because rebalancing stations with full docks is one of the most costly bikeshare operation activities, high-end ridership estimates were used to provide sufficient dock availability for smooth operation.

Next, a review of operations in eight established U.S. bikeshare systems indicates that, on average, each bikeshare bike can serve 2.8 trips per day.¹⁵ Bikes from systems in larger, denser cities like New York and Boston served more trips per day, while bikes in cities like Boulder and San Antonio served fewer trips per day. For calculation purposes in Los Angeles County, each bike was assumed to be capable of serving three trips per day, establishing a need for between 11 and 27 bikes per station.

Finally, interviews with bikeshare operators and the consulting team’s experience suggests that providing a ratio of two docks per bike provides opportunities for customers to check in bikes at high-demand locations and reduces the need to constantly rebalance bikes to maintain service reliability; however, not all systems currently use a two-to-one ratio. The recently-implemented Divvy system in Chicago has a ratio of 1.7 docks per bike; the same ratio was assumed for the Los Angeles County system. After calculating the needed number of docks for each station, the station sizes were rounded up to the nearest bin of typical Third Generation (See “Equipment and Technology,” below) system hardware. The rounding results in slightly larger stations with an average of 1.8 docks per bike. **Table 7** provides a summary of recommended station sizes for the Phase 1 and 2 systems.

¹⁵ Institute for Transportation & Development Policy. *The Bike-share Planning Guide*. Available: <https://www.itdp.org/the-bike-share-planning-guide-2/>



TABLE 7: RECOMMENDED STATION SIZES

Station Size (Docks)	Number of stations in...		
	DTLA	Pasadena	Total
19	2	5	7
23	23	11	34
27	8	10	18
31	8	7	15
35	9	1	10
39	12	0	12
43	1	0	1
47	2	0	2
Total Stations	65	34	99
Total Bikes	1,090	490	1,580
Total Docks	1,951	870	2,821
Docks per Station	30.0	25.6	28.5
Bikes per Station	16.8	14.4	16.0
Docks per Bike	1.8	1.8	1.8

STATION SITING

EQUIPMENT AND TECHNOLOGY

There are two broad categories of bikeshare equipment currently in use. Third Generation (“Smart Dock / Dumb Bike”) bikeshare hardware places the bikeshare IT in the docking station and includes minimal electronics on the bike itself. Many currently-operating bikeshare systems in North America, such as Capital Bikeshare, CitiBike, Denver B-Cycle, and Bay Area Bikeshare use Third Generation equipment. Fourth Generation (“Smart Bike / Dumb Dock”) bikeshare hardware is an emerging technology that places the bikeshare IT on the bike itself. **Table 8** summarizes key differences in the two technologies.

TABLE 8: KEY BIKESHARE TECHNOLOGY DIFFERENCES		
	Third Gen (Smart Dock / Dumb Bike)	Fourth Gen (Smart Bike / Dumb Dock)
Vendors	PBSC, B-cycle, Decobike, Cyclocity, ClearChannel, Bewegen	SoBi, Smoove, Nextbike
Connection	Docks are wired together via plates or top bar. Cell / satellite connection at each station kiosk.	No physical connection. Near-field communication or cell/satellite connection at each bike and kiosk
Power	Solar power via kiosk	Solar power to kiosk; small battery and solar power for each bike
Kiosk	Kiosk must be at every station	Kiosk not necessary
Lock	Via each dock	Via each bike
Arrangement	Different configurable styles (see Figure 34)	Hub stations can be arranged in any geometry and in distinct parts

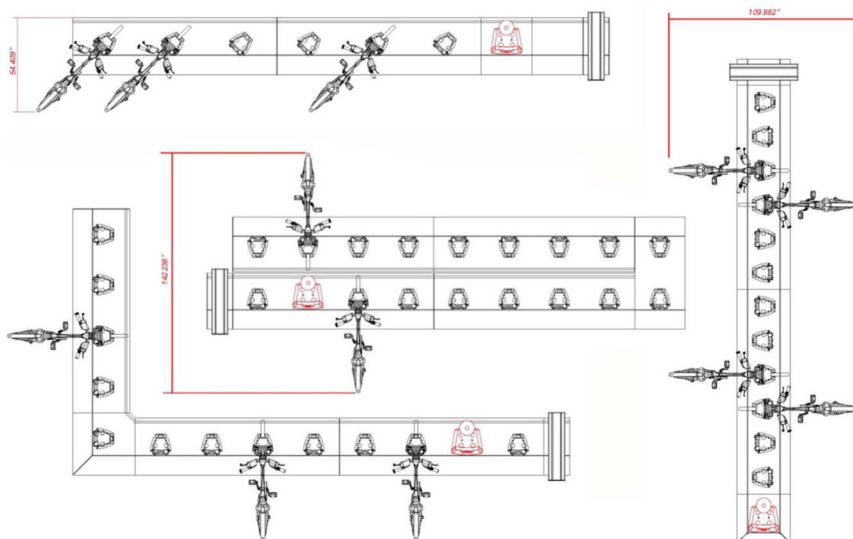


Figure 34 – Example: Smart Docking Station Styles



SITING CONSIDERATIONS

Although Fourth Generation systems allow more flexibility in siting, the consulting team evaluated sites assuming that a vendor using Third Generation technology could be selected. The team considered a variety of factors when evaluating potential bikeshare station sites:

Space

Space is the most basic siting constraint. There must be enough space to accommodate the base plates of the station itself (typically in 6' by 10' modules) as well as a clear zone of approximately six feet for backing the bikes out of the station (see **Figure 35**). Clearances around street furniture, curb cuts, high pedestrian volumes, and vertical elements must also be considered. ADA compliance is a key consideration.

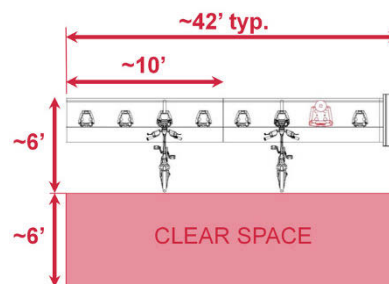


Figure 35 – Typical Modular Station Footprint

Safety

Safety considerations include sufficient clear space to allow users time to check out and return bikes, safety of equipment and users from vehicle collisions, and personal safety (night time lighting and eyes on the street) for users and maintenance staff.

Access

Access is important from multiple perspectives. The station must be easily accessible to users. For station installation and relocation, a crane truck will be needed for approximately half an hour, so the site must be accessible to a larger truck. During operation, vans will need to be able to park briefly to maintain and rebalance bicycles. Maintenance drivers prefer two-way streets so that their routes can be more flexible for quick service; mid-block locations on minor one-way streets where service vans will need to double park are challenging (see **Figure 36**). Locations far from public roadways should be avoided unless easy access for maintenance vehicles is possible.



Figure 36 – Service Van Blocks Right Travel Lane to Rebalance Bikeshare Bike

Visibility

Visibility for users is most important. Stations should be placed in major destinations and transit stations where users will be expecting them. Seeing a station in action is the best way for new users to learn about

the system and visualize themselves using it. Visibility for advertising is a secondary concern. So far, advertisers have valued visibility to automobile traffic more than pedestrian traffic, so street furniture that could block views of the station should be avoided. Not all locations that are highly visible to users will be ideal for advertising.

Property Ownership

Property ownership can affect applicable regulations and the need to negotiate for space. Relationships with major chain stores, universities and hospitals can facilitate station siting in those locations.

Solar Access

Observation and intuition are typically sufficient for ensuring solar access. Bridges, overhangs, and awnings should be avoided. North-facing walls and dense tree canopy can also impair solar access. For essential stations, solar coverage can be sacrificed without the need to hard-wire stations; maintenance crews can replace rechargeable batteries as needed.

Route Planning

Station sites should be evaluated from the perspective of a user who will travel from one station to another. Connections should be established between major transit stations and key destinations; major barriers such as freeway crossings and rivers should be avoided. Midblock locations on one-way streets tempt riders to travel the wrong way to access the station; locating the station at an intersection is better for visibility and allows riders to use crosswalks to access the station if they approach from the opposite side of the street. If possible, stations adjacent to bike lanes should be placed on the same side of the street as the bike lane to reduce the need for street crossings.

Bikeshare Network

A dense, contiguous network of stations is best for attracting and serving riders. Stations located in close proximity provide a backup in case the station is full when the user reaches her destination. Actual station locations should also be checked against planning-level station map to ensure that stations remain well-distributed throughout the siting process. Actual sites can vary from the planned location by as much as a block, so if two adjacent stations are displaced, they could end up being on the same block face.

Street Design Regulations and Guidelines

Bikeshare stations must not cover utility access points. Local guidelines should govern clearances from fire hydrants, crosswalks, driveways, standpipes, doorways, sidewalk widths, and effective widths.



EXAMPLE SITING MATERIALS

The consulting team evaluated each proposed bikeshare site in the field and prepared graphical summaries of candidate sites that were identified. Each proposed station location has multiple candidate sites that could accommodate a bikeshare station. The station siting packet includes an overview aerial image map for each station location with approximate footprints of the candidate sites (see **Figure 37**). Each lettered footprint corresponds to a marked-up photograph further illustrating the conditions at the candidate site (see **Figure 38**). Finally, an online overview map shows the locations of each proposed station within the region (see **Figure 39**).

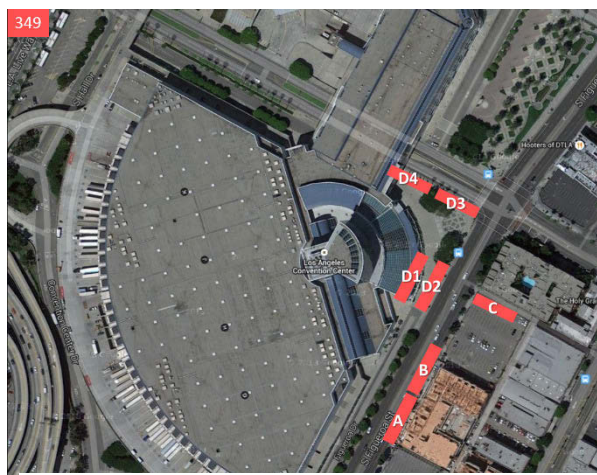


Figure 37 – Aerial Image with Station Footprint Options

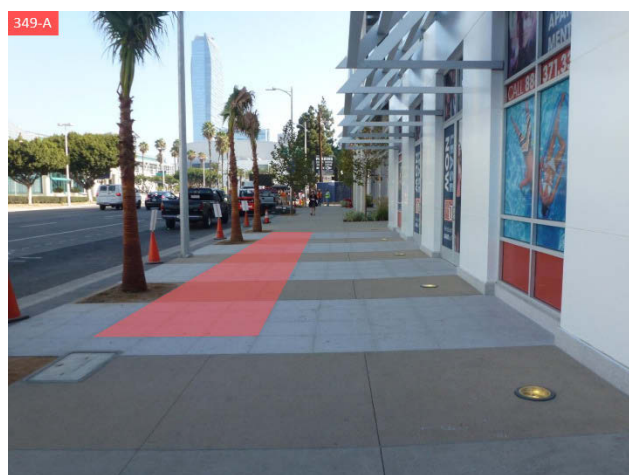


Figure 38 – Photograph Illustrating Footprint Option

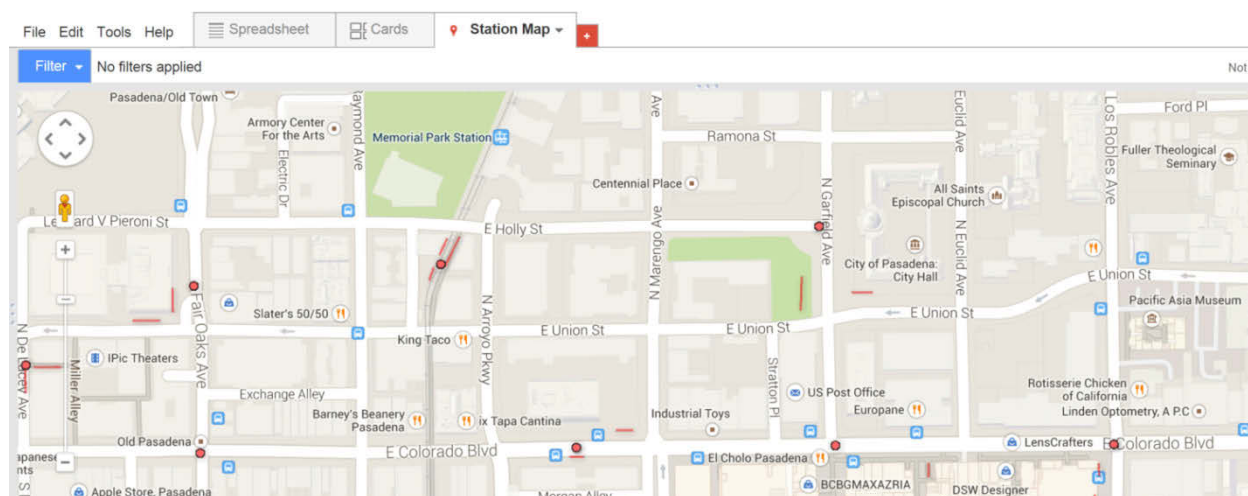


Figure 39 – Overview Map Illustrating Proposed Stations

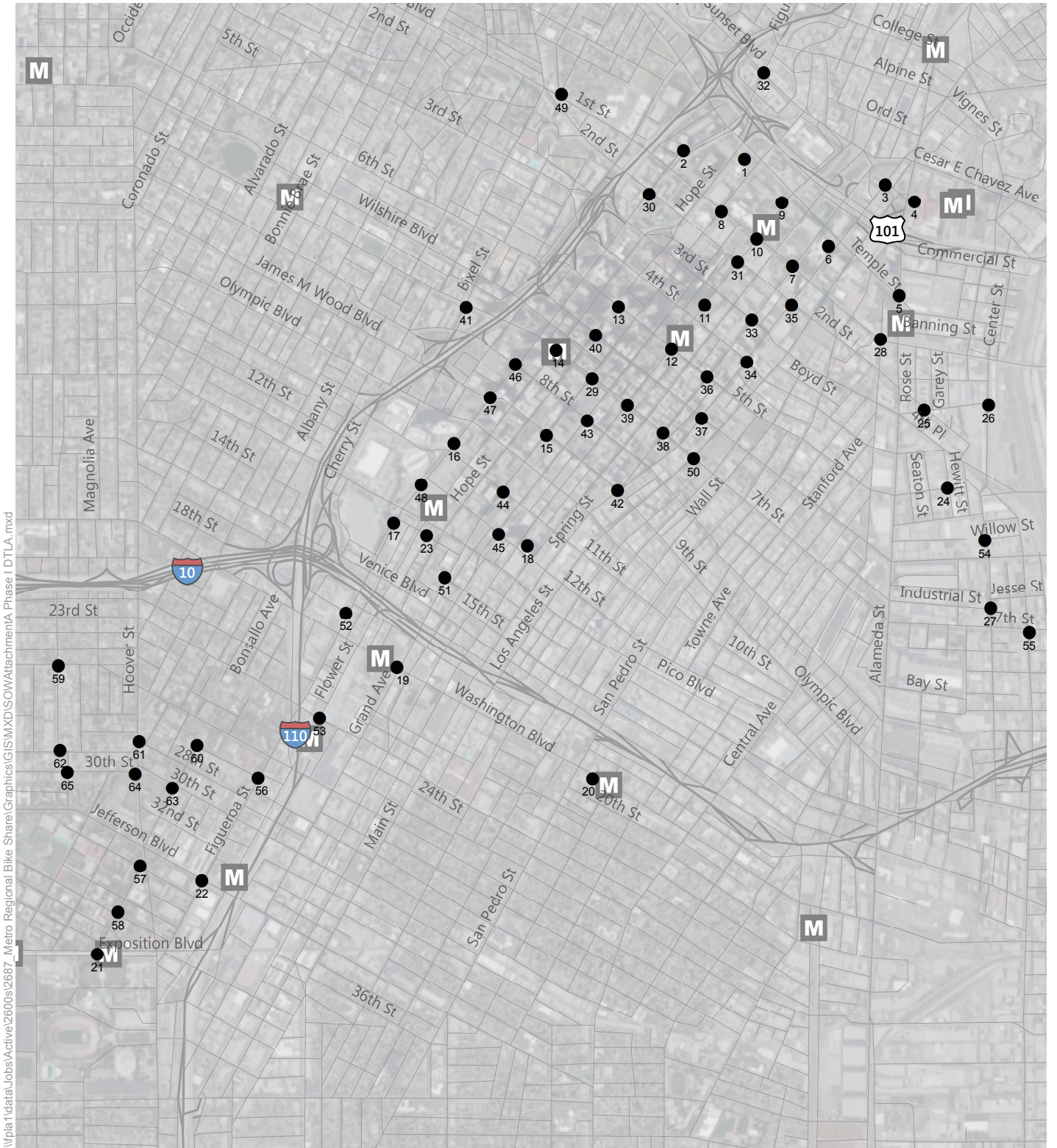
CONCLUSION

A bikeshare system that is accessible to Los Angeles County residents, workers and visitors, and that integrates with existing Metro services can provide a seamless passenger experience and improve the reliability, efficiency and usefulness of Metro's transportation system. With continued investment in bicycle infrastructure, Los Angeles County has several areas that are well-suited for bikeshare ridership, enabling an expansion from 99 stations and 1,580 bikes in the Phase 1 and 2 pilot areas of Downtown Los Angeles and Old Town Pasadena to a total of 254 stations and 3,800 bikes in multiple communities around Los Angeles County that become bikeshare-ready.

Table 9 provides a preliminary timeline for key bikeshare implementation milestones.

TABLE 9: PRELIMINARY BIKESHARE IMPLEMENTATION SCHEDULE			
Fiscal Year	Milestone	New Bikes / Stations	Total Bikes / Stations
FY 14/15	Award of Operator Contract	—	—
FY 15/16	Phase 1: Downtown L.A. Pilot	1,090 / 65	1,090 / 65
FY 17/18	Phase 2: Old Town Pasadena Pilot	490 / 34	1,580 / 99
FY 18/19	Phase 3: Central / University Park	936 / 65	2,516 / 164
FY 19/20	Phase 4: Hollywood and West Hollywood	763 / 53	3,279 / 217
FY 20/21	Phase 5: Venice, Marina Del Rey, Huntington Park, North Hollywood, and East L.A. / Boyle Heights	533 / 37	3,812 / 254





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M Metro Rail Station

Recommended Regional Expansion Stations

- Phase I - 65 Stations

Appendix A

Phase I Pilot
Downtown Los Angeles, CA



Recommended Regional Expansion Stations

Phase I Pilot: Downtown Los Angeles

ID	Station	ID	Station
1	Hope / Temple	34	4th / Main
2	Figueroa / Diamond (Figueroa Plaza)	35	2nd / Main
3	North Main / Olvera	36	5th / Spring
4	Alameda (Union Station)	37	6th / Main
5	Alameda / Temple	38	7th / Spring
6	Main / Temple (City Hall)	39	7th / Hill
7	1st / Spring	40	6th / Hope
8	1st / Grand	41	7th / Bixel
9	Hill / Temple (Grand Park)	42	9th / Main
10	1st / Hill	43	8th / Olive
11	Hill (Angel's Flight)	44	11th / Grand
12	5th / Hill (Pershing Square)	45	12th / Olive
13	5th / Hope stairs (Library)	46	8th / Figueroa
14	7th / Flower (Metro Center)	47	9th / Figueroa
15	9th / Grand	48	12th / Figueroa
16	11th / Figueroa	49	1st / Toluca
17	Pico / Figueroa (Convention Center)	50	7th / Los Angeles
18	12th / Hill (DPW)	51	14th / Grand
19	Washington / Grand (Grand Station)	52	18th / Figueroa
20	Washington (San Pedro Station)	53	23rd / Flower
21	Exposition (Expo Park/USC Station)	54	Willow / Mateo
22	Jefferson / Figueroa (Jefferson/USC Station)	55	7th / Santa Fe
23	Cameron / Flower (Pico Station)	56	27th / Figueroa
24	5th / Hewitt	57	34th / Trousdale
25	3rd / Traction	58	36th / Trousdale
26	3rd / Santa Fe	59	W Adams Blvd / Ellendale Pl
27	Industrial / Mateo	60	W 27th St / University Ave
28	1st / Central	61	W 28th St / Hoover St
29	7th / Grand	62	Ellendale Pl / W 29th St
30	2nd / Figueroa	63	University Ave / W 30th St
31	2nd / Hill	64	McClintock Ave / W 30th St
32	Cesar E Chavez / Figueroa	65	Orchard Ave / W 30th St
33	3rd / Spring		

Note: Tentative locations are for planning purposes only and are subject to relocation based on policy and physical constraints.



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M Metro Rail Station

Recommended Regional Expansion Stations

● Phase II - 34 Stations

Appendix B

Phase II Regional Expansion Area
Pasadena, CA



Recommended Regional Expansion Stations

Phase II: Pasadena

ID	Station
1	Huntington Hospital
2	Garfield (Paseo Colorado)
3	Green / Marengo
4	Green / Los Robles
5	Colorado / Marengo
6	Garfield / Holly (Pasadena City Hall)
7	Pasadena Library
8	Garfield / Walnut (Library west)
9	Villa / Euclid (Villa Park)
10	Orange Grove / Walnut
11	Lincoln / Eureka / Maple
12	Arroyo (Rose Bowl)
13	Union / Oakland (Fuller Seminary)
14	Del Mar / Lake
15	California / Lake
16	Del Mar / Wilson
17	California / Wilson
18	Del Mar / Hill (Pasadena Community College)
19	Colorado / Bonnie (Pasadena Community College)
20	Colorado / Lake
21	Colorado / Madison
22	Cordova / Lake
23	Colorado / Fair Oaks
24	Raymond / Filmore (Fillmore Station)
25	Holly (Memorial Park Station)
26	Lake (Lake Station)
27	Allen (Allen Station)
28	Memorial Park
29	Central Park
30	Del Mar / Arroyo (Del Mar Station)
31	Colorado / Hill
32	Colorado / Pasadena
33	Edmondson Alley
34	Valley / DeLacey

Note: Tentative locations are for planning purposes only and are subject to relocation based on policy and physical constraints.

APPENDIX C – PRELIMINARY BIKESHARE FINANCIAL ESTIMATES

Integrated as Muni Fare Structure; Net Operations Funding

Cost Per station:* \$ 77,539 \$ 69,584 \$ 69,584 \$ 69,584 \$ 69,584 \$ 69,584 \$ 69,584 \$ 69,584 \$ 69,584

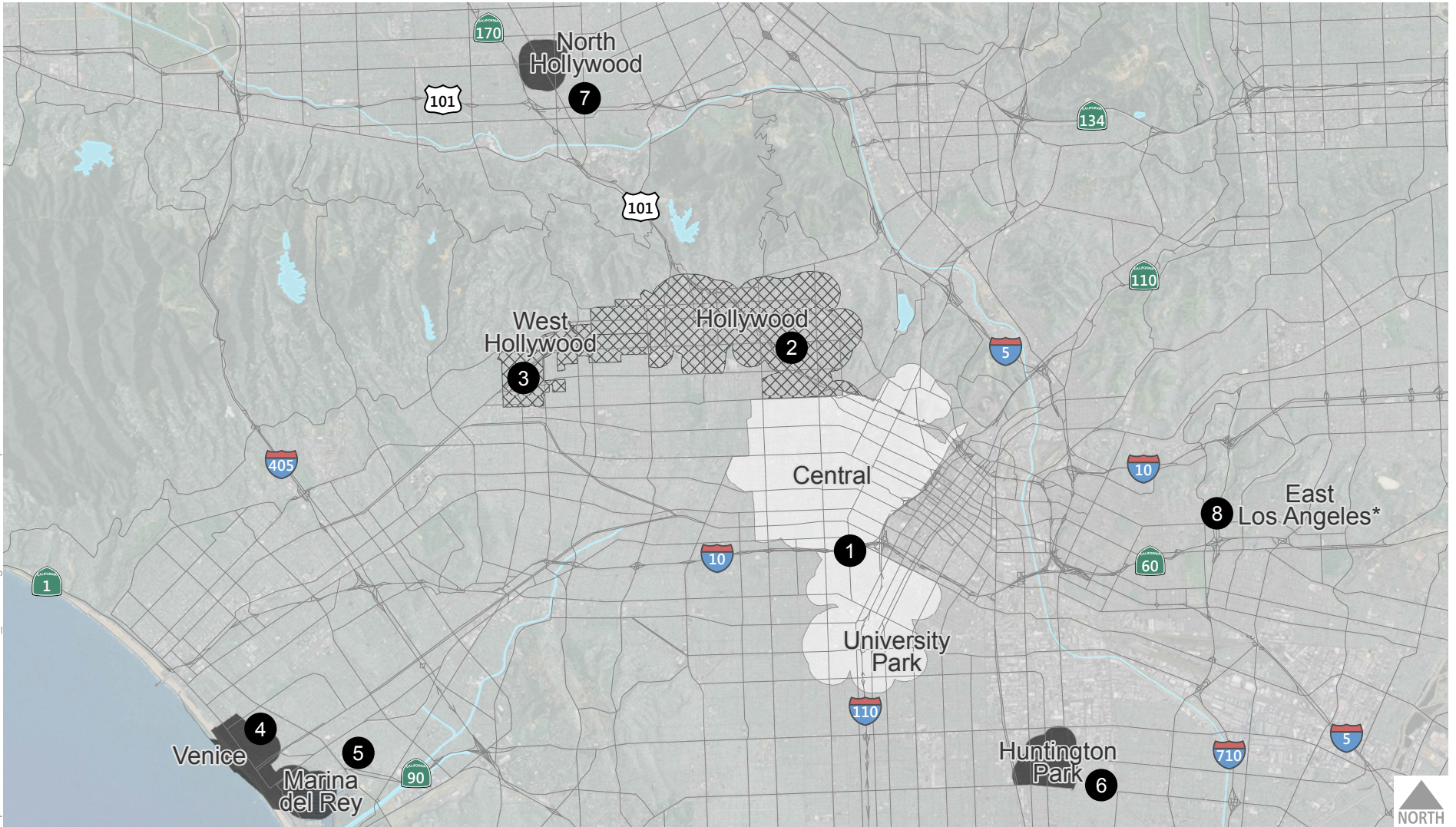
				FY 15/16	FY 16/17	FY 17/18	FY18/19	FY 19/20	FY 20/21	FY 21/22	FY 22/23	FY 23/24
				Phase 1: DTLA Pilot +65 Stations & O&M (1.5 yrs)	Phase 2: Pasadena +34 Stations	Phase 3: +65 Stations	Phase 4: +53 Stations	Phase 5: +37 Stations	Full System O&M	Full System O&M	Full System O&M	Full System O&M
Bikes and Docks												
	Total Bikes			1,090	1,090	1,580	2,516	3,279	3,812	3,812	3,812	3,812
	Total Stations			65	65	99	164	217	254	254	254	254
Capital*												
Costs	Bikes			1,090		490	936	763	533	0	0	0
	Stations	Bikes per /Station Ratio**	16.7 for DTLA , 14.4 for others	65		34	65	53	37	0	0	0
				5,040,035	-	2,365,856	4,522,960	3,687,952	2,574,608	-	-	-
	Rebalancing Vans	Provided by Operator as part of O&M agreement		-	-	-	-	-	-	-	-	-
Funding/Revenue	Metro Contribution (50% Capital)			2,520,018	-	1,182,928	2,261,480	1,843,976	1,287,304			
	Los Angeles Contribution (50% Capital)			2,520,018			2,261,480	1,461,264	487,088			
	Pasadena Contribution (50% Capital)					1,182,928						
	Other Cities Contribution (50% Capital)							382,712	800,216			
O&M*												
Costs	Annual Per Bike \$	\$	2,900	Total:	1,580,500	3,161,000	3,161,000	4,582,000	7,296,400	9,509,680	11,054,800	11,054,800
	Phase 1 - DTLA				1,580,500	3,161,000	3,161,000	3,161,000	3,161,000	3,161,000	3,161,000	3,161,000
	Phase 2 - Pasadena				-	-	1,421,000	1,421,000	1,421,000	1,421,000	1,421,000	1,421,000
	Phase 3				-	-	-	2,714,400	2,714,400	2,714,400	2,714,400	2,714,400
	Phase 4				-	-	-	-	2,213,280	2,213,280	2,213,280	2,213,280
	Phase 5				-	-	-	-	-	1,545,120	1,545,120	1,545,120
Funding/Revenue	Estimated User Revenue - DTLA			748,749	1,552,219	1,606,940	1,669,526	1,669,526	1,669,526	1,669,526	1,669,526	1,669,526
	Estimated User Revenue - Pasadena			-	-	-	402,819	441,053	462,890	462,890	462,890	462,890
	Estimated User Revenue - Phase 3***			-	-	-	-	1,536,814	1,649,130	1,713,359	1,713,359	1,713,359
	Estimated User Revenue - Phase 4***			-	-	-	-	-	1,160,730	1,201,650	1,248,451	1,248,451
	Estimated User Revenue - Phase 5***			-	-	-	-	-	-	413,695	452,961	475,388
	Total Estimated User Revenue			748,749	1,552,219	1,606,940	2,072,346	3,647,393	4,942,276	5,461,120	5,547,187	5,569,614
	as % of operating cost			47%	49%	51%	45%	50%	52%	49%	50%	50%
	- plus -											
Net	Metro Contribution (35% Net O&M) - DTLA			291,113	563,073	543,921	522,016	522,016	522,016	522,016	522,016	522,016
	Metro Contribution (35% Net O&M) - Pasadena			-	-	-	356,363	342,981	335,338	335,338	335,338	335,338
	Metro Contribution (35% Net O&M) - Phase 3			-	-	-	-	412,155	372,845	350,364	350,364	350,364
	Metro Contribution (35% Net O&M) - Phase 4			-	-	-	-	-	368,392	354,071	337,690	337,690
	Metro Contribution (35% Net O&M) - Phase 5			-	-	-	-	-	-	395,999	382,256	374,406
	Los Angeles Contribution - DTLA			540,638	1,045,708	1,010,139	969,458	969,458	969,458	969,458	969,458	969,458
	Pasadena Contribution - Pasadena			-	-	-	661,817	636,966	622,771	622,771	622,771	622,771
	Los Angeles Contribution - Phase 3			-	-	-	-	765,431	692,426	650,677	650,677	650,677
	Los Angeles Contribution - Phase 4			-	-	-	-	-	684,157	657,560	627,139	627,139
	Other Cities Contribution - Phase 5 (includes some areas of City of Los Angeles)			-	-	-	-	-	-	735,426	709,904	695,326
	Total cost/yr (cap + exp)			6,620,535	3,161,000	5,526,856	9,104,960	10,984,352	12,084,288	11,054,800	11,054,800	11,054,800
				TOTAL PHASE I	9,781,535			TOTAL ALL Years	58,536,791	69,591,591	80,646,391	
				Total Metro Contribution (Net)	2,811,130	563,073	1,726,849	3,139,859	3,121,128	2,885,895	1,957,788	1,927,665
				Total Cities Contributions (Net)	3,060,656	1,045,708	2,193,067	3,892,755	4,215,830	4,256,116	3,635,892	3,579,949

Phase 3,4 & 5 Neighborhoods			
Cities	Neighborhood	Stations	Installation
City of LA	Central / University Park	65	FY 18/19
City of LA	Hollywood	42	FY 19/20
West Hollywood	West Hollywood	11	FY 19/20
City of LA	Venice	4	FY 20/21
City of LA/ County	Marina Del Rey	3	FY 20/21
Huntington Park	Huntington Park	10	FY 20/21
LA City	North Hollywood	10	FY 20/21
LA County	East L.A. / Boyle Heights	10	FY 20/21

* The per-station capital costs and per-bike operating costs are based on Econmic Planning Systems Inc.'s case study research on Capital Bikeshare, Boulder B-Cycle, Denver B-cycle and Nice Ride Minnesota. We assumed capital costs of \$55,000 per station We assumed per-bike annual operating costs of \$2,500. Includes kiosks, docking, hardware/software and installations.





**Bikes/Station Ratio was estimated by Fehrs and Peers to 16.8 for LA, 14.4 for Pasadena. We are using 14.4 ratio for all phase 3 cities

***Revenue for Phases 3, 4, and 5 is estimated in proportion to estimated ridership for the stations anticipated in each phase.



* A specific boundary for the East Los Angeles Expansion Area has not yet been identified.

Preliminary Regional Expansion Areas

-  Phase III - 65 Stations
-  Phase IV - 53 Stations
-  Phase V - 37 Stations
-  Expansion Area



Preliminary Regional Expansion Areas

Phase III, IV, and V Communities

Community

Phase III – 65 Stations

- 1 Central / University Park

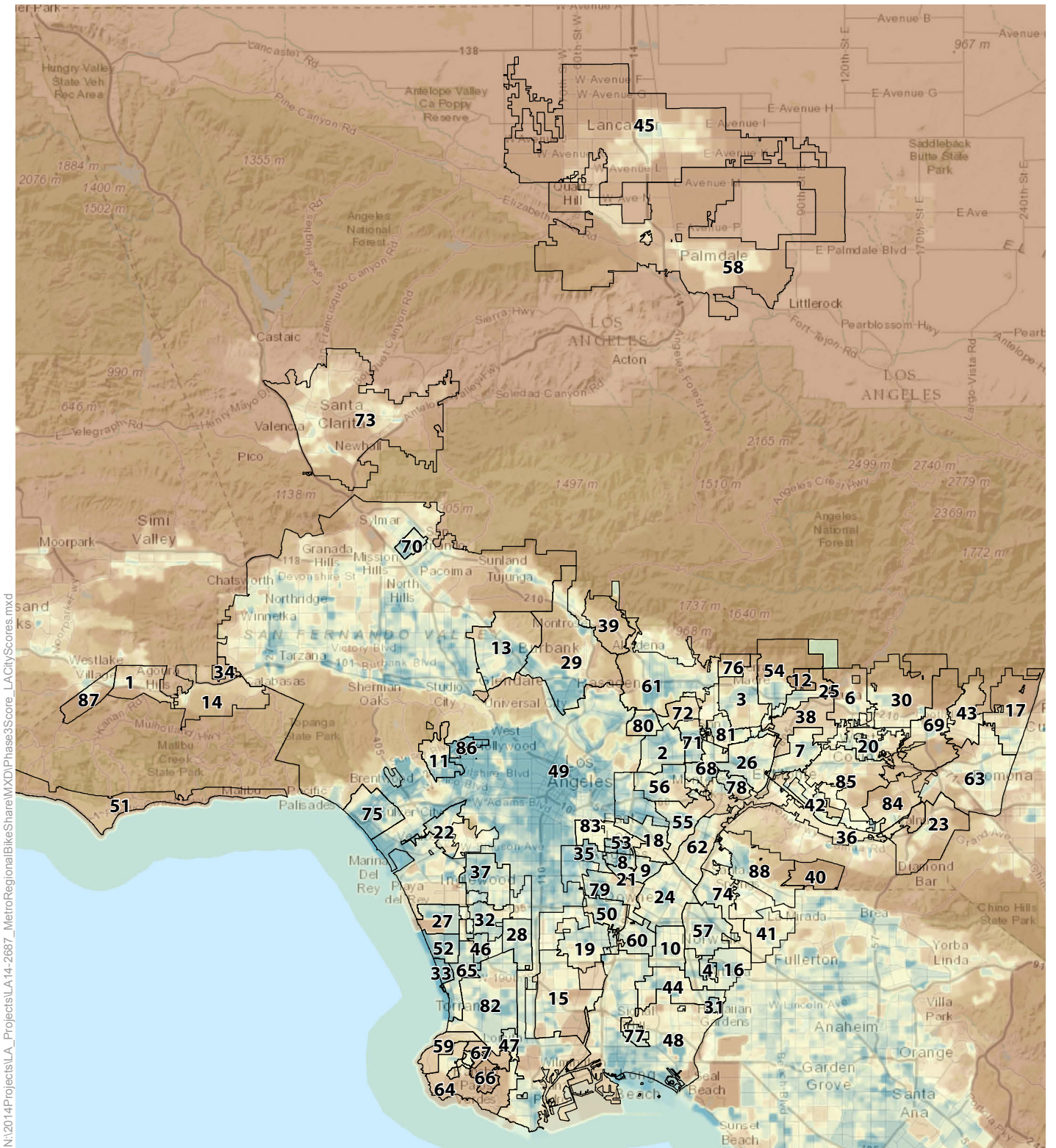
Phase IV – 53 Stations

- 2 Hollywood
- 3 West Hollywood

Phase V – 37 Stations

- 4 Venice
 - 5 Marina Del Rey
 - 6 Huntington Park
 - 7 North Hollywood
 - 8 East Los Angeles*
-

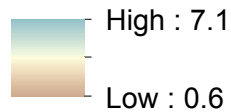
Note: A specific boundary for the East Los Angeles Expansion Area has not yet been identified.



N:\2014\Projects\LA_14-2687_MetroRegionalBikeShare\MXD\Phase3\Score_LA\CityScores.mxd

Bike Share Average Suitability Index Score

Los Angeles Regional City & Identification Number 1



Appendix E

Los Angeles Regional
Bike Share Suitability Index
Los Angeles Cities



Bike Share Expansion Communities

City/Neighborhood	Suitability Index Score	City/Neighborhood	Suitability Index Score
Central	4.43	Marina Del Rey	3.78
University Park	3.96	Huntington Park	3.75
Hollywood	3.78	North Hollywood	3.47
West Hollywood	3.94	East Los Angeles	n/a - area not yet defined
Venice	3.93		

Los Angeles Regional Cities Bike Share Suitability Index

Map ID	City	Suitability Index Score	Map ID	City	Suitability Index Score
1	Agoura Hills	1.34	45	Lancaster	0.89
2	Alhambra	2.47	46	Lawndale	2.16
3	Arcadia	1.88	47	Lomita	2.23
4	Artesia	2.46	48	Long Beach	2.15
5	Avalon	2.05	49	Los Angeles	2.05
6	Azusa	1.42	50	Lynwood	2.38
7	Baldwin Park	2.54	51	Malibu	0.92
8	Bell	2.45	52	Manhattan Beach	2.05
9	Bell Gardens	2.33	53	Maywood	2.95
10	Bellflower	2.18	54	Monrovia	1.21
11	Beverly Hills	2.27	55	Montebello	1.98
12	Bradbury	0.68	56	Monterey Park	2.19
13	Burbank	2.01	57	Norwalk	2.28
14	Calabasas	1.20	58	Palmdale	0.85
15	Carson	1.77	59	Palos Verdes Estates	1.43
16	Cerritos	2.26	60	Paramount	2.31
17	Claremont	1.20	61	Pasadena	1.65
18	Commerce	2.14	62	Pico Rivera	1.93
19	Compton	2.14	63	Pomona	1.73
20	Covina	1.97	64	Rancho Palos Verdes	1.36
21	Cudahy	2.34	65	Redondo Beach	2.55
22	Culver City	2.38	66	Rolling Hills	0.83
23	Diamond Bar	1.31	67	Rolling Hills Estates	1.35
24	Downey	2.20	68	Rosemead	2.18
25	Duarte	1.95	69	San Dimas	1.16
26	El Monte	2.19	70	San Fernando	2.55
27	El Segundo	2.37	71	San Gabriel	2.35
28	Gardena	2.40	72	San Marino	1.69
29	Glendale	1.81	73	Santa Clarita	1.14
30	Glendora	1.20	74	Santa Fe Springs	1.99
31	Hawaiian Gardens	2.55	75	Santa Monica	2.76
32	Hawthorne	2.59	76	Sierra Madre	1.49
33	Hermosa Beach	2.81	77	Signal Hill	2.23
34	Hidden Hills	1.02	78	South El Monte	2.18
35	Huntington Park	3.03	79	South Gate	2.28
36	Industry	2.10	80	South Pasadena	2.19
37	Inglewood	3.50	81	Temple City	2.10
38	Irwindale	1.47	82	Torrance	2.31
39	La Canada Flintridge	1.20	83	Vernon	2.04
40	La Habra Heights	0.83	84	Walnut	1.36
41	La Mirada	1.91	85	West Covina	1.72
42	La Puente	2.07	86	West Hollywood	3.91
43	La Verne	1.45	87	Westlake Village	1.07
44	Lakewood	2.10	88	Whittier	1.81

APPENDIX F:

Variables Considered in Ridership Forecasting Model

- Total Stations within 3200 Meters
- Average Median Household Income
- Total Population
- Percent of Population Aged 20-34
- Percent of Population Aged 35-54
- Percent of Population by Race: Latino
- Percent of Population by Race: White
- Percent of Population by Race: Black or African American
- Percent of Population by Race: American Indian
- Percent of Population by Race: Asian
- Percent Non-White Population
- Percent Bike Commuters
- Percent Alternative Commuters (Bike + Walk + Public Transit)
- Percent of Workers Who Commuted by Car, Truck or Van
- Percent of Households with No Vehicle Available
- Percent of Households with 1 Vehicle Available
- Percent of Households with 2 Vehicles Available
- Percent of Households with 3 or More Vehicles Available
- Total Population over 16 with less than a High School Diploma or Equivalent
- Total Population over 16 with High School Diploma or Higher
- Total Population over 16 with Some College or Associates Degree or Higher
- Total Population over 16 with Bachelor's Degree or Higher
- Percent of population between the ages of 16 and 64 who worked 35 or more hours per week 40 or more weeks per year (Full-Time Employed)
- Percent of Population Ages of 16 and 64 who worked 1 to 34 hours
- Total number of jobs
- Total Number of jobs with earnings greater than \$3333/month
- Total Number of jobs in NAICS sector 44-45 (Retail Trade)
- Aggregate Transit Frequency
- Number of bikeshare stations within 0.5 mile of the current station
- Number of bikeshare stations between 0.5 and 1.0 miles from the current station
- Number of bikeshare stations between 1.0 and 1.5 miles from the current station
- Number of bikeshare stations between 1.5 and 2.0 miles from the current station
- Number of bikeshare stations between 2.0 and 2.5 miles from the current station
- Number of bikeshare stations between 2.5 and 3.0 miles from the current station
- Number of bikeshare stations more than 3.0 miles from the current station
- Total Stations in the system
- Station Density (per SqMi) in the system
- System Area Covered (1/2 mile buffer)
- Member Free Trip Time Period (mins)
- Walk-Up Free Trip Time Period (mins)
- Annual Membership (\$)
- Day Membership (\$)
- Annual Precipitation Days
- Heating Degree Days (below 60)
- Cooling Degree Days (above 80)

**Metro**Los Angeles County
Metropolitan Transportation AuthorityOne Gateway Plaza
Los Angeles, CA 90012-2952213.922.2000 Tel
metro.net**25****PLANNING AND PROGRAMMING COMMITTEE
JANUARY 14, 2015****SUBJECT: METRO COUNTYWIDE BIKESHARE****ACTION: RECEIVE AND FILE METRO COUNTYWIDE BIKESHARE BUSINESS
STRUCTURE****RECOMMENDATION**

Receive and file Metro Countywide Bikeshare business structure.

ISSUE

At the January 2014 meeting, the Board authorized staff to develop a Countywide Bikeshare Implementation Plan (Plan). The proposed business plan has been developed as part of the Plan and is based on the framework presented to the Board in January 2014 and in response to Board Motion 58 (Attachment A & B). The Metro Bikeshare Phase 1 Pilot in DTLA will apply and test the feasibility of the proposed Bikeshare business plan in preparation for expansion to Pasadena and eight other proposed Bikeshare ready communities. This report identifies the program structure.

DISCUSSION**Status**

Simultaneously, Metro staff are working on the completion of the Countywide Bikeshare Implementation Plan and initiating a bikeshare pilot project in Downtown Los Angeles. This report addresses the basic structure that would be implemented both for the pilot project and the expanded program in the future. Concerning the pilot project, the Request for Proposals was issued on December 15th and responses are due to Metro on January 20th.

Bikeshare Implementation Plan

In preparing the Plan, we have worked closely with the Bikeshare Working Group including the cities of Santa Monica, Pasadena, and Los Angeles. Our focus has been to identify and define a regional business model that would lay out the financial parameters and commitments by each party. As part of this effort we also identified potential Bikeshare station locations for the pilot cities. In coordination with Los Angeles

and Pasadena, the locations were further vetted through a feasibility site analysis that determined right-of-way availability and public ownership (Attachment C).

During the preparation of the recommended business plan, due to timing constraints associated with their bikeshare funding, Santa Monica decided to procure a bikeshare vendor, independent of Metro's regional effort. We continue to coordinate with Santa Monica and leave open the possibility that Santa Monica could be integrated into the Metro Bikeshare system in the future. We also continue to coordinate with Long Beach, as they too have an existing contract with a bikeshare vendor.

Business Plan

Model: Metro owns and contracts out operations and maintenance of Bikeshare system

In January the Metro Board directed staff to develop a Bikeshare business plan in which Metro would fund up to 50% of total capital costs per each city and up to 35% of total operations and maintenance (O&M) costs per each city on an on-going basis. Using this framework we have identified the business model wherein the Bikeshare program operates as a publicly owned/private operated system. Under this model Metro owns the Bikeshare infrastructure and contracts out O&M. This is the model that tends to be adopted by larger bikeshare programs, especially those wherein multiple jurisdictions participate in one regional program. The advantages of this model include providing the jurisdiction with the flexibility to expand offerings of Bikesharing as is deemed appropriate and necessary, while bringing the experience and innovation of a tried and tested operator. Our research indicated that a majority of the 20 plus bikeshare programs in the United States operate using this model, including the Bay Area, Boston, Chicago and Washington D.C./Arlington/Alexandria bikeshare programs. Based on program success, program size and multi-jurisdictional collaboration, we have found these programs to be most representative of a Los Angeles region endeavor.

Operations Costs: Metro and cities will split Operations & Maintenance (O&M) based on net costs

Metro would manage the master contract with a single contractor to install and operate a bikeshare system. Metro would establish MOU's, subject to negotiations, with participating local cities to set terms of engagement, contribution levels and advertising responsibilities. In the case of Santa Monica, in the short-term Metro will continue to coordinate with them and explore ways to eventually integrate them into the regional system, at which time they may be eligible for Metro funding.

Under the proposed business model Metro would own the countywide integrated Bikeshare system, including capital elements such as the bikes, kiosks and technology. We would contract for the installation and operations. Metro would contribute up to 50% of capital cost with cities contributing the balance for the initial capital investment. Metro would retain ownership of the regionally integrated system in all cities for the long-term regardless of vendor contracts for systems.

Metro and cities would split O&M costs by 35/65% based on a net (of membership and user fees) balance of the costs. The O&M costs include repair and maintenance of bikes, rebalancing bikes among stations, technology & website, customer service, outreach and marketing. Bikeshare user fees from annual/monthly memberships and daily use fees will pay for a portion of the O&M costs.

Sponsorship: Metro will negotiate title sponsorships, in close cooperation with participating cities

Metro will work closely with participating cities in attracting and negotiating a title sponsorship agreement. Metro would retain on-bike title sponsorship and reserve the right to sell to sponsor(s) as a source of Metro's funding commitment. Metro will solicit, in collaboration with local cities, and maintain a separate contract for on-bike title sponsorship and other revenue generating opportunities. Cities would retain the right to sell advertising or sponsorship at Bikeshare stations based on their jurisdiction's policies to meet local share of capital and operating expenses.

On-bike title sponsorship revenue would first be applied towards Metro's financial commitment. Remaining sponsorship revenues would then be applied towards each city's O&M cost. Any excess sponsorship revenues would then be expended for the Bike Share program under the terms of the MOU's to be negotiated with the local communities.

Existing Bikeshare systems in Denver Colorado, Minneapolis Minnesota, Washington DC and New York have utilized corporate sponsorship/advertisements contracts to generate revenue to cover all or some of the O&M costs in which ads are placed on the bike and/or the kiosks. An average title sponsorship in these Bikeshare systems generates \$11,000 of revenue annually per bike. Although markets vary and it is unknown at this time what the Los Angeles region's potential is, based on an average from other programs, we estimate that a Metro Bikeshare system could generate \$1.12 Million annually in the first 3 years with expansion to Downtown Los Angeles and Pasadena.

Fare Structure: Metro will further explore potential for an integrated fare structure

We considered two types of fare structures, integrated and conventional. For purposes of the initial pilot, TAP integration will be limited, with the initial fare structure developed with the selected vendor. Under an integrated structure, bikeshare fees are reflective of Metro's bus and rail fare structure and can be set up so as to either treat bikeshare as a part of our system or require a transfer fee from our system to bikeshare (similar to how transfers between Metro and a municipal operator currently function). To accomplish this, a certain level of Transit Access Pass (TAP) integration will be needed. Under a conventional fare structure, bikeshare fees would stand alone and have no relationship to Metro's bus and rail fare structure. We have estimated that an integrated fare structure versus a conventional one would generate twice the ridership on the Bikeshare system and slightly raise ridership on the Metro transit system. As a transportation authority and transit agency, Metro has a unique opportunity to develop a Bikeshare fare structure in which the program can be positioned to best address first and last mile challenges while encouraging transit ridership. We are working with the

TAP group to establish best practices for integrating the bikeshare fare structure and have identified this as an eventual program goal in the technical specifications.

We will continue to work with the TAP group, participating cities and the Bikeshare vendor in exploring opportunities for an integrated fare structure.

Jurisdictional Coordination and Public Input

Since the initiation of the Bikeshare Implementation Plan we have had over 16 meetings with either the entire Working Group or individually with the pilot cities of Santa Monica, Pasadena and Los Angeles and have held a Public Metro Bicycle Roundtable meeting that included discussions about Metro Bikeshare. Additionally, in order to gauge whether our technical work is in line with community support, we solicited feedback through an online crowdsourcing map that identified potential locations for Bikeshare stations in the pilot cities of Downtown Los Angeles, Pasadena and Santa Monica in September 2014. We had a successful response with over 3,000 people viewing the map, over 5,200 location “likes” and 400 suggested locations were received. To follow up on this first map, in December 2014, we requested additional input through a second crowdsourcing map. The second crowdsourcing map identified potential future bikeshare communities identified through the Plan. Similar to the first map, we asked that community members provide feedback regarding our identified communities. The input collected from these crowdsourcing maps helped confirm and inform the locations that we have identified for Bikeshare station locations and potential future bikeshare communities. Final Bikeshare station locations will be determined by respective city staff, Metro and the Bikeshare operator.

Bikeshare Marketing & Branding

We have been coordinating with the Design Studio and the Bikeshare Working Group regarding design and branding of a regional Metro Bikeshare system. We are working collectively with the pilot cities to determine a design that is representative of the individual jurisdictions and Metro. The Metro Bike Program's identifying color palette will be used in designing the graphic elements of the bikes and/or the docks and we will continue to coordinate with the Working Group and study how other multi-jurisdictional bikeshare programs address the issue of local identity. Concepts will be fully fleshed out once a bikeshare vendor is identified.

Bikeshare Request For Proposals

We have released a request for proposals (RFP) for a Bikeshare vendor for Phase 1 Pilot in Downtown Los Angeles (DTLA) in order to test the bikeshare market in the region as well as apply the recommended business plan. As the pilot, this first phase will be launched within a focused area with an estimated 65 to 80 bikeshare stations (Attachment C). We anticipate returning to the Board in Summer 2015 with a recommended bikeshare vendor/operator and expect to roll out the program within 9 months of award of contract and once the MOU between Metro and the City of Los Angeles has been executed.

As part of the Plan, we have identified other bikeshare ready communities that should be considered for future phases. Pasadena has been identified as Phase 2 of the Pilot effort, with an additional eight communities to be considered thereafter (Attachment D). Bikeshare “readiness” was determined by a number of variables, including, but not limited to population and employment density, job and trip attractors, topography, bicycle infrastructure, community support and funding availability. Potential future bikeshare communities beyond DTLA and Pasadena have preliminarily been identified to include Venice, Marina Del Rey, Hollywood / Silverlake / Echo Park, West Hollywood, East Los Angeles, North Hollywood, Korea Town/ Macarthur Park, University Park/USC, and Huntington Park. We will return to the Board once financial readiness, station siting and supporting bicycle infrastructure have been confirmed, and as it is determined each community is ready to be folded into the Metro Bikeshare program.

DETERMINATION OF SAFETY IMPACT

Approval of this program will have no impact on the safety of our employees or patrons.

FINANCIAL IMPACT

We have explored a number of eligible grant opportunities to support the costs of the program including the State Active Transportation Program, (“ATP”) funds, State “Cap & Trade” funds, Federal bicycle and active transportation funds, and all other eligible funding sources.

In our review of Bikeshare programs around the country, we have found that a variety of sources of funding are used by the various cities to support their programs. No one single source of funding covers either capital or operating and maintenance costs, with programs relying on various combinations of user revenues, advertising/sponsorship revenues, federal and local funds.

A \$3.8 Million ExpressLanes grant, previously secured by Metro in partnership with the City of Los Angeles, will pay for the capital costs for the Phase 1 Pilot in DTLA. Funding for future capital expansion may be funded through the Active Transportation Program (ATP), CMAQ or other funding programs. We estimate that considering user fee revenue but not advertising sponsorship revenue, Metro’s 35% O&M share for the DTLA pilot would be approximately \$500,000 annually. Once the program is underway, we will pursue sponsorship and advertising opportunities and anticipate Metro’s 35% net O&M contribution to be covered by sponsorship and advertising revenue. Since the Bikeshare is a multi-year program, the cost center manager and Chief Planning Officer will be accountable for budgeting the O&M and capital costs in future years.

Impact to Budget

A previously awarded \$3.8 million ExpressLanes grant will pay for the capital costs for Phase I: Downtown Los Angeles (DTLA) Pilot. This fund is not eligible for bus and rail operating and capital expenditures. Staff will coordinate with Regional Programming to determine the best source of funding for O&M and future phases. The final funding

source will be programmed and identified by the department of OMB and Regional Programming. Should other eligible local funding sources become available, they may be used in place of the originally identified funds.

NEXT STEPS

We will negotiate an MOU with the cities and return to the Board for authorization to execute the MOU. We will also return to the Board to request the award of a contract for Metro Bikeshare Pilot in DTLA.

ATTACHMENTS

- A. January 2014 Bikeshare Board Report
- B. Metro Board Motion 58
- C. Map & List of Proposed Bikeshare Locations for Los Angeles, Pasadena
- D. Map & List of 8 Proposed Bikeshare Ready Expansion Communities/Area

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**Metro**Los Angeles County
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metro.net**EXECUTIVE MANAGEMENT COMMITTEE
JANUARY 16, 2014****SUBJECT: BIKE SHARE PROGRAM****ACTION: APPROVE DEVELOPMENT OF IMPLEMENTATION PLAN****RECOMMENDATION**

Authorize the Chief Executive Officer (CEO) to undertake a study of how a Bike Share Program could be implemented throughout the County, including the following provisions:

- 1) Coordinate with the recommended pilot cities before adopting a plan;
- 2) Funding for the Bike Share Program will be the responsibility of the cities, Metro will only play a coordinating role;
- 3) Complete the study within six months and return to the Board with the recommended approach.

ISSUE

At the October meeting, the Board approved Motion 66 (Attachment A), providing direction to staff to report back to the Board at the January 2014 meeting with a business case analysis, including recommendations on how to proceed to develop a regional bicycle share program.

At the November Executive Management Committee, we provided information on the Industry Review that was held (Attachment B). Since that time, additional work has been done. We are requesting Board approval to develop a Bike Share Implementation Plan in coordination with pilot cities, with an intent to explore cooperative funding by local participants as the principal source of project funding. We feel that the analysis that will be provided by this six month study is necessary before the pilot cities can launch into a regional bike share program.

DISCUSSION

Bike Share is a program designed for point-to-point local trips using a shared use fleet of bicycles strategically located at docking stations throughout a well-defined project area and within easy access to each other.

Bike Share programs around the country and world have proven to be a strong first and last-mile short-trip transportation option. When coordinated with transit, such programs can facilitate reductions in vehicle miles traveled, reduced travel times, improved access, and growth in bicycling as a viable mode of travel.

Funding Sources

In our review of Bike Share programs around the country, we have found that a variety of sources of funding are used by the various cities to support their programs, and in no case are transit agencies paying for these programs. Some programs are supported by sponsorships, some are funded privately, many cities rely on CMAQ funds (Congestion Mitigation and Air Quality Improvement Program), and other local funds are used. If Metro were to fund a countywide Bike Share program, resources needed to build the transit corridors would be diminished.

Area Readiness

With Metro's regional rail network currently expanding, the region is primed for a Bike Share program that will support and enhance first-last mile connections and intra-jurisdictional local trips. According to the 2000 National Household Travel Survey, bicycling in Los Angeles County accounted for 1% of all trips. For comparison purposes, 3% of trips were made on transit. The 2012 Southern California Association of Governments (SCAG) Regional Transportation Plan Sustainable Communities Strategy (RTP/SCS), notes that between 2000 and 2009, bicycling as a means of transportation increased by 75%.

Pointing to the role of bicycling as a first-last mile solution, a recent sampling of Metro's rail system showed approximately 8,560 daily bike boardings on Metro's rail network, a 42% increase from fiscal year 2012. Average daily bicycle boardings per station are included in Attachment C.

Important to a successful Bike Share program is having the bicycle infrastructure in place to support bicycling. Per the 2012 RTP/SCS, Los Angeles County has almost 1,270 miles of bicycle infrastructure with approximately an additional 1,030 miles planned. Metro rail stations also house a total of 624 bike lockers, 1,231 bike racks and three secured bike parking hubs will be opened within the coming year.

Bike Share Implementation

Metro's role has been to facilitate Bike Share implementation, including providing funding to local jurisdictions through the Call for Projects and coordinating regional compatibility efforts such as addressing technology and software issues. Metro's 2012 Bike Share Concept Report used a number of key criteria to identify where within Los Angeles County Bike Share would be most successful. Based on the report's findings a Bike Share Working Group was established and several communities have been awarded Call funding, including Long Beach, Los Angeles and Santa Monica.

Supporting the 2012 Concept Report findings, these cities have attempted or are in the process of launching Bike Share within their city boundaries, each with varying degrees of progress and success. Other cities are considering initiating similar efforts. Each of these cities has also acknowledged the importance of a seamless regional system.

In light of the varying degrees of progress each of these cities have made and the growing interest to have a regional, seamless program, both the Bike Share Working Group and Bicycle Roundtable recommended that Metro take a lead role. To ensure a user friendly system and facilitate first-last mile connections across Metro's rail network, it is particularly important that Metro facilitate the development of a Bike Share program where users are able to access Bike Share systems seamlessly throughout key cities in the County. The primary role for Metro may be to create a common platform that can be expanded throughout the County, as local communities dedicate facilities and operating revenues.

Based on area readiness, as identified in the 2012 Concept Report and expressed interest from cities, we would recommend an initial Bike Share launch in three key areas: Downtown Los Angeles, Pasadena and Santa Monica/Venice. We would also coordinate with Long Beach, as they are independently pursuing Bike Share and anticipate launching in early 2014. Areas that should be considered for future early phases and that would further enhance first-last mile connections to our transit system or would facilitate intra-jurisdictional travel may include Boyle Heights, Burbank, Culver City, East Los Angeles, Echo Park/Silver Lake, Glendale, Hollywood, Marina Del Rey, UCLA, USC and West Hollywood (Attachment D). Future Bike Share phasing and timeframes would be confirmed as we develop the Implementation Plan and in conjunction with each jurisdiction as they develop funding programs.

Bike Share Pilot Launch

Using Metro's rail network as the foundation for the Bike Share program, we identified key rail stations within each of the recommended pilot areas- Downtown Los Angeles, Pasadena, and Santa Monica, then identified a one mile radius around each of these stations to identify the minimum and maximum number of potential Bike Share stations that could be located within these jurisdictions. We assumed two spread options- the densest is based on findings established by the 2012 Mineta Transportation Institute report, "Public Bike Share in North America: Early Operator and User Understanding",

where the recommended distance between docking stations is considered to be approximately every one-quarter mile. The second, less dense distancing is based on minimum densities as cited in the 2012 USDOT/FHWA “Bike Sharing in the United States: State of the Practice and Guide to Implementation” where a half mile distance is noted. For each of the pilot jurisdictions, preliminary potential locations within the public right-of-way have been identified by each city. As such, these locations, in addition to the recommended rail station locations are noted in the three maps included in Attachment E.

Within the Downtown Los Angeles area we identified five key rail stations and created one mile buffers around them: Union Station, Civic Center, Pershing Square, 7th/Metro and Pico/Chick Hearn. This netted a 7.68 square mile Bike Share station aggregated buffer area. At a one-quarter mile density, 123 Bike Share stations could potentially be located within this area. At a half mile density, 31 Bike Share stations could potentially be located within this area. Because the Chinatown and Little Tokyo/Arts District stations fall within the buffer range and due to characteristics that indicate bike sharing would be successful, we would also recommend docking stations at these rail stations.

In Pasadena, five rail stations were identified: Fillmore, Del Mar, Memorial Park, Lake and Allen stations. A one mile buffer around each of these stations netted an 8.91 square mile Bike Share aggregated buffer area. At a one-quarter mile density, 142 Bike Share stations could potentially be located within this area. At a half mile density, 36 Bike Share stations could potentially be located within this area.

In Santa Monica, three future Expo Stations were identified: 26th Street/Bergamot, 17th Street/Santa Monica College and Downtown Santa Monica. A one mile buffer around each of these stations netted a 6.39 square mile Bike Share aggregated buffer area. At a one-quarter mile density, 102 bike share stations could potentially be located within this area. At a half mile density, 25 Bike Share stations could potentially be located within this area.

As indicated in Attachment E, each of the Bike Share aggregated buffer areas have the bicycle infrastructure in place to support bicycling as a form of transportation. Within three miles of the Union Station, Civic Center, Pershing, 7th/Metro, Little Tokyo, and Chinatown stations, there are 62.3 miles of bicycling infrastructure. Pasadena has 75 miles of bicycle infrastructure and Santa Monica has 42 miles.

Bike docking locations within the public right-of-way and at Metro rail stations will be solidified as we develop the Implementation Plan and will be finalized based on a number of variables, including sources of demand, availability of space, real estate costs and jurisdictional support.

Business Model

Three Bike Share business models dominate the industry: (1) Public agency owns capital and contracts for the operations and maintenance, (2) a non-profit public/private

partnership, created specifically to provide Bike Share service owns capital and contracts for the operations and maintenance and (3) private company owns capital, operates and maintains. We have been focusing on the first and third models as potential options for a Metro led Bike Share program.

The first model, public agency owns and contracts operations/maintenance is the model that tends to be adopted by larger jurisdictions and those wherein multiple jurisdictions that have implemented a regional program. The advantages of this model include providing the jurisdiction with the flexibility to expand offerings of Bike Sharing as is deemed appropriate and necessary, while bringing the experience and innovation of a tried and tested operator. A primary disadvantage is the jurisdiction assuming capital investment and all liability. Cities and regions operating under this model include: Alexandria, Arlington, Aspen, Boston, Broward County, Cambridge, Chicago, Columbus, Fort Worth, Houston, Madison, Nashville, Santa Clara County/San Francisco (Bay Area) Pilot, and Washington, D.C. Based on program success, program size and multi-jurisdictional collaboration, we have found the Bay Area, Chicago and Washington D.C./Arlington/Alexandria programs to be most representative of a Los Angeles region endeavor.

Under this model, participating agencies would purchase and own the Bike Share infrastructure- bicycles, docking stations and kiosks. Attachment F breaks down the potential capital investment. Reflecting the minimum and maximum number of potential Bike Share stations per each pilot jurisdiction at a per bike cost of \$4,500 (based on Bay Area, Washington D.C. and vendor estimates of system and bike costs) we find that the total capital investment could range between \$4,815,000 and \$17,190,000. These cost figures do not include potential real estate costs.

The second model, private company owns and operates is akin to what the City of Los Angeles had previously pursued and Long Beach is now pursuing. Advantages of this model are that the burden of liability and cost of implementing a Bike Share program lies with the vendor. The disadvantages may include a profit driven decision making process whereby Bike Share stations are strictly business decisions with limited consideration for equity issues and regional distribution. Cities operating under this model include: Charlotte, Miami Beach, New York City, and Tampa Bay.

Both business models assume revenues would be derived from membership fees, and advertising and/or sponsorships. Via the Industry survey that we conducted all participating vendors confirmed that advertising and sponsorships would be relied upon to some extent. It was noted that in cases where advertising policies are highly restrictive, then sponsorship policies needed to allow for the maximum potential sponsorship revenues. Vendors also confirmed that advertising and/or sponsorship revenues are especially relied upon in models where the vendor is required to carry the full risk. In the few instances where neither advertising or sponsorships are options, the jurisdiction funds the revenue gap.

Discussions with potential pilot cities all indicate that each of their advertising policies prohibits advertising and most limit or prohibit sponsorship opportunities as well.

However, each of the cities also indicated that efforts are underway to re-examine and revise outdoor policies so as to allow some level of sponsorships.

Preliminary Bike Share Cost Analysis

For this exercise, we examined 14 Bike Share programs currently in place throughout the United States (Attachment G). In doing so we studied their respective business models, membership structures and funding sources. Because the Bay Area, Chicago and Washington D.C./Arlington/Alexandria programs are most reflective of a Los Angeles County-wide effort, many of the cost assumptions are derived from these programs. Locally, we also looked at the model the City of Long Beach is pursuing.

The Preliminary Bike Share Cost Analysis (Attachment H) was developed using several assumptions. These assumptions are as follows:

- Year 1 estimates of 250 stations and 2,500 bikes based on averages from Metro's Preliminary Bike Share Analysis. Year 2 to Year 5 bike fleet growth is based on Metro recommendations for regional Bike Share growth (assuming an average of 25 Bike Share stations per jurisdiction). After 5 years, 10% of fleet is expected to need replacement each year.
- Cost per bike is based on estimates from Washington D.C., Bay Area Pilot, and vendor provided estimates.
- Operating and Maintenance costs per kiosk based on Washington D.C. and Denver systems.
- User Fees in Washington D.C. were \$20,000 per station in the first year. Long Beach's preliminary estimates are \$15,000 per station. Our model assumes a rate structure of \$19,000 per station.
- The \$1,000,000 sponsorship revenue is based on Long Beach's preliminary estimates. New York City's sponsorship was \$8 million in the first year. We have shown a low number due to currently restrictive sponsorship policies in multiple jurisdictions.
- Advertising revenues shown are based on Long Beach's preliminary estimate. We have kept this number low number due to current strict advertising policies in multiple jurisdictions.
- Grant funding assumptions are based on the Bay Area Pilot, Boston Hubway and Washington D.C. trends.

The Cost Analysis is also model neutral, meaning, we do not identify who owns the capital and the cumulative pretax cash flow should be regarded as the program's overall cash flow. It is the cash flow that is typically divided between the jurisdiction(s) and vendor/operator based on negotiated revenue splits.

Per our cost analysis, the bike share program would begin to recover the capital cost and to make a profit in the fifth year of operation. We assumed the program would grow as it becomes a truly regional effort growing from 2,500 bicycles in the initial year to approximately 5,775 bikes by the sixth year. Potential for additional growth would be assessed as part of the Implementation Plan.

Attachment I includes a list of potential funding sources that could be considered for the Bike Share program's capital cost. Availability of listed funds has not yet been analyzed. Funding sources, including private investment opportunities, would be identified through development of the Implementation Plan and brought back to the Board for approval at a future date.

Implementation Plan

In conducting the industry review it became clear that given the number of agencies involved with a regional Bike Share program, the development and successful implementation requires resolution of a number of issues that need to be addressed prior to releasing a Request For Proposals (RFP) to potential bike share vendors.

Some of the items include identifying the best business model that meets the program purpose and addresses each jurisdiction's financial capacity and flexibility; advertising and sponsorship policies need to be solidified as this will inform the program budget; permitting processes need to be established by each jurisdiction so as to facilitate Bike Share implementation; identifying number and locations for Bike Share stations within the public right-of-way; determining if Metro, each jurisdiction or vender will be responsible for Bike Share marketing, outreach and education; determining revenue split among participating jurisdictions and Metro's role in distributing revenue; coordinating Transit Access Pass (TAP) integration; identifying available real estate or associated costs; identifying a sustainable source of funding; establishing inter-agency agreements; and identifying phase two and three communities. We have therefore concluded that the best approach is to undertake an Implementation Plan to address these issues prior to launching the bike share program by local participating jurisdictions..

DETERMINATION OF SAFETY IMPACT

Approval of this program will have no impact on the safety of our employees or patrons.

FINANCIAL IMPACT

Funding for the study of how a Bike Share Program could be implemented throughout the County is included in the FY14 budget under cost center 4320, project number 405510, task 06.001.11. Once the program is actually underway, no Metro funds are envisioned to be used for the program.

Impact to Budget

The funding source for this activity is Proposition A Administration dollars. This fund is not eligible for bus and rail operating and capital expenditures. No other source of funds was considered.

ALTERNATIVES CONSIDERED

The Board could decide to not authorize the development of an Implementation Plan. However, this would be contrary to the October 2013 Board directive to examine the implementation of a Regional Bike Share program

NEXT STEPS

Upon approval, we will issue a RFP for the development of an Implementation Plan. It is anticipated that an Implementation Plan can be developed within six months of award.

ATTACHMENTS

- A. October 2013 Bike Share Motion 66
- B. December 2013 Receive and File Bike Share Industry Review Status
- C. Rail System Bike Boardings
- D. Potential Bike Share Expansion Map
- E. Pilot City Maps
- F. Bicycle Share Preliminary Capital Cost Estimates
- G. Bicycle Share Business Models
- H. Preliminary Bicycle Share Cash Flow Analysis
- I. Bicycle Share Funding Options

Prepared by: Laura Cornejo, Director Countywide Planning, (213) 922-2885
Diego Cardoso, Executive Officer Countywide Planning, (213) 922-3076

Martha Welborne, FAIA
Chief Planning Officer

Arthur T. Leahy
Chief Executive Officer

**MAYOR ERIC GARCETTI,
SUPERVISOR ZEV YAROSLAVSKY,
SUPERVISOR DON KNABE,
DIRECTOR MIKE BONIN, AND DIRECTOR PAM O'CONNOR**

Countywide Bicycle Share Program

October 17, 2013

MTA needs to lead and supplement its regional public transportation system by supporting bicycles and bicycle infrastructure in completing the first and/or last leg of a trip (e.g., from a train station to the workplace).

Bicycle ridership will also help reduce dependency on automobiles, particularly for short trips, thereby reducing traffic congestion, vehicle emissions, and the demand for parking.

A bicycle share program will also promote sustainable and environmentally friendly initiatives.

Bicycle share is a program designed for point-to-point short trips using a for-rent fleet of bicycles strategically located at logical stations locations.

Beginning in 1993, a series of successful bicycle share programs were implemented in Europe.

Currently the US is home to a number of bicycle share programs in cities such as Chicago, Denver, Minneapolis, New York City, San Francisco, etc.

According to the Earth Policy Institute, the number of bicycles in the U.S. bicycle share fleet is set to double by the end of 2014.

The Los Angeles region has seen a variety of bicycle share efforts, but none have taken hold because of a lack of regional coordination.

Given its role as the countywide transportation agency, in July 2011 the MTA board passed a motion directing staff to develop a strategic plan for implementing bicycle share in Los Angeles County.

CONTINUED

WE THEREFORE MOVE that the MTA Board direct the CEO to:

- A. Adopt as policy MTA's support of bicycles as a formal transportation mode.
- B. Convene a bicycle share industry review in November 2013 in order to advise on procuring a regional bicycle share vendor for Los Angeles County.
- C. Report back to the Board at the January 2014 meeting with the results of the industry review, including a business case analysis and recommendations on proceeding with a Request for Proposals (RFP) to implement a regional bicycle share program.
- D. Include in the analysis a phased approach for implementing this program based on area readiness, including, but not limited to, an examination of existing bicycle infrastructure, existing advertising policies, current ridership trends, and transit station locations.

###

**Metro**Los Angeles County
Metropolitan Transportation AuthorityOne Gateway Plaza
Los Angeles, CA 90012-2952213.922.2000 Tel
metro.net**62****EXECUTIVE MANAGEMENT COMMITTEE
NOVEMBER 21, 2013****SUBJECT: BIKE SHARE PROGRAM****ACTION: RECEIVE AND FILE****RECOMMENDATION**

Receive and file this update on the Bike Share Program in response to the October 2013 Board Motion 66 (Attachment A).

ISSUE

At the October meeting, the Board approved Motion 66, providing direction to:

- A. Adopt as policy MTA's support of bicycles as a formal transportation mode;
- B. Convene a Bicycle Share Industry review in November 2013 in order to advise on procuring a regional bicycle share vendor for Los Angeles County;
- C. Report back to the Board at the January 2014 meeting with the results of the industry review, including a business case analysis and recommendations on proceeding with a Request for Proposals (RFP) to implement a regional bicycle share program; and
- D. Include in the analysis a phased approach for implementing this program based on area readiness, including, but not limited to, an examination of existing bicycle infrastructure, existing advertising policies, current ridership trends, and transit station locations.

This report provides the status of the Board directive.

DISCUSSION

Connected by the Metro transit system, bike share can help address first-last mile gaps around transit stations, increase the station catchment area and can introduce new users to bike transportation by removing barriers, such as bicycle ownership, maintenance, and security and can increase mobility while decreasing automobile use.

Most recently, Metro's role has been to facilitate bike share implementation, including providing funding to local jurisdictions for bike share through the Call for Projects and coordinating regional compatibility efforts such as addressing technology and software issues.

Status

In response to the Motion, we initiated the first phase of the industry review. We have met with bike share industry stakeholders and municipal planners, convened as the Bike Share Working Group and Metro's Bicycle Roundtable on November 4th and November 5th, respectively. The goal of the meetings were to gauge what role stakeholders and municipalities deemed appropriate for Metro to take and what opportunities as well as concerns existed by Metro taking on a larger role in a regional bike share effort. In anticipation of the next phase of the industry review which will be to conduct a market survey as well as developing the business case and next steps, we established a rudimentary understanding of the level of flexibility municipalities would need if Metro led a regional effort and highlighted areas that still need to be vetted further.

The following is a summary of the Bike Share Working Group and Bicycle Roundtable input received:

- One contractor, or multiple contractors with compatible technologies is key to achieving regional connectivity
- Metro, as a regional agency, should lead the effort and set the regional framework for cities to leverage at the local level
- A single system with local flexibility
- Bike Share must connect to a larger transit network
- Infrastructure, such as bike lanes and way finding, should support bike share implementation
- Phasing, especially pilot phase is key to success
- Local universities and colleges should be invited to participate
- Increase bike mode Call for Project funding to facilitate regional participation and infrastructure to support bike share

If we move forward with a greater role in establishing a regional bike share program, the following items surfaced during the two meetings as needing to be addressed:

- Revenue Split with Cities: Would Metro serve as a clearing-house or would cities receive their split directly from vendors
- Advertising/Sponsorship: How would differing advertising policies potentially affect proposed business plans
- Software: Develop a program that allows flexibility for evolving software and bike technology
- Payment: Can Transit Access Pass be adapted to allow for bike share payment
- Implementation: Pilot area and subsequent phasing and timing for roll out
- Inter-jurisdictional Operability: Bike redistribution and cost split, multi-jurisdictional membership cards

NEXT STEPS

We will return to the Board in January with the results of the market survey, business case and recommended next steps.

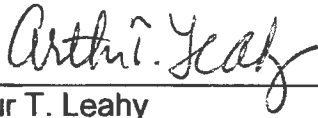
ATTACHMENT

A. October 2013 Motion 66

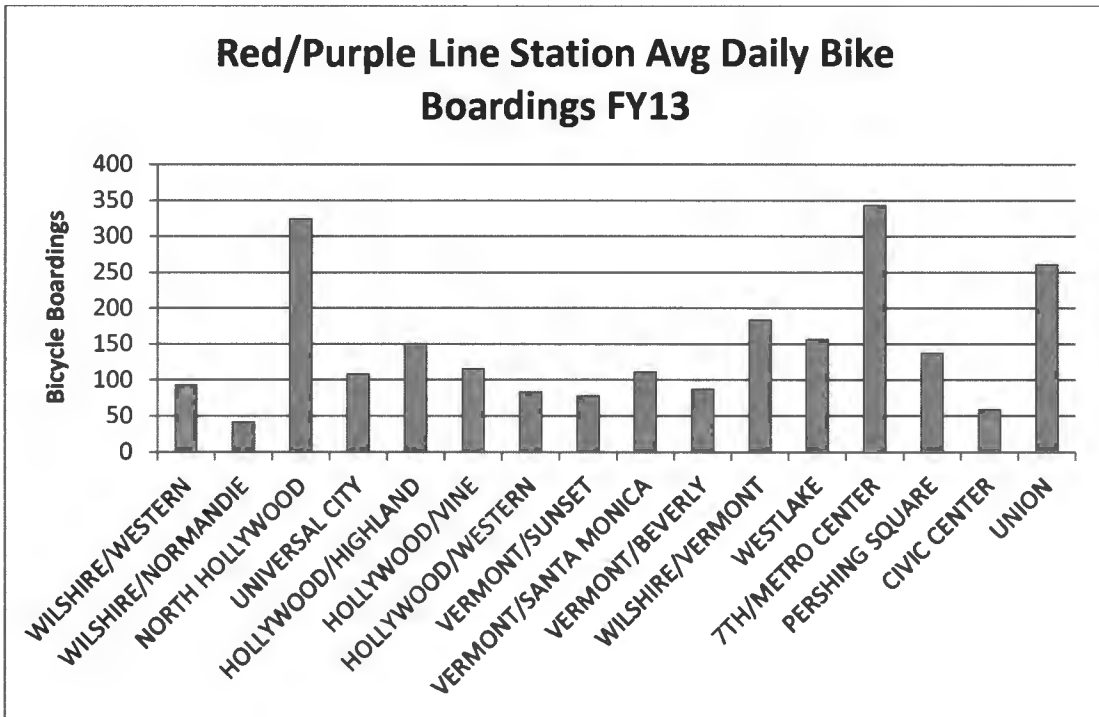
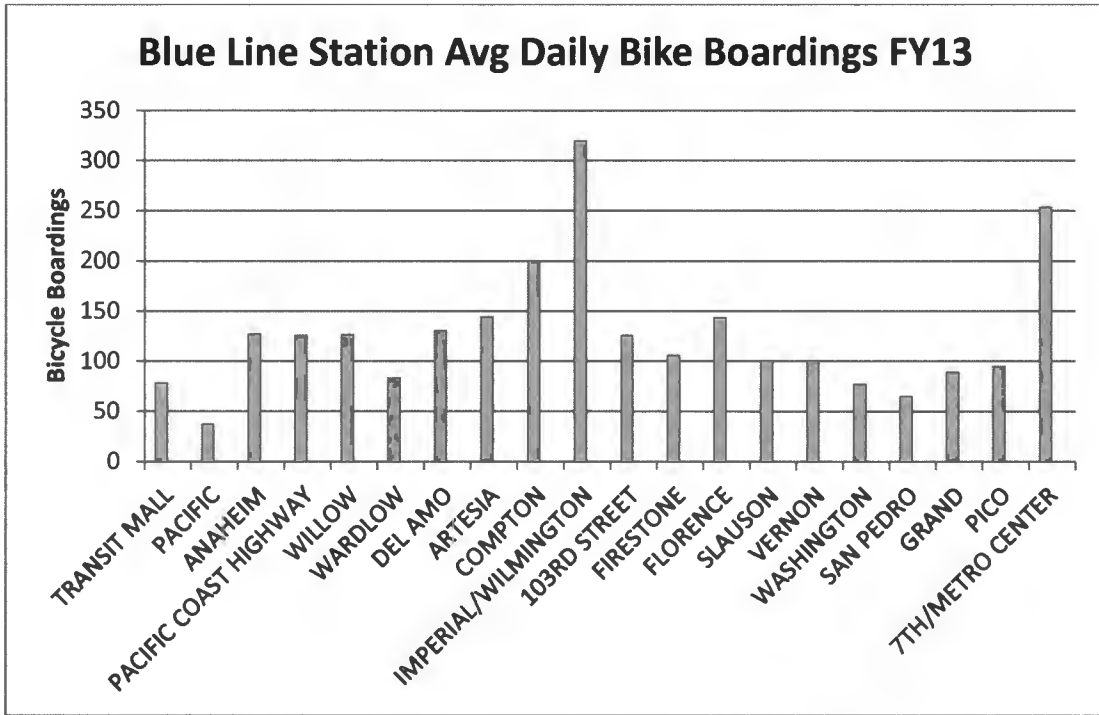
Prepared by: Laura Cornejo, Director, (213) 922-2885
Diego Cardoso, Executive Officer, (213) 922-3076

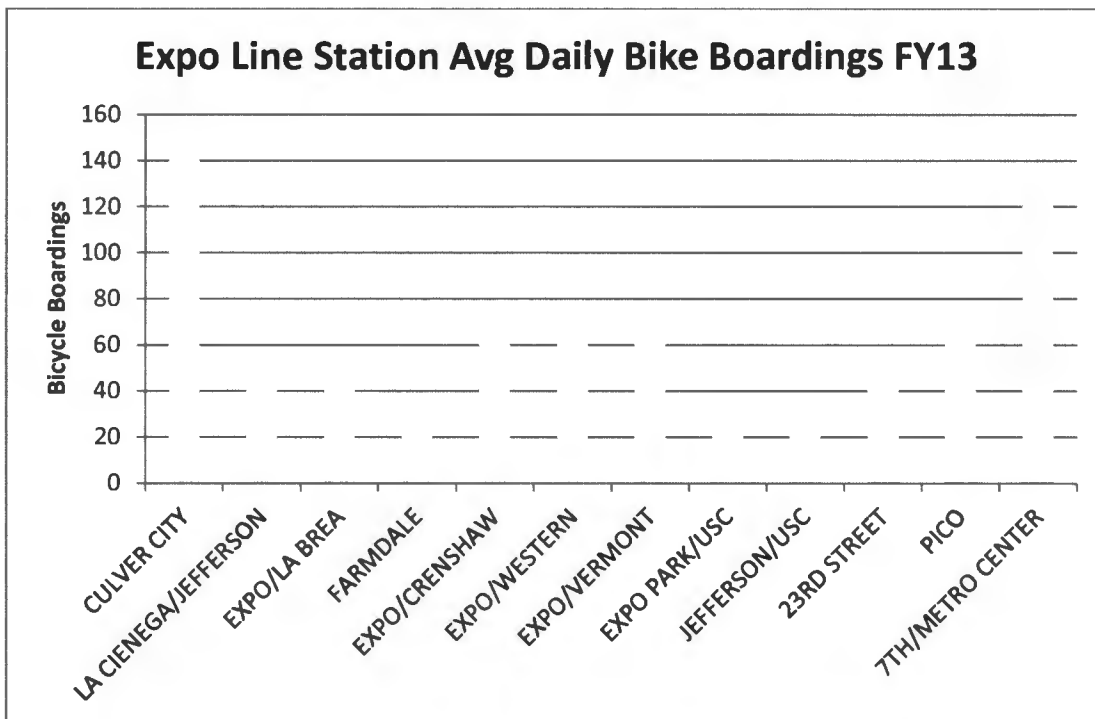
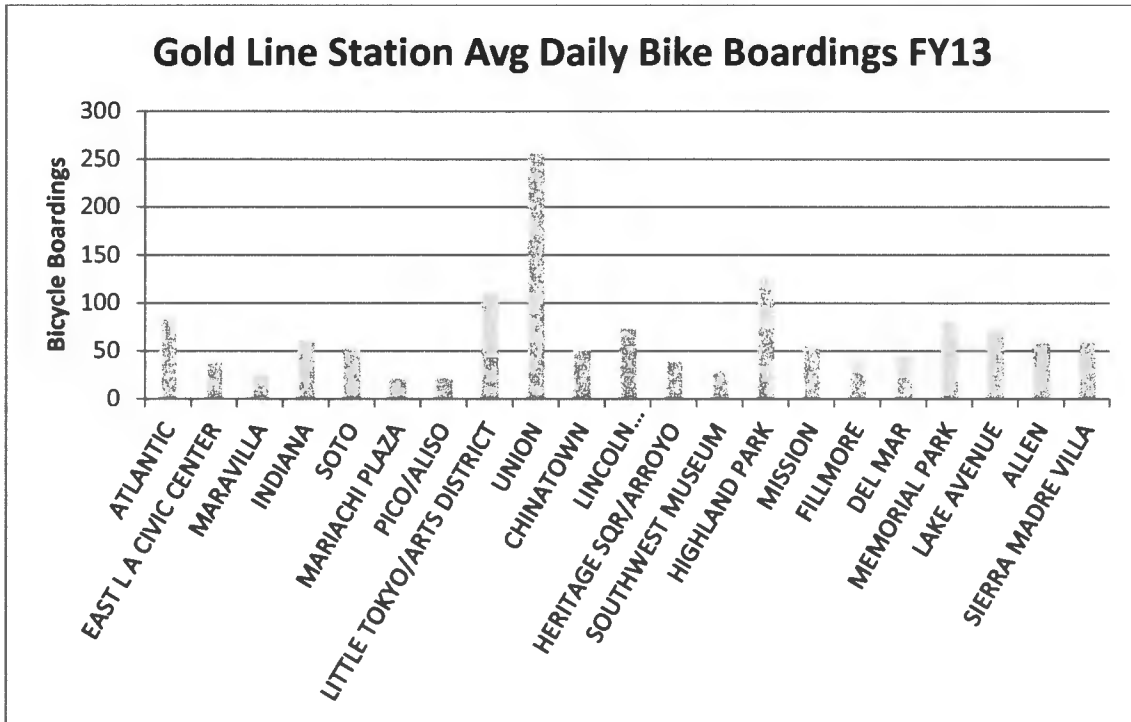


Martha Welborne, FAIA
Chief Planning Officer

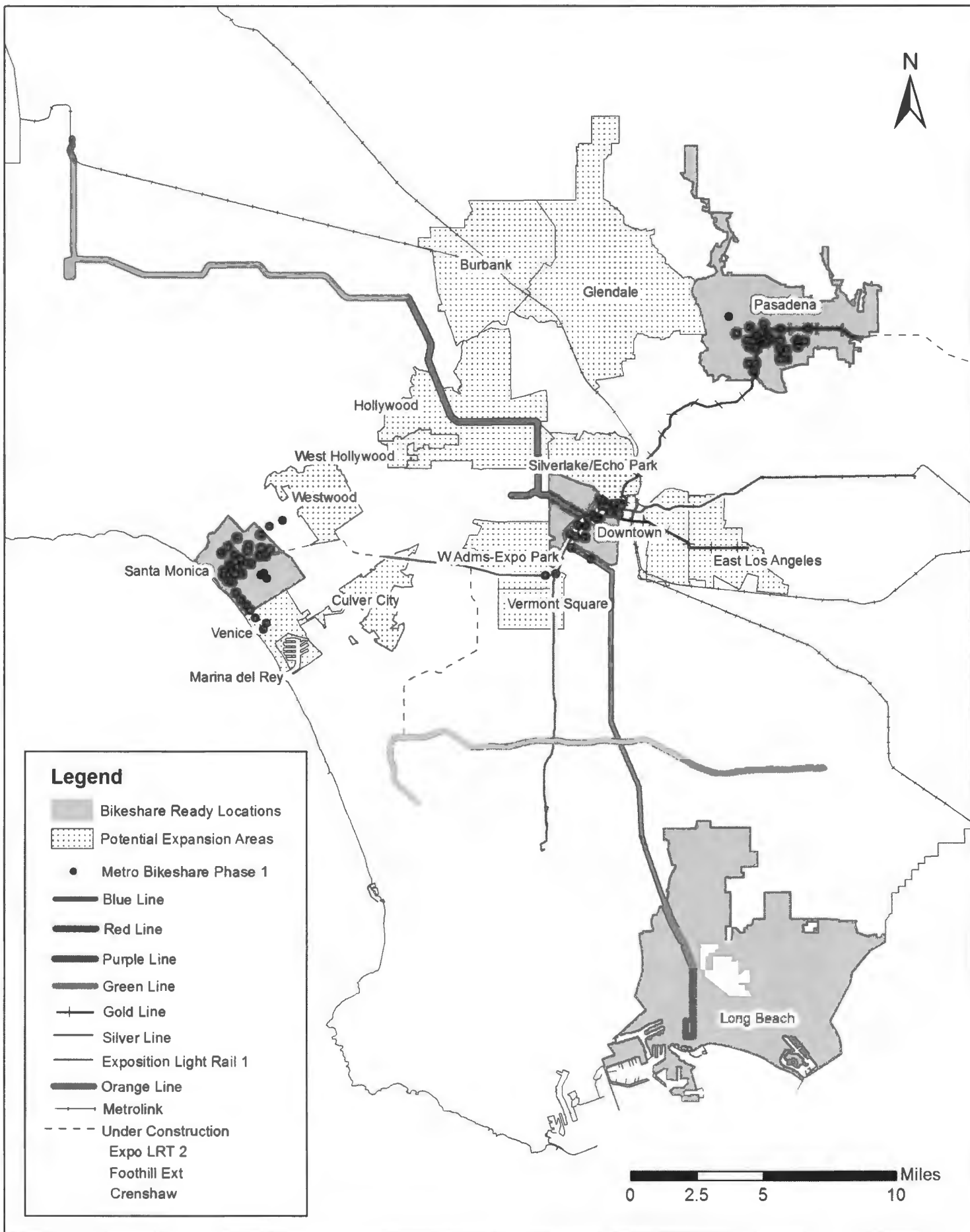


Arthur T. Leahy
Chief Executive Officer

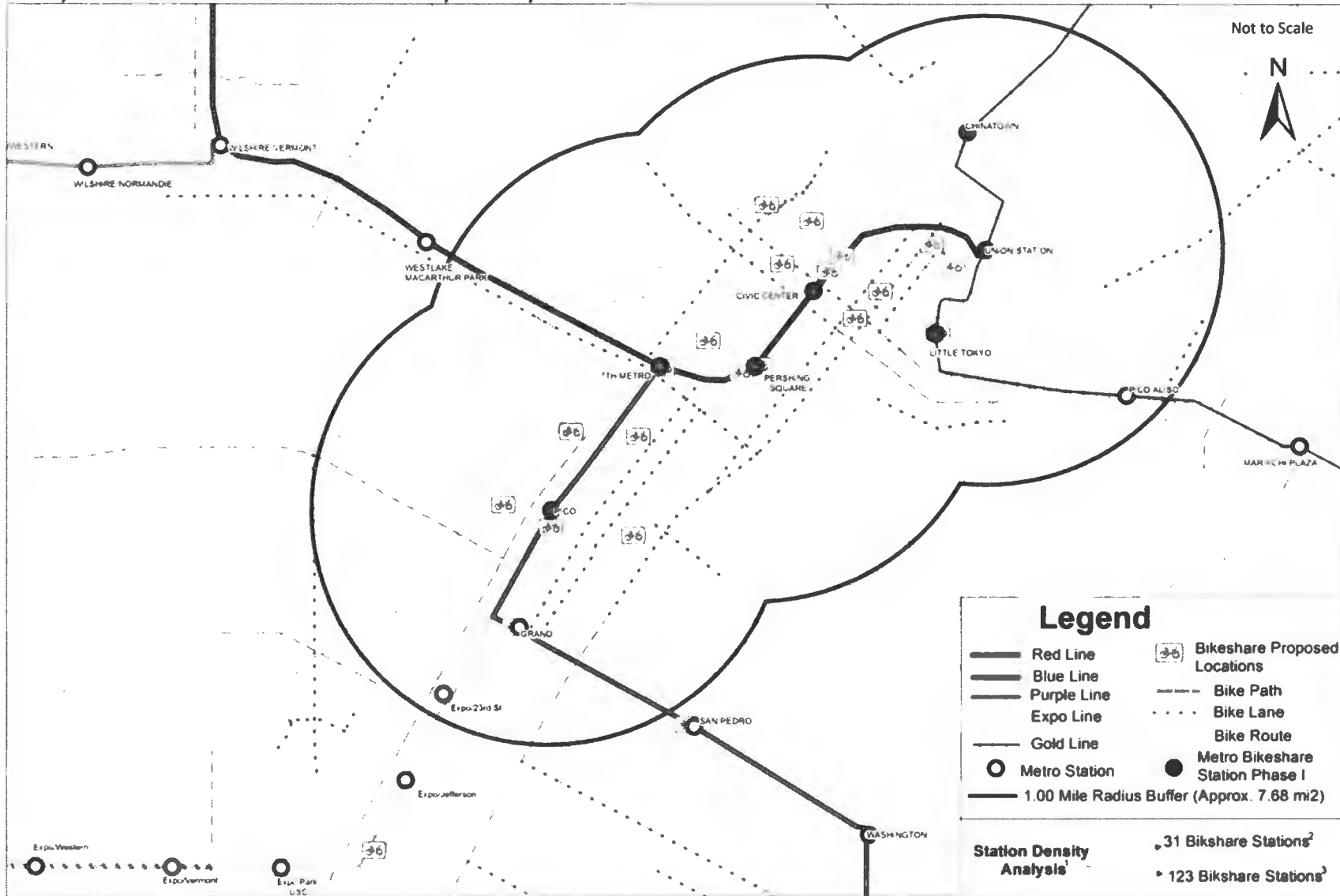




Potential Bikeshare Expansion Areas



City of LA Bikeshare Preliminary Analysis



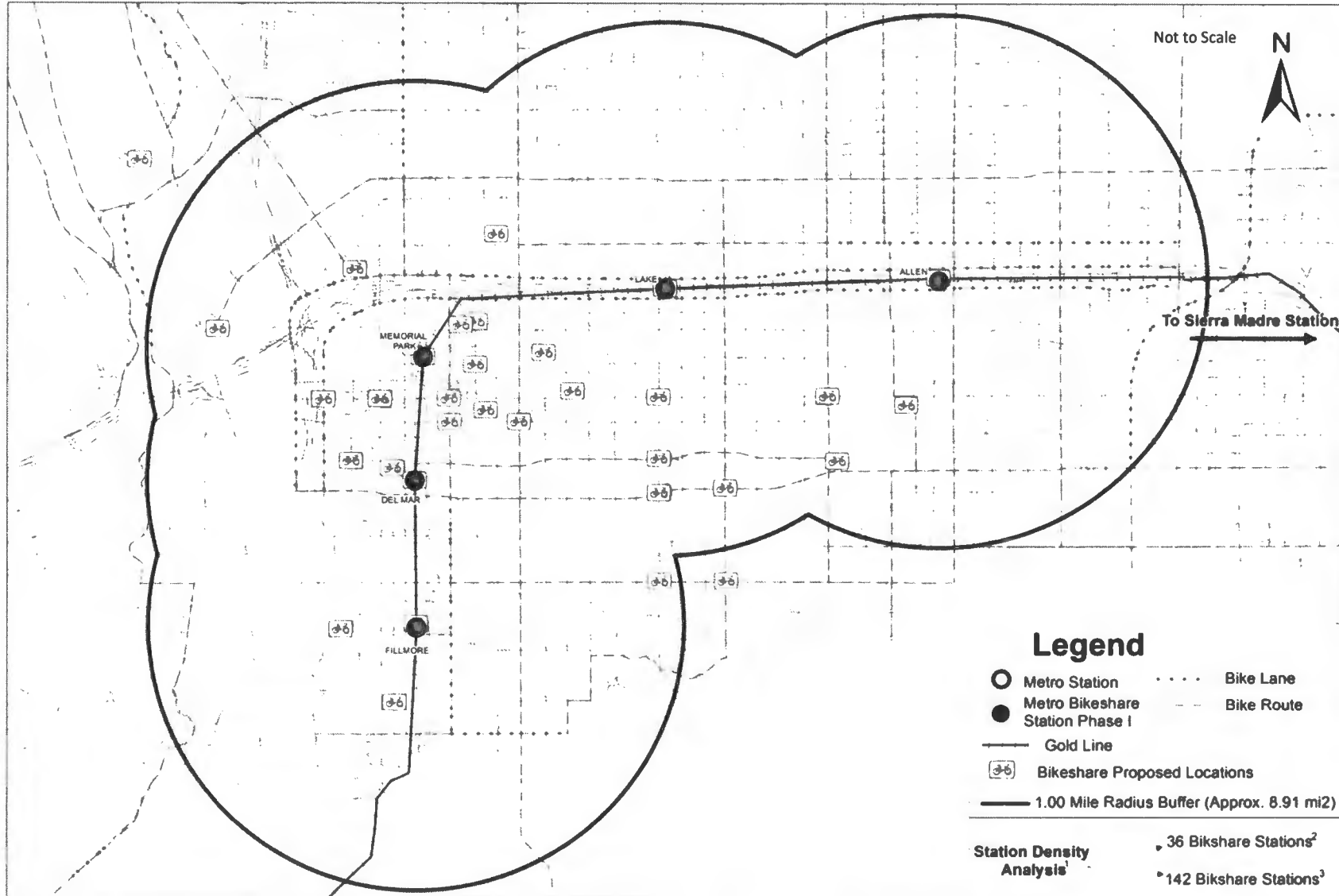
1. "Bike Sharing in the United States: State of the Practice and Guide to Implementation- USDOT/FHWA 2012", indicates a range of 3.5 to 5 bikeshare stations per square mile of service area for most existing systems. For denser urban areas, 14 stations or more per square mile may also be recommended. MTI Report 11-26, Public Bikesharing in North America: Early Operator and User Understanding (2012), found that out of 19 operators 53% preferred distance between docking stations 300 yards to one-quarter mile apart. For this assessment one-quarter mile and one-half mile between docking stations was used.

2. 4 bikeshare stations per square mile at one-half mile apart.

3. 16 bikeshare stations per square mile at one-quarter mile apart.

Disclaimer: This map is for preliminary analysis only. Actual quantities and locations of bikeshare stations will be determined upon feasibility study and implementation in conjunction with local jurisdictions

City of Pasadena Bikeshare Preliminary Analysis



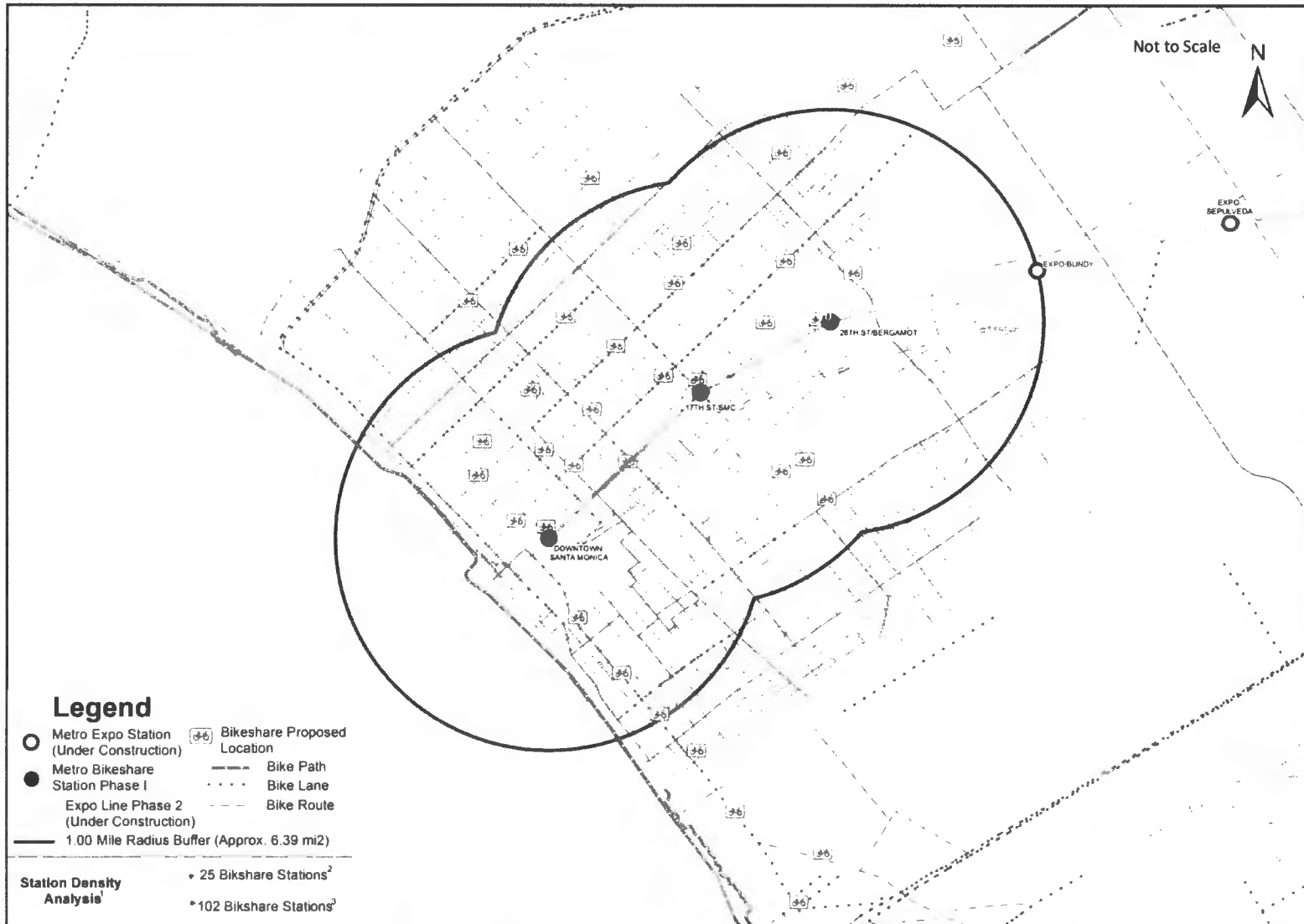
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City of Santa Monica Bikeshare Preliminary Analysis



1. "Bike Sharing in the United States: State of the Practice and Guide to Implementation- USDOT/FHWA 2012", indicates a range of 3.5 to 5 bikeshare stations per square mile of service area for most existing systems. For denser urban areas, 14 stations or more per square mile may also be recommended. MTI Report 11-26, Public Bikesharing in North America: Early Operator and User Understanding (2012), found that out of 19 operators 53% preferred distance between docking stations 300 yards to one-quarter mile apart. For this assessment one-quarter mile and one-half mile between docking stations was used.

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ATTACHMENT F

PRELIMINARY BIKE SHARE CAPITAL COST ESTIMATES

Based on figures from bike share locations in other regions across the United States and vendor estimates, cost ranges were calculated for the Los Angeles Region accounting for low and high density station locations and average costs of equipment (bikes per dock), as follows:

LOS ANGELES STATION COST ¹	Low Density (31 Stations) ²	High Density (123 Stations) ²
Cost (\$4,500) ³	\$1,395,000	\$5,535,000

PASADENA STATION COST	Low Density (36 Stations) ²	High Density (142 Stations) ²
Cost (\$4,500) ³	\$1,620,000	\$6,390,000

SANTA MONICA STATION COST	Low Density (25 Stations) ²	High Density (102 Stations) ²
Cost (\$4,500) ³	\$1,125,000	\$4,590,000

Combined regional costs based on costs per stations in each city and the number of Metro stations in each jurisdiction yield potential cost ranges:

TOTAL COST AT METRO STATIONS IN EACH CITY ⁴	Metro Stations	Cost (\$4,500) ³
Los Angeles	7	\$315,000
Santa Monica	3	\$135,000
Pasadena	5	\$225,000
TOTALS	15	\$675,000

TOTAL COST AT METRO AND CITY STATIONS ⁴	Low Density (107 Stations) ²	High Density (382 Stations) ²
Cost (\$4,500) ³	\$4,815,000	\$17,190,000

¹ Gold Line Station Pico/Aliso and Blue Line Station Grand are located within the City of Los Angeles buffer area, but not included in calculation due to physical space constraints at station locations.

² Methodology for calculating preliminary station ranges is detailed in Bikeshare Preliminary Analysis.

³ Bicycle per docking station costs calculated based on estimates from Washington D.C., Bay Area Pilot, Denver B-Cycle and Alta Bike Share. Actual costs will vary from location to location. Costs assume 10 bikes will dock at each station.

⁴ Cost does not assume any real estate transactions or land use considerations.

DISCLAIMER: This cost analysis is for preliminary analysis only. Actual costs will depend on the number of bike share stations determined by a feasibility study, vendor technology and land use considerations.

BICYCLE SHARE BUSINESS MODELS

BIKE SHARE BUSINESS MODELS

- Modern Information Technology-based bicycle share capital development appears in three forms:
 - 1) Public agency owns and contracts with private (for-profit or non-profit) company for operations
 - Advantages: Expands offerings of jurisdiction's transportation service, while bringing the experience and innovation of a tried and tested operator
 - Disadvantages: Jurisdiction assumes all liability
 - Cities operating under this model: Alexandria, Arlington, Aspen, Boston, Broward County, Cambridge, Chicago, Columbus, Fort Worth, Houston, Madison, Nashville, Santa Clara County & San Francisco Pilot, and Washington D.C.
 - 2) Non-profit public/private partnership, created specifically to provide bike share service, owns and contracts with private (for-profit or non-profit) company for operations
 - Entities can include city, county, chamber, public health department, redevelopment agency, or the private sector
 - Advantages: Receives funding from the jurisdiction, while relieving liability from the jurisdiction
 - Disadvantages: Splitting control amongst multiple stakeholders is difficult
 - Cities operating under this model: Chattanooga, Boulder, Des Moines, Denver, Milwaukee, Minneapolis, Oklahoma City, Omaha, San Antonio, and Salt Lake City, and San Antonio
 - 3) Private company owns and operates
 - Advantages: Relieves jurisdiction from committing resources
 - Disadvantages: Does not ensure equity, quality service, and may fail if not profitable in first few years
 - Cities operating under this model: Charlotte, Miami Beach, New York City, and Tampa Bay

CAPITAL/OPERATIONAL COSTS & FUNDING SOURCES

- Direct Capital Costs
 - Bicycles
 - Docking stations
 - Kiosks or User interface technology
 - Real estate transactions
- Direct Operational Costs
 - Administration: Website, Mobile apps, Registrations
 - Redistribution of bicycles: Manual redistribution and/or pricing incentives
 - System monitoring: Call centers and on-call repair
 - Maintenance: Keeping bicycles, software, etc. in running order
 - Power supply: Maintaining solar, battery, or grid power supply
 - Data Reporting: Maintenance, planning and real time data
- Associated Capital Costs
 - Construction of infrastructure: Bicycles, docks, kiosks or user interface
 - Streetscape improvements

ATTACHMENT G-2

- **Associated Operational Costs**
 - Insurance
 - Maintenance of infrastructure and bikeways
 - Bicycle safety training and education
- **Real Estate Costs**
 - **Land Use Negotiations:**
 - **Metro Property:** Where Metro does not own sufficient land, negotiations with private owner or entity
 - **Public Right-of-Way:** Negotiations with Cities or County of Los Angeles
 - **Private Property:** Negotiations with private owner
 - **Spatial Considerations:**
 - **Sidewalk:** ADA compliance, right-of-way negotiations
 - **In-Street:** Removal of street parking negotiations, safety considerations
- **Funding Sources**
 - **Municipalities:** Federal, state, local or other grants and funding
 - **Advertising:** Kiosk or Station advertising
 - **Sponsorship:** Title, presenting, station, dock, bike/fender, web, helmets, or other opportunities
 - **Memberships & user fees**
 - **Public-private partnerships:** Sponsorship or corporate donor

The business model matrix below captures the business models and funding sources for bike share for 14 systems in the United States:

COMPARISON TABLE OF EXISTING UNITED STATES BIKE SHARE PROGRAMS

JURISDICTION	LAUNCH DATE	SYSTEM NAME	SYSTEM SIZE (BIKES/ STATIONS)	ANNUAL/ CASUAL MEMBERS, RIDES	FARES	BUSINESS MODEL	FUNDING SOURCES
Boston & Cambridge, MA	July 2011	Hubway (Alta Bike Share)	600/60	36,000 annual/ 30,000 casual, 140,000 rides (in 4 months)	\$85/year \$20/month \$12/3-day \$5/day	Owned/Managed by County, operated by Alta (for-profit)	\$4.5 m (75% public FTA/CMAQ, 25% private). Each municipality responsible for own sponsorship
Boulder, CO	May 2011	Boulder B-Cycle	110/15	1,171 annual/ 6,200 casual	\$50/year \$15/week \$5/day	Owned/Managed by Non-Profit & operated by B-Cycle (non-profit)	Revenue from parking fees, citations; Transportation and Distribution Services
Broward County (Fort Lauderdale), FL	December 2011	Broward County B-Cycle	200/27	37,000 rides (in 1 year)	\$45/year \$25/week \$5/day	Owned/Managed by Broward County, operated by Broward County B-Cycle (non-profit)	\$1.1 m (63% private, 27% public)
Chattanooga, TN	July 2012	Bike Chattanooga (Alta Bikeshare)	300/30	400 annual, 12,600 rides (in 6 months)	\$75/year \$6/day	Owned/Managed by Non-Profit, operated by Alta (for-profit)	\$2 m CMAQ

JURISDICTION	LAUNCH DATE	SYSTEM NAME	SYSTEM SIZE (BIKES/ STATIONS)	ANNUAL/ CASUAL MEMBERS, RIDES	FARES	BUSINESS MODEL	FUNDING SOURCES
Chicago, IL	June 2013	Divvy (Alta Bikeshare)	750/68	3,7000 annual, 50,000 trips (in 1 month)	\$75/year \$7/day	Owned/Managed by City, operated by Alta (for-profit)	\$22 m in fed/local grants
Denver, CO	April 2010	Denver B-Cycle	520/52	2,659 annual/ 40,600 casual, 100,000 rides	\$65/year \$30/Month \$20/week \$6/day	Owned/Managed by Non-Profit, operated by B-Cycle (non-profit)	Capital \$1.5 m (CDOT, EPA, FHWA, gifts); 16% public (Vehicle registration tax), 84% private
Des Moines, IA	Sept 2010	Des Moines Bicycle Collective B-Cycle	22/5	20 annual, 109 rides	\$50/year \$30/month \$6/day	Owned/Managed by Non-Profit, operated by B-Cycle (non-profit)	Capital \$120,000 funded by private contributors, sponsorships
Fullerton, CA	TBD: Planned for Fall 2014	BikeLink (Bike Nation)	TBD: Planned 165/15	N/A	\$75/annual, \$45/annual (student), \$12/week, \$5/day	Owned/Managed and operated by Bike Nation (for-profit)	Capital \$1.48 m (OCTA federal grants, local Mobile Source Air Pollution Reduction Review Committee Grant)

JURISDICTION	LAUNCH DATE	SYSTEM NAME	SYSTEM SIZE (BIKES/ STATIONS)	ANNUAL/ CASUAL MEMBERS, RIDES	FARES	BUSINESS MODEL	FUNDING SOURCES
Miami Beach, FL	Mar 2011	DecoBike	800/91	2,500 annual/ 338,828 casual	\$15/month (regular) \$25/month (deluxe) \$35/month (visitors) \$24/day (visitors)	Owned/Managed and operated by DecoBike (for-profit)	\$4 m Private investor DecoBike – revenues split between DecoBike and City
Minneapolis, MN	June 2010	NiceRide Minnesota B-Cycle	1,300/145	3,521 annual/ 37,103 casual	\$60/year \$30/month \$5/day	Owned/Managed & operated by Non- Profit	Capital \$5.3 m (FHWA); 63% public funds; 37% private funds.
New York City, NY	May 2013	Citibike (Alta Bikeshare)	5,700/330	80,000 annual (in 3 months)	\$95/year \$25/week \$10/day	Owned /Managed and operated by Alta (for-profit)	Private financing
San Antonio, TX	March 2011	San Antonio B-Cycle	210/23	1,000 annual/ 2,800 casual, 16,100 rides (in 6 months)	\$60/year \$24/week \$10/day	Owned/Managed by City and operated by B-Cycle (non-profit)	\$840,000 DOE/CDC funds, \$235,000 and \$58,000 in station sponsorships

JURISDICTION	LAUNCH DATE	SYSTEM NAME	SYSTEM SIZE (BIKES/ STATIONS)	ANNUAL/ CASUAL MEMBERS, RIDES	FARES	BUSINESS MODEL	FUNDING SOURCES
San Francisco/ Bay Area Cities, CA PILOT	August 2013	Bay Area Bikeshare (Alta Bikeshare)	700/34	2,080 annual, 14,591 trips (in 1 month)	\$88/year \$22/3-day \$9/day	Owned/Managed by Bay Area AQMD, operated by Alta (for-profit)	\$4.3 m Metropolitan Transportation Commission (Bay Area Climate Initiatives – CMAQ), \$1.4 m Clean Air Grant (BAAQMD)
Washington D.C. (first attempt)	2008	SmartBike (Alta Bikeshare)	120/10	1,050 annual	\$40/year	Owned/Managed and operated by Alta (for-profit)	DDOT funding & Advertising revenue
Washington D.C., Arlington, VA & Alexandria, VA (second attempt)	Sept 2010 & 2011	Capital (CaBi) Bikeshare (Alta Bikeshare)	1,200/140	19,200 annual/ 105,644 casual	\$75/year \$25/month \$15/3-day \$7/day	Owned/Managed by DDOT & City of Arlington, operated by Alta (for-profit)	Capital \$8 m fed (CMAQ)/state funds. Minimal private sponsorships & revenue.

	200	300	375	450	525	525	525	525	525	525
	2,500	500	750	750	750	525	525	525	525	525
	250	50	75	75	75	-	-	-	-	-
4,500	11,250,000	2,250,000	3,375,000	3,375,000	3,375,000	2,362,500	2,362,500	2,362,500	2,362,500	2,362,500
	35,000	-	35,000	-	35,000	-	35,000	-	35,000	-
000	5,750,000	6,900,000	8,625,000	10,350,000	12,075,000	12,075,000	12,075,000	12,075,000	12,075,000	12,075,000
	17,035,000	9,150,000	12,035,000	13,725,000	15,485,000	14,437,500	14,472,500	14,437,500	14,472,500	14,472,500
000	4,750,000	5,700,000	7,125,000	8,550,000	9,975,000	9,975,000	9,975,000	9,975,000	9,975,000	9,975,000
000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
000	3,000,000	3,600,000	4,500,000	5,400,000	6,300,000	6,300,000	6,300,000	6,300,000	6,300,000	6,300,000
	8,750,000	10,300,000	12,625,000	14,950,000	17,275,000	17,275,000	17,275,000	17,275,000	17,275,000	17,275,000
	(8,285,000)	1,150,000	590,000	1,225,000	1,790,000	2,837,500	2,802,500	2,837,500	2,802,500	2,802,500
	-	4,000,000	1,000,000	-	-	-	-	-	-	-
	11,285,000	13,535,000	16,945,000	20,320,000	23,730,000	26,092,500	28,490,000	30,852,500	33,250,000	35,000,000
	5,750,000	12,650,000	21,275,000	31,625,000	43,700,000	55,775,000	67,850,000	79,925,000	92,000,000	104,000,000
	17,035,000	26,185,000	38,220,000	51,945,000	67,430,000	81,867,500	96,340,000	110,777,500	125,250,000	139,000,000
	8,750,000	23,050,000	36,675,000	51,625,000	68,900,000	86,175,000	103,450,000	120,725,000	138,000,000	155,000,000
	(8,285,000)	(3,135,000)	(1,545,000)	(320,000)	1,470,000	4,307,500	7,110,000	9,947,500	12,750,000	15,000,000

Assumptions:

Year 1 estimates of 250 stations and 2,500 bikes based on averages from Metro Preliminary Bike Share Analysis. Year 2 to Year 11 based on Metro recommendations for regional bike share growth (assuming average density of 25 stations throughout 11 jurisdictions). 10% of fleet expected to need replacement each year.

10 bikes per station. Cost per bike divides total system costs over the number of bikes.

Cost per bike based on estimates from Washington D.C., Bay Area Pilot, and bike share vendors.

* Operation and Maintenance costs per station based on Washington D.C. and Denver systems, with 85% of fleet requiring maintenance.

** User Fees in Washington D.C. were \$20,000 per station in first year. Long Beach estimates \$15,000 per station. To be conservative, we used a lower return.

*** The \$1,000,000 sponsorship revenue is based on Long Beach's estimates. New York City Sponsorship was \$8,000,000 in 1st year. Long Beach has a low number due to strict sponsorship policies in multiple jurisdictions.

Bicycle Share Funding Options
(in millions)

Fund Type	\$	Allocation Process	Programming Action Needed by the Board	Eligibility Criteria & Parameters	Applications in Existing Bike Share Programs
Federal					
ATP	\$116.6 yearly**	Discretionary	No (Programming is made by CTC & SCAG)	Capital and non-infrastructure active transportation projects. **State guidelines have not been finalized.	
CMAQ	\$18 yearly	Discretionary	Yes	Capital and non-infrastructure costs. For projects that reduce single occupancy vehicle driving and improve air quality.	Has been used by Capital Bikeshare for infrastructure in Washington DC & Virginia.
JARC	\$8.35 Total	FTA grant	No	Capital and non-infrastructure costs for commute and reverse commute options for low income individuals in Long Beach & City of LA. FTA does not officially recognize bike share as public transit so the purchase and operation costs of individual bikes may be restricted. Station infrastructure may be covered.	Capital Bikeshare is using JARC to provide free membership, bike education programs and free helmets to low income participants.
Local					
CRD (Toll Lane Revenue)	\$4.2 - \$5.2 yearly*	Discretionary	Yes	Capital costs for active transportation & first-last mile solutions. Must be located within three miles of either the I-110 & I-10 Corridor) or provide regionally significant improvements for the 110 or 10 Corridor. *Fund estimate applies to FY14 only. Future funding contingent on 1-10 & 110 HOT lane project approval	
Local Return - Measure R 15% - PC20%	\$245 yearly	Formula By Population	No	Capital costs. Local cities could elect to use their share to pay for future phases or as a match.	Local sales tax funds have been used to match/supplement federal grants in many bike share schemes.
MR 25% Highway Operational Improvements	\$345 total	Discretionary to only Arroyo Verdugo and Malibu Las Virgenes Subregions	Yes	Capital costs. Potential to fund future bike share phases for cities within the subregion.	

**MOTION BY:
MAYOR ERIC GARCETTI & DIRECTORS ZEV YAROSLAVSKY,
MIKE BONIN, JOHN FASANA & DON KNABE**

Item 58 — Bicycle Share Program Implementation Plan

In October 2013, the MTA Board adopted, as policy, bicycle use as a formal transportation mode.

Staff was asked to: a) conduct an industry review on procuring a regional bike share vendor; b) prepare a business case analysis and recommendations on proceeding with a Request for Proposals to implement a regional bicycle share program; 3) make recommendations on a phased approach for implementing this program.

Bicycle share offers an alternative means of transportation for short trips that might otherwise have been made by vehicles.

A recent study named "The Bike-Sharing Planning Guide" (Institute for Transportation & Development Policy, December 2013) said "bike-share, more than any other form of urban transport, has the ability to improve and transform our cities."

This means a robust and regional bicycle share program needs to be adopted to address first-mile and last-mile transportation challenges.

An MTA bicycle share program will help connect and expand its transportation coverage to multiple jurisdictions along its transit system.

This is why MTA needs to be the lead agency in the county that will manage and procure a robust bicycle share program.

A single-point agency will also ensure inter-operability among the different jurisdictions and can also provide a multi-modal transportation system through the use of the Transit Access Program ("TAP") smart card.

MTA can also simplify the management of the program by having one agency provide proper accountability and proper management.

MTA needs to also provide a fair-share of funding to support the initiation and maintenance and operations (O&M) costs for the program.

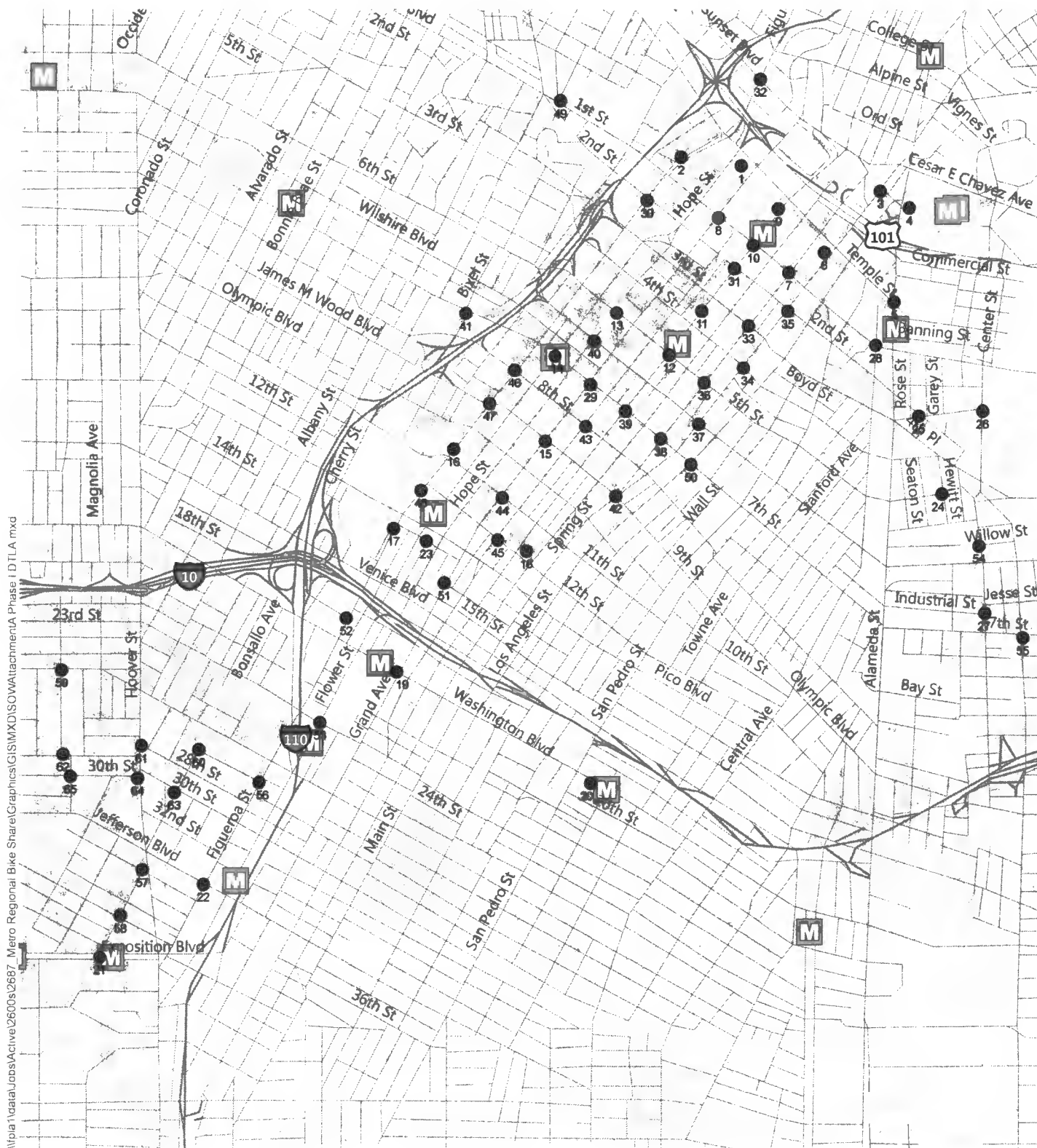
WE, THEREFORE, MOVE that the MTA CEO:

- A. Undertake a study of how a Bike Share Program could be implemented throughout the County.
- B. Procure, contract and administer the bicycle share program once the implementation study is completed.
- C. Implement the program in a phased approach and partner with the cities identified in the Phase I of the bicycle share program so MTA funds at least:
 1. Up to 50% of total capital costs per each city
 2. Up to 35% of total O&M costs per each city (on-going)
- D. Identify a financial business plan that includes:
 1. User fees
 2. Advertising fees
 3. Corporate sponsors
 4. A recommendation on a revenue split for all fees/revenues identified above.
- E. Prioritize eligible grants to support the costs of the program including:
 - 1 State Active Transportation Program ("ATP") funds
 2. State "Cap &Trade" funds
 3. Federal bicycle and active transportation funds
 4. All other eligible funding sources
- F. Develop a robust system-wide branding and educational effort that supports the use of bicycle share as part of the implementation study.
- G. Update on all of the above at the April 2014 Board meeting.

DIRECTOR O'CONNOR'S MOTION REGARDING BIKE SHARE:

- 1. Is there a firm timeline for Metro's procurement?**
- 2. How will this effort related to the procurement Long Beach is pursuing**
- 3. How will this effort work with Santa Monica's RFP/market test?**
- 4. Will there be coordination with the subregions? What form will that take?**
- 5. Has LA solved its legal outdoor advertising problem?**
- 6. Will there be flexibility for different business case models to operate within the Metro umbrella?**
- 7. Will the Metro's Bikeshare program go beyond the Metro stations? Can the program be expanded to include greater coverage for cities?**
- 6. What does Metro being the lead agency mean? Is this a clearing house for revenue sharing? What other elements are included?**
- 7. What funding is available for phasing the rollout of the program during the first year of implementation on both capital and operating expenditures? How will allocations be made?**
- 8. How will the system enable jurisdictions to make choices about how (what sources) they want to fund the operating gap?**

This motion should be fortified with a fact sheet that informs regional cities on the "nuts and bolts" of the business model Metro is pursuing, the timeline for implementation, and subregional coordination.



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M Metro Rail Station

Recommended Regional Expansion Stations

- Phase I - 65 Stations

Phase I Pilot
Downtown Los Angeles, CA

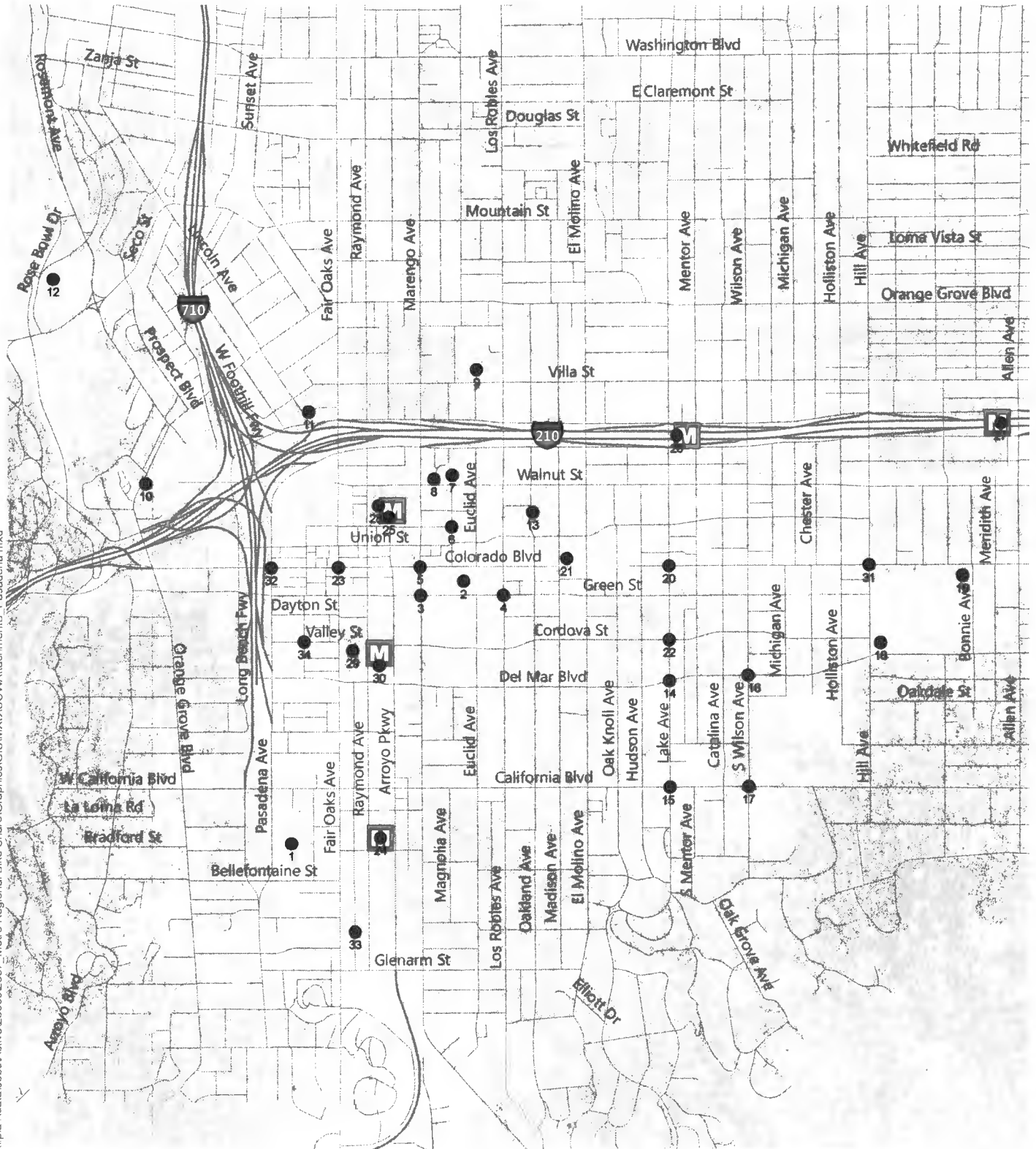
Recommended Regional Expansion Stations

Phase I Pilot: Downtown Los Angeles

ID	Station	ID	Station
1	Hope / Temple	34	4th / Main
2	Figueroa / Diamond (Figueroa Plaza)	35	2nd / Main
3	North Main / Olvera	36	5th / Spring
4	Alameda (Union Station)	37	6th / Main
5	Alameda / Temple	38	7th / Spring
6	Main / Temple (City Hall)	39	7th / Hill
7	1st / Spring	40	6th / Hope
8	1st / Grand	41	7th / Bixel
9	Hill / Temple (Grand Park)	42	9th / Main
10	1st / Hill	43	8th / Olive
11	Hill (Angel's Flight)	44	11th / Grand
12	5th / Hill (Pershing Square)	45	12th / Olive
13	5th / Hope stairs (Library)	46	8th / Figueroa
14	7th / Flower (Metro Center)	47	9th / Figueroa
15	9th / Grand	48	12th / Figueroa
16	11th / Figueroa	49	1st / Toluca
17	Pico / Figueroa (Convention Center)	50	7th / Los Angeles
18	12th / Hill (DPW)	51	14th / Grand
19	Washington / Grand (Grand Station)	52	18th / Figueroa
20	Washington (San Pedro Station)	53	23rd / Flower
21	Exposition (Expo Park/USC Station)	54	Willow / Mateo
22	Jefferson / Figueroa (Jefferson/USC Station)	55	7th / Santa Fe
23	Cameron / Flower (Pico Station)	56	27th / Figueroa
24	5th / Hewitt	57	34th / Trousdale
25	3rd / Traction	58	36th / Trousdale
26	3rd / Santa Fe	59	W Adams Blvd / Ellendale Pl
27	Industrial / Mateo	60	W 27th St / University Ave
28	1st / Central	61	W 28th St / Hoover St
29	7th / Grand	62	Ellendale Pl / W 29th St
30	2nd / Figueroa	63	University Ave / W 30th St
31	2nd / Hill	64	McClintock Ave / W 30th St
32	Cesar E Chavez / Figueroa	65	Orchard Ave / W 30th St
33	3rd / Spring		

Note: Tentative locations are for planning purposes only and are subject to relocation based on policy and physical constraints.

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M Metro Rail Station

Recommended Regional Expansion Stations

● Phase II - 34 Stations

Phase II Regional Expansion Area
Pasadena, CA

Recommended Regional Expansion Stations

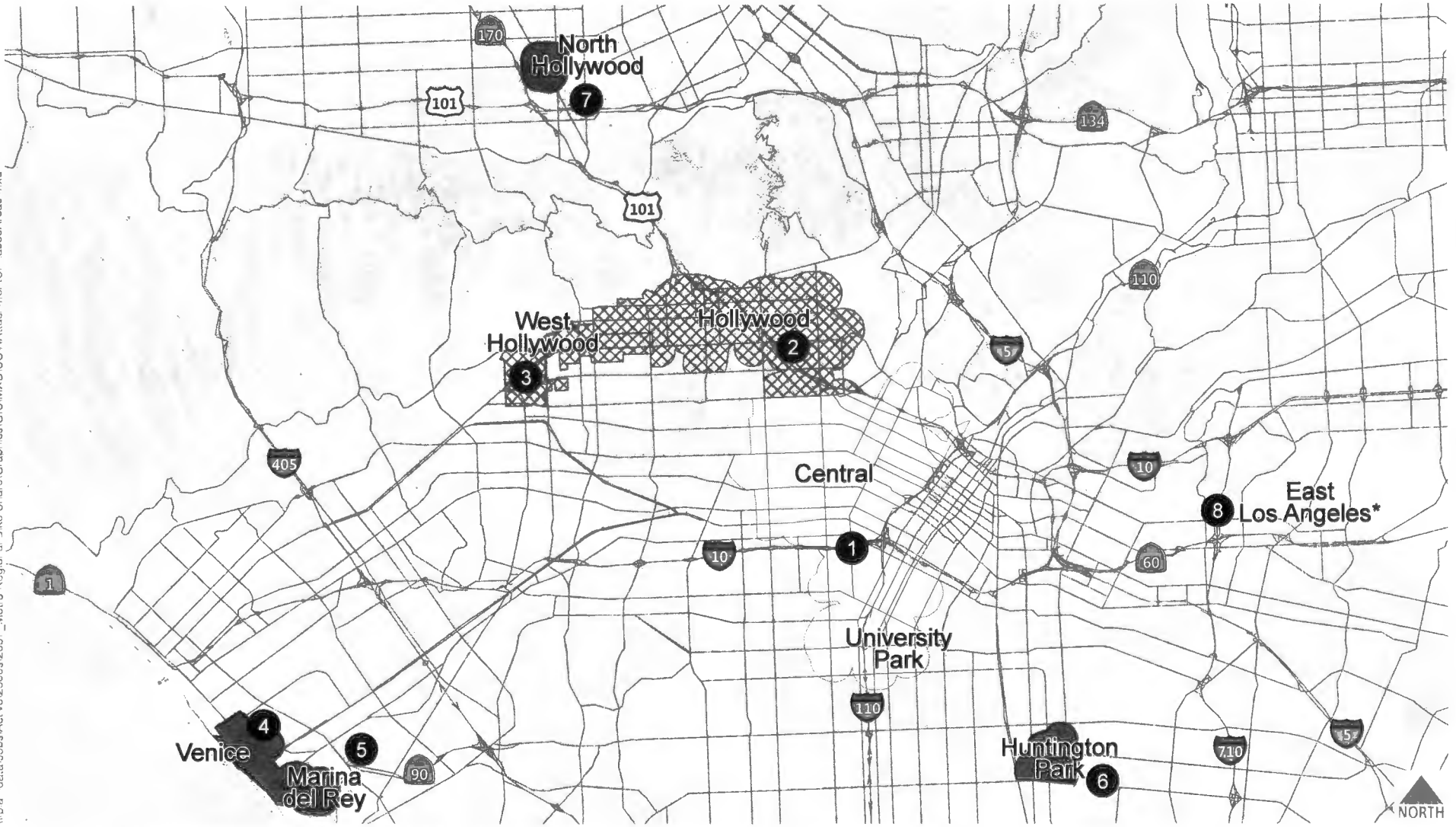
Phase II: Pasadena

ID Station

- 1 Huntington Hospital**
 - 2 Garfield (Paseo Colorado)
 - 3 Green / Marengo**
 - 4 Green / Los Robles
 - 5 Colorado / Marengo**
 - 6 Garfield / Holly (Pasadena City Hall)
 - 7 Pasadena Library**
 - 8 Garfield / Walnut (Library west)
 - 9 Villa / Euclid (Villa Park)**
 - 10 Orange Grove / Walnut
 - 11 Lincoln / Eureka / Maple**
 - 12 Arroyo (Rose Bowl)
 - 13 Union / Oakland (Fuller Seminary)**
 - 14 Del Mar / Lake
 - 15 California / Lake**
 - 16 Del Mar / Wilson
 - 17 California / Wilson**
 - 18 Del Mar / Hill (Pasadena Community College)
 - 19 Colorado / Bonnie (Pasadena Community College)**
 - 20 Colorado / Lake
 - 21 Colorado / Madison**
 - 22 Cordova / Lake
 - 23 Colorado / Fair Oaks**
 - 24 Raymond / Fillmore (Fillmore Station)
 - 25 Holly (Memorial Park Station)**
 - 26 Lake (Lake Station)
 - 27 Allen (Allen Station)**
 - 28 Memorial Park
 - 29 Central Park**
 - 30 Del Mar / Arroyo (Del Mar Station)
 - 31 Colorado / Hill**
 - 32 Colorado / Pasadena
 - 33 Edmondson Alley**
 - 34 Valley / DeLacey
-



Note: Tentative locations are for planning purposes only and are subject to relocation based on policy and physical constraints.

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* A specific boundary for the East Los Angeles Expansion Area has not yet been identified.

Preliminary Regional Expansion Areas

- Phase III - 65 Stations
-  Phase IV - 53 Stations
-  Expansion Area
-  Phase V - 37 Stations

Preliminary Regional Expansion Areas

Phase III, IV, and V Communities

Community

Phase III – 65 Stations

- 1 Central / University Park

Phase IV – 53 Stations

- 2 Hollywood
- 3 West Hollywood

Phase V – 37 Stations

- 4 Venice
 - 5 Marina Del Rey
 - 6 Huntington Park
 - 7 North Hollywood
 - 8 East Los Angeles*
-

Note: A specific boundary for the East Los Angeles Expansion Area has not yet been identified.

BIKESHARE FUNDING / EXPENDITURE PLAN

				FY 15/16	FY 16/17	TOTALS
Bikes and Docks				Phase 1: DTLA Pilot +65 Stations & O&M (1.5 yrs)		
	Total Bikes			1,090	1,090	
	Total Stations			65	65	
Capital Costs						
	Bikes			1,090		
	Stations			65		
	Cost/station	\$89,323.60	TOTAL	\$5,806,034		\$5,806,034
City/Metro Contributions	Metro Contribution (50% Capital)			\$2,903,017		
	Los Angeles Contribution (50% Capital)			\$2,903,017		
<i>Expresslanes Grant (split btw City & Metro)</i>				\$3,792,893		
<i>Balance of Capital Cost</i>				\$2,013,141		
<i>Reallocated CFP Grants F3510 and F5523</i>				\$2,013,141		
<i>Balance of Capital Cost</i>				\$0		
Operation and Maintenance (O&M) Costs						
	Pre-Launch			\$1,249,113		
	Operations & Maintenance			726,249	\$3,284,277	
	Metro Contribution (35% Gross O&M) - DTLA			\$691,377	\$1,149,497	\$1,840,874
	Los Angeles Contribution (65% Gross O&M) - DTLA			\$1,283,985	\$2,134,780	\$3,418,765
	TOTAL			\$1,975,362	\$3,284,277	\$5,259,639
Total cost/yr (capital + Annual O&M)				\$7,781,396	\$3,284,277	\$11,065,673
Revenues						
<i>Total Estimated User Revenue*</i>				\$267,010	\$1,275,574	\$1,542,584
<i>Estimated Title Sponsorship**</i>		<i>Annual per bike</i>	\$1,375	\$374,599	\$1,498,397	\$1,872,996
TOTAL				\$641,609	\$2,773,971.25	\$3,415,580
<i>as % of operating cost</i>				32%	84%	

* Estimates based on Metro Countywide Bikeshare Implementation Plan

** Estimate based on a per bicycle average from Denver B-Cycle, Minneapolis Nice Ride, New York CitiBike and Philadelphia Indego bikeshare systems.



Metro

Los Angeles County
Metropolitan Transportation Authority

One Gateway Plaza
Los Angeles, CA 90012-2952

Attachment E

213.922.2000 Tel
metro.net

**EXECUTIVE MANAGEMENT COMMITTEE
JANUARY 16, 2014**

SUBJECT: BIKE SHARE PROGRAM

ACTION: APPROVE DEVELOPMENT OF IMPLEMENTATION PLAN

RECOMMENDATION

Authorize the Chief Executive Officer (CEO) to undertake a study of how a Bike Share Program could be implemented throughout the County, including the following provisions:

- 1) Coordinate with the recommended pilot cities before adopting a plan;
- 2) Funding for the Bike Share Program will be the responsibility of the cities, Metro will only play a coordinating role;
- 3) Complete the study within six months and return to the Board with the recommended approach.

ISSUE

At the October meeting, the Board approved Motion 66 (Attachment A), providing direction to staff to report back to the Board at the January 2014 meeting with a business case analysis, including recommendations on how to proceed to develop a regional bicycle share program.

At the November Executive Management Committee, we provided information on the Industry Review that was held (Attachment B). Since that time, additional work has been done. We are requesting Board approval to develop a Bike Share Implementation Plan in coordination with pilot cities, with an intent to explore cooperative funding by local participants as the principal source of project funding. We feel that the analysis that will be provided by this six month study is necessary before the pilot cities can launch into a regional bike share program.

DISCUSSION

Bike Share is a program designed for point-to-point local trips using a shared use fleet of bicycles strategically located at docking stations throughout a well-defined project area and within easy access to each other.

Bike Share programs around the country and world have proven to be a strong first and last-mile short-trip transportation option. When coordinated with transit, such programs can facilitate reductions in vehicle miles traveled, reduced travel times, improved access, and growth in bicycling as a viable mode of travel.

Funding Sources

In our review of Bike Share programs around the country, we have found that a variety of sources of funding are used by the various cities to support their programs, and in no case are transit agencies paying for these programs. Some programs are supported by sponsorships, some are funded privately, many cities rely on CMAQ funds (Congestion Mitigation and Air Quality Improvement Program), and other local funds are used. If Metro were to fund a countywide Bike Share program, resources needed to build the transit corridors would be diminished.

Area Readiness

With Metro's regional rail network currently expanding, the region is primed for a Bike Share program that will support and enhance first-last mile connections and intra-jurisdictional local trips. According to the 2000 National Household Travel Survey, bicycling in Los Angeles County accounted for 1% of all trips. For comparison purposes, 3% of trips were made on transit. The 2012 Southern California Association of Governments (SCAG) Regional Transportation Plan Sustainable Communities Strategy (RTP/SCS), notes that between 2000 and 2009, bicycling as a means of transportation increased by 75%.

Pointing to the role of bicycling as a first-last mile solution, a recent sampling of Metro's rail system showed approximately 8,560 daily bike boardings on Metro's rail network, a 42% increase from fiscal year 2012. Average daily bicycle boardings per station are included in Attachment C.

Important to a successful Bike Share program is having the bicycle infrastructure in place to support bicycling. Per the 2012 RTP/SCS, Los Angeles County has almost 1,270 miles of bicycle infrastructure with approximately an additional 1,030 miles planned. Metro rail stations also house a total of 624 bike lockers, 1,231 bike racks and three secured bike parking hubs will be opened within the coming year.

Bike Share Implementation

Metro's role has been to facilitate Bike Share implementation, including providing funding to local jurisdictions through the Call for Projects and coordinating regional compatibility efforts such as addressing technology and software issues. Metro's 2012 Bike Share Concept Report used a number of key criteria to identify where within Los Angeles County Bike Share would be most successful. Based on the report's findings a Bike Share Working Group was established and several communities have been awarded Call funding, including Long Beach, Los Angeles and Santa Monica.

Supporting the 2012 Concept Report findings, these cities have attempted or are in the process of launching Bike Share within their city boundaries, each with varying degrees of progress and success. Other cities are considering initiating similar efforts. Each of these cities has also acknowledged the importance of a seamless regional system.

In light of the varying degrees of progress each of these cities have made and the growing interest to have a regional, seamless program, both the Bike Share Working Group and Bicycle Roundtable recommended that Metro take a lead role. To ensure a user friendly system and facilitate first-last mile connections across Metro's rail network, it is particularly important that Metro facilitate the development of a Bike Share program where users are able to access Bike Share systems seamlessly throughout key cities in the County. The primary role for Metro may be to create a common platform that can be expanded throughout the County, as local communities dedicate facilities and operating revenues.

Based on area readiness, as identified in the 2012 Concept Report and expressed interest from cities, we would recommend an initial Bike Share launch in three key areas: Downtown Los Angeles, Pasadena and Santa Monica/Venice. We would also coordinate with Long Beach, as they are independently pursuing Bike Share and anticipate launching in early 2014. Areas that should be considered for future early phases and that would further enhance first-last mile connections to our transit system or would facilitate intra-jurisdictional travel may include Boyle Heights, Burbank, Culver City, East Los Angeles, Echo Park/Silver Lake, Glendale, Hollywood, Marina Del Rey, UCLA, USC and West Hollywood (Attachment D). Future Bike Share phasing and timeframes would be confirmed as we develop the Implementation Plan and in conjunction with each jurisdiction as they develop funding programs.

Bike Share Pilot Launch

Using Metro's rail network as the foundation for the Bike Share program, we identified key rail stations within each of the recommended pilot areas- Downtown Los Angeles, Pasadena, and Santa Monica, then identified a one mile radius around each of these stations to identify the minimum and maximum number of potential Bike Share stations that could be located within these jurisdictions. We assumed two spread options- the densest is based on findings established by the 2012 Mineta Transportation Institute report, "Public Bike Share in North America: Early Operator and User Understanding",

where the recommended distance between docking stations is considered to be approximately every one-quarter mile. The second, less dense distancing is based on minimum densities as cited in the 2012 USDOT/FHWA “Bike Sharing in the United States: State of the Practice and Guide to Implementation” where a half mile distance is noted. For each of the pilot jurisdictions, preliminary potential locations within the public right-of-way have been identified by each city. As such, these locations, in addition to the recommended rail station locations are noted in the three maps included in Attachment E.

Within the Downtown Los Angeles area we identified five key rail stations and created one mile buffers around them: Union Station, Civic Center, Pershing Square, 7th/Metro and Pico/Chick Hearn. This netted a 7.68 square mile Bike Share station aggregated buffer area. At a one-quarter mile density, 123 Bike Share stations could potentially be located within this area. At a half mile density, 31 Bike Share stations could potentially be located within this area. Because the Chinatown and Little Tokyo/Arts District stations fall within the buffer range and due to characteristics that indicate bike sharing would be successful, we would also recommend docking stations at these rail stations.

In Pasadena, five rail stations were identified: Fillmore, Del Mar, Memorial Park, Lake and Allen stations. A one mile buffer around each of these stations netted an 8.91 square mile Bike Share aggregated buffer area. At a one-quarter mile density, 142 Bike Share stations could potentially be located within this area. At a half mile density, 36 Bike Share stations could potentially be located within this area.

In Santa Monica, three future Expo Stations were identified: 26th Street/Bergamot, 17th Street/Santa Monica College and Downtown Santa Monica. A one mile buffer around each of these stations netted a 6.39 square mile Bike Share aggregated buffer area. At a one-quarter mile density, 102 bike share stations could potentially be located within this area. At a half mile density, 25 Bike Share stations could potentially be located within this area.

As indicated in Attachment E, each of the Bike Share aggregated buffer areas have the bicycle infrastructure in place to support bicycling as a form of transportation. Within three miles of the Union Station, Civic Center, Pershing, 7th/Metro, Little Tokyo, and Chinatown stations, there are 62.3 miles of bicycling infrastructure. Pasadena has 75 miles of bicycle infrastructure and Santa Monica has 42 miles.

Bike docking locations within the public right-of-way and at Metro rail stations will be solidified as we develop the Implementation Plan and will be finalized based on a number of variables, including sources of demand, availability of space, real estate costs and jurisdictional support.

Business Model

Three Bike Share business models dominate the industry: (1) Public agency owns capital and contracts for the operations and maintenance, (2) a non-profit public/private

partnership, created specifically to provide Bike Share service owns capital and contracts for the operations and maintenance and (3) private company owns capital, operates and maintains. We have been focusing on the first and third models as potential options for a Metro led Bike Share program.

The first model, public agency owns and contracts operations/maintenance is the model that tends to be adopted by larger jurisdictions and those wherein multiple jurisdictions that have implemented a regional program. The advantages of this model include providing the jurisdiction with the flexibility to expand offerings of Bike Sharing as is deemed appropriate and necessary, while bringing the experience and innovation of a tried and tested operator. A primary disadvantage is the jurisdiction assuming capital investment and all liability. Cities and regions operating under this model include: Alexandria, Arlington, Aspen, Boston, Broward County, Cambridge, Chicago, Columbus, Fort Worth, Houston, Madison, Nashville, Santa Clara County/San Francisco (Bay Area) Pilot, and Washington, D.C. Based on program success, program size and multi-jurisdictional collaboration, we have found the Bay Area, Chicago and Washington D.C./Arlington/Alexandria programs to be most representative of a Los Angeles region endeavor.

Under this model, participating agencies would purchase and own the Bike Share infrastructure- bicycles, docking stations and kiosks. Attachment F breaks down the potential capital investment. Reflecting the minimum and maximum number of potential Bike Share stations per each pilot jurisdiction at a per bike cost of \$4,500 (based on Bay Area, Washington D.C. and vendor estimates of system and bike costs) we find that the total capital investment could range between \$4,815,000 and \$17,190,000. These cost figures do not include potential real estate costs.

The second model, private company owns and operates is akin to what the City of Los Angeles had previously pursued and Long Beach is now pursuing. Advantages of this model are that the burden of liability and cost of implementing a Bike Share program lies with the vendor. The disadvantages may include a profit driven decision making process whereby Bike Share stations are strictly business decisions with limited consideration for equity issues and regional distribution. Cities operating under this model include: Charlotte, Miami Beach, New York City, and Tampa Bay.

Both business models assume revenues would be derived from membership fees, and advertising and/or sponsorships. Via the Industry survey that we conducted all participating vendors confirmed that advertising and sponsorships would be relied upon to some extent. It was noted that in cases where advertising policies are highly restrictive, then sponsorship policies needed to allow for the maximum potential sponsorship revenues. Vendors also confirmed that advertising and/or sponsorship revenues are especially relied upon in models where the vendor is required to carry the full risk. In the few instances where neither advertising or sponsorships are options, the jurisdiction funds the revenue gap.

Discussions with potential pilot cities all indicate that each of their advertising policies prohibits advertising and most limit or prohibit sponsorship opportunities as well.

However, each of the cities also indicated that efforts are underway to re-examine and revise outdoor policies so as to allow some level of sponsorships.

Preliminary Bike Share Cost Analysis

For this exercise, we examined 14 Bike Share programs currently in place throughout the United States (Attachment G). In doing so we studied their respective business models, membership structures and funding sources. Because the Bay Area, Chicago and Washington D.C./Arlington/Alexandria programs are most reflective of a Los Angeles County-wide effort, many of the cost assumptions are derived from these programs. Locally, we also looked at the model the City of Long Beach is pursuing.

The Preliminary Bike Share Cost Analysis (Attachment H) was developed using several assumptions. These assumptions are as follows:

- Year 1 estimates of 250 stations and 2,500 bikes based on averages from Metro's Preliminary Bike Share Analysis. Year 2 to Year 5 bike fleet growth is based on Metro recommendations for regional Bike Share growth (assuming an average of 25 Bike Share stations per jurisdiction). After 5 years, 10% of fleet is expected to need replacement each year.
- Cost per bike is based on estimates from Washington D.C., Bay Area Pilot, and vendor provided estimates.
- Operating and Maintenance costs per kiosk based on Washington D.C. and Denver systems.
- User Fees in Washington D.C. were \$20,000 per station in the first year. Long Beach's preliminary estimates are \$15,000 per station. Our model assumes a rate structure of \$19,000 per station.
- The \$1,000,000 sponsorship revenue is based on Long Beach's preliminary estimates. New York City's sponsorship was \$8 million in the first year. We have shown a low number due to currently restrictive sponsorship policies in multiple jurisdictions.
- Advertising revenues shown are based on Long Beach's preliminary estimate. We have kept this number low number due to current strict advertising policies in multiple jurisdictions.
- Grant funding assumptions are based on the Bay Area Pilot, Boston Hubway and Washington D.C. trends.

The Cost Analysis is also model neutral, meaning, we do not identify who owns the capital and the cumulative pretax cash flow should be regarded as the program's overall cash flow. It is the cash flow that is typically divided between the jurisdiction(s) and vendor/operator based on negotiated revenue splits.

Per our cost analysis, the bike share program would begin to recover the capital cost and to make a profit in the fifth year of operation. We assumed the program would grow as it becomes a truly regional effort growing from 2,500 bicycles in the initial year to approximately 5,775 bikes by the sixth year. Potential for additional growth would be assessed as part of the Implementation Plan.

Attachment I includes a list of potential funding sources that could be considered for the Bike Share program's capital cost. Availability of listed funds has not yet been analyzed. Funding sources, including private investment opportunities, would be identified through development of the Implementation Plan and brought back to the Board for approval at a future date.

Implementation Plan

In conducting the industry review it became clear that given the number of agencies involved with a regional Bike Share program, the development and successful implementation requires resolution of a number of issues that need to be addressed prior to releasing a Request For Proposals (RFP) to potential bike share vendors.

Some of the items include identifying the best business model that meets the program purpose and addresses each jurisdiction's financial capacity and flexibility; advertising and sponsorship policies need to be solidified as this will inform the program budget; permitting processes need to be established by each jurisdiction so as to facilitate Bike Share implementation; identifying number and locations for Bike Share stations within the public right-of-way; determining if Metro, each jurisdiction or vendor will be responsible for Bike Share marketing, outreach and education; determining revenue split among participating jurisdictions and Metro's role in distributing revenue; coordinating Transit Access Pass (TAP) integration; identifying available real estate or associated costs; identifying a sustainable source of funding; establishing inter-agency agreements; and identifying phase two and three communities. We have therefore concluded that the best approach is to undertake an Implementation Plan to address these issues prior to launching the bike share program by local participating jurisdictions..

DETERMINATION OF SAFETY IMPACT

Approval of this program will have no impact on the safety of our employees or patrons.

FINANCIAL IMPACT

Funding for the study of how a Bike Share Program could be implemented throughout the County is included in the FY14 budget under cost center 4320, project number 405510, task 06.001.11. Once the program is actually underway, no Metro funds are envisioned to be used for the program.

Impact to Budget

The funding source for this activity is Proposition A Administration dollars. This fund is not eligible for bus and rail operating and capital expenditures. No other source of funds was considered.

ALTERNATIVES CONSIDERED

The Board could decide to not authorize the development of an Implementation Plan. However, this would be contrary to the October 2013 Board directive to examine the implementation of a Regional Bike Share program

NEXT STEPS

Upon approval, we will issue a RFP for the development of an Implementation Plan. It is anticipated that an Implementation Plan can be developed within six months of award.

ATTACHMENTS

- A. October 2013 Bike Share Motion 66
- B. December 2013 Receive and File Bike Share Industry Review Status
- C. Rail System Bike Boardings
- D. Potential Bike Share Expansion Map
- E. Pilot City Maps
- F. Bicycle Share Preliminary Capital Cost Estimates
- G. Bicycle Share Business Models
- H. Preliminary Bicycle Share Cash Flow Analysis
- I. Bicycle Share Funding Options

Prepared by: Laura Cornejo, Director Countywide Planning, (213) 922-2885
Diego Cardoso, Executive Officer Countywide Planning, (213) 922-3076

Martha Welborne, FAIA
Chief Planning Officer

Arthur T. Leahy
Chief Executive Officer

**MAYOR ERIC GARCETTI,
SUPERVISOR ZEV YAROSLAVSKY,
SUPERVISOR DON KNABE,
DIRECTOR MIKE BONIN, AND DIRECTOR PAM O’CONNOR**

Countywide Bicycle Share Program

October 17, 2013

MTA needs to lead and supplement its regional public transportation system by supporting bicycles and bicycle infrastructure in completing the first and/or last leg of a trip (e.g., from a train station to the workplace).

Bicycle ridership will also help reduce dependency on automobiles, particularly for short trips, thereby reducing traffic congestion, vehicle emissions, and the demand for parking.

A bicycle share program will also promote sustainable and environmentally friendly initiatives.

Bicycle share is a program designed for point-to-point short trips using a for-rent fleet of bicycles strategically located at logical stations locations.

Beginning in 1993, a series of successful bicycle share programs were implemented in Europe.

Currently the US is home to a number of bicycle share programs in cities such as Chicago, Denver, Minneapolis, New York City, San Francisco, etc.

According to the Earth Policy Institute, the number of bicycles in the U.S. bicycle share fleet is set to double by the end of 2014.

The Los Angeles region has seen a variety of bicycle share efforts, but none have taken hold because of a lack of regional coordination.

Given its role as the countywide transportation agency, in July 2011 the MTA board passed a motion directing staff to develop a strategic plan for implementing bicycle share in Los Angeles County.

CONTINUED

WE THEREFORE MOVE that the MTA Board direct the CEO to:

- A. Adopt as policy MTA's support of bicycles as a formal transportation mode.
- B. Convene a bicycle share industry review in November 2013 in order to advise on procuring a regional bicycle share vendor for Los Angeles County.
- C. Report back to the Board at the January 2014 meeting with the results of the industry review, including a business case analysis and recommendations on proceeding with a Request for Proposals (RFP) to implement a regional bicycle share program.
- D. Include in the analysis a phased approach for implementing this program based on area readiness, including, but not limited to, an examination of existing bicycle infrastructure, existing advertising policies, current ridership trends, and transit station locations.

###



Metro

Los Angeles County
Metropolitan Transportation Authority

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**EXECUTIVE MANAGEMENT COMMITTEE
NOVEMBER 21, 2013**

SUBJECT: BIKE SHARE PROGRAM

ACTION: RECEIVE AND FILE

RECOMMENDATION

Receive and file this update on the Bike Share Program in response to the October 2013 Board Motion 66 (Attachment A).

ISSUE

At the October meeting, the Board approved Motion 66, providing direction to:

- A. Adopt as policy MTA's support of bicycles as a formal transportation mode;
- B. Convene a Bicycle Share Industry review in November 2013 in order to advise on procuring a regional bicycle share vendor for Los Angeles County;
- C. Report back to the Board at the January 2014 meeting with the results of the industry review, including a business case analysis and recommendations on proceeding with a Request for Proposals (RFP) to implement a regional bicycle share program; and
- D. Include in the analysis a phased approach for implementing this program based on area readiness, including, but not limited to, an examination of existing bicycle infrastructure, existing advertising policies, current ridership trends, and transit station locations.

This report provides the status of the Board directive.

DISCUSSION

Connected by the Metro transit system, bike share can help address first-last mile gaps around transit stations, increase the station catchment area and can introduce new users to bike transportation by removing barriers, such as bicycle ownership, maintenance, and security and can increase mobility while decreasing automobile use.

Most recently, Metro's role has been to facilitate bike share implementation, including providing funding to local jurisdictions for bike share through the Call for Projects and coordinating regional compatibility efforts such as addressing technology and software issues.

Status

In response to the Motion, we initiated the first phase of the industry review. We have met with bike share industry stakeholders and municipal planners, convened as the Bike Share Working Group and Metro's Bicycle Roundtable on November 4th and November 5th, respectively. The goal of the meetings were to gauge what role stakeholders and municipalities deemed appropriate for Metro to take and what opportunities as well as concerns existed by Metro taking on a larger role in a regional bike share effort. In anticipation of the next phase of the industry review which will be to conduct a market survey as well as developing the business case and next steps, we established a rudimentary understanding of the level of flexibility municipalities would need if Metro led a regional effort and highlighted areas that still need to be vetted further.

The following is a summary of the Bike Share Working Group and Bicycle Roundtable input received:

- One contractor, or multiple contractors with compatible technologies is key to achieving regional connectivity
- Metro, as a regional agency, should lead the effort and set the regional framework for cities to leverage at the local level
- A single system with local flexibility
- Bike Share must connect to a larger transit network
- Infrastructure, such as bike lanes and way finding, should support bike share implementation
- Phasing, especially pilot phase is key to success
- Local universities and colleges should be invited to participate
- Increase bike mode Call for Project funding to facilitate regional participation and infrastructure to support bike share

If we move forward with a greater role in establishing a regional bike share program, the following items surfaced during the two meetings as needing to be addressed:

- Revenue Split with Cities: Would Metro serve as a clearing-house or would cities receive their split directly from vendors
- Advertising/Sponsorship: How would differing advertising policies potentially affect proposed business plans
- Software: Develop a program that allows flexibility for evolving software and bike technology
- Payment: Can Transit Access Pass be adapted to allow for bike share payment
- Implementation: Pilot area and subsequent phasing and timing for roll out
- Inter-jurisdictional Operability: Bike redistribution and cost split, multi-jurisdictional membership cards

NEXT STEPS

We will return to the Board in January with the results of the market survey, business case and recommended next steps.

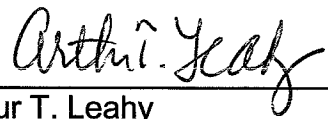
ATTACHMENT

A. October 2013 Motion 66

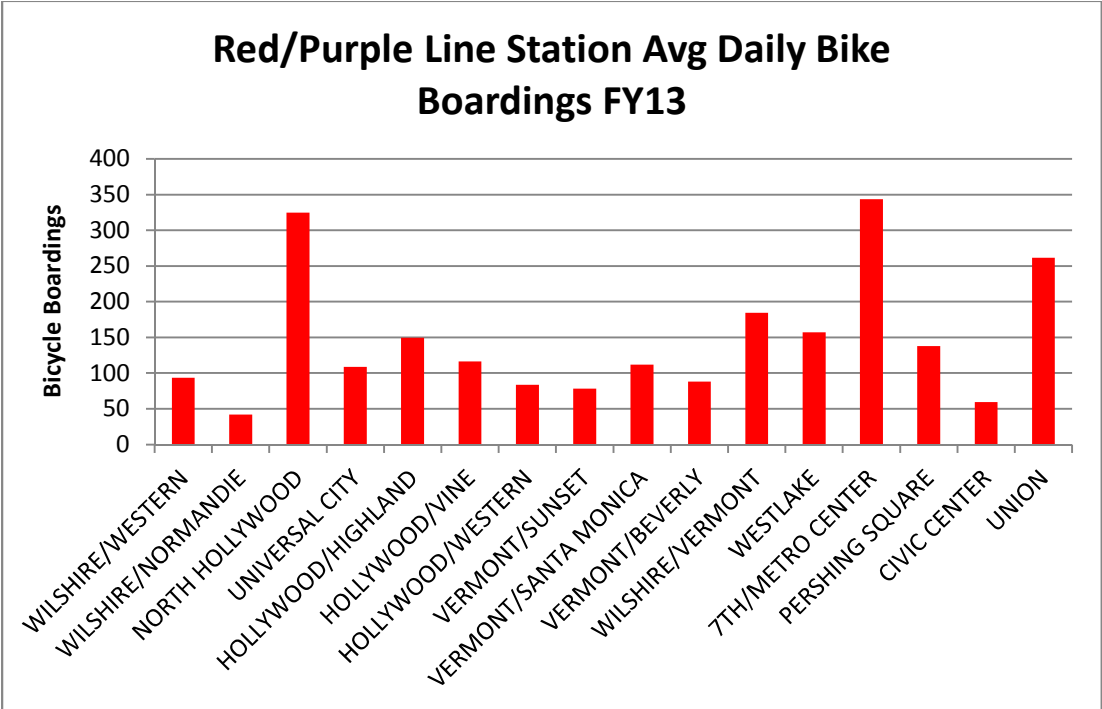
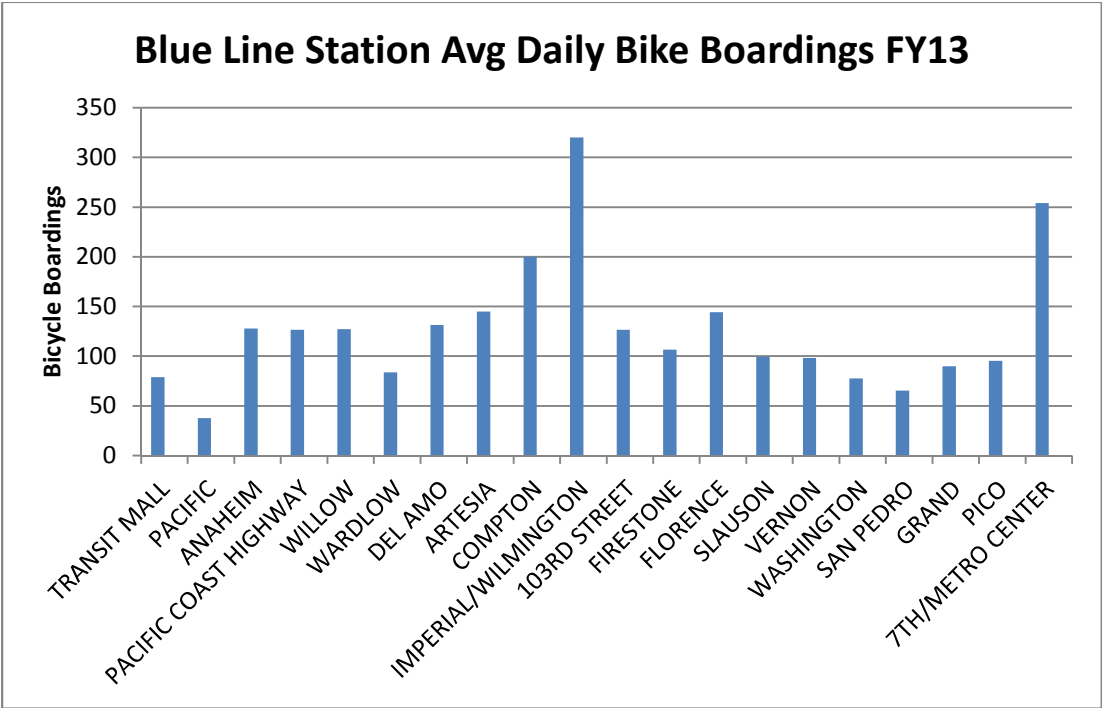
Prepared by: Laura Cornejo, Director, (213) 922-2885
Diego Cardoso, Executive Officer, (213) 922-3076

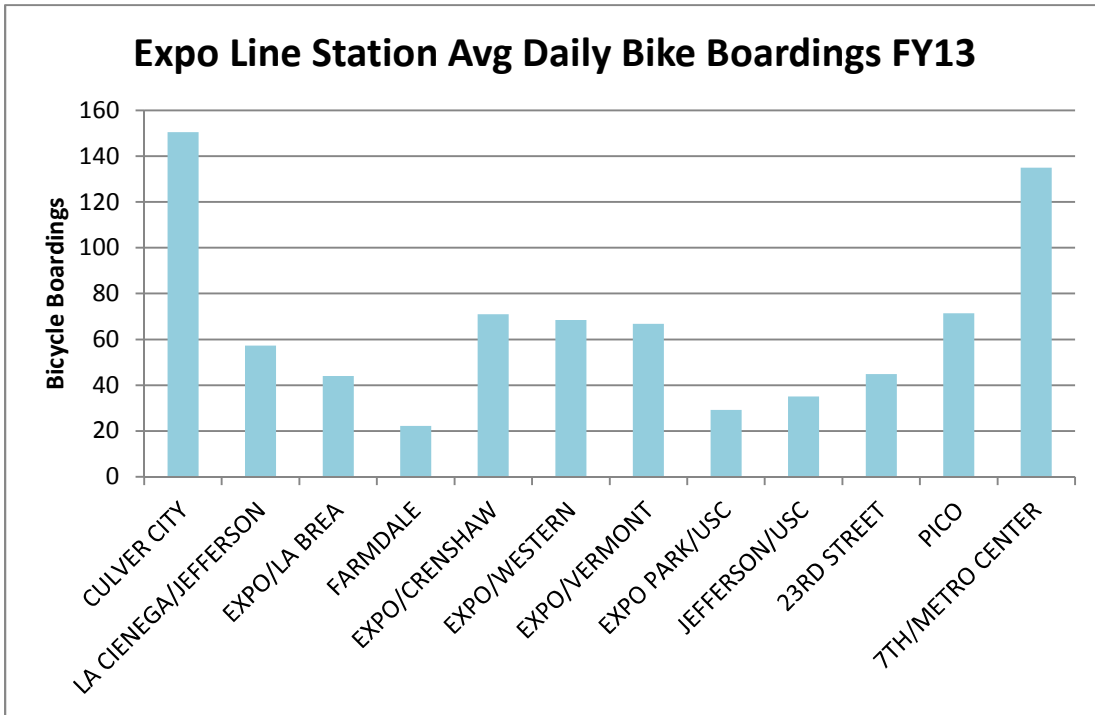
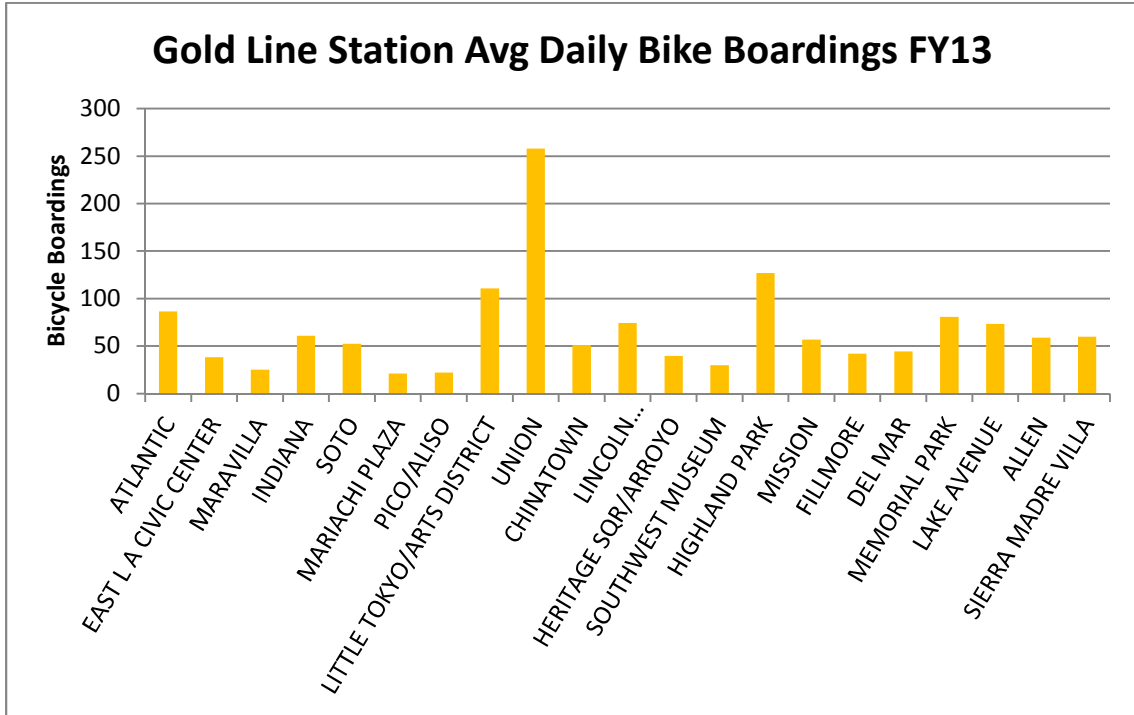


Martha Welborne, FAIA
Chief Planning Officer

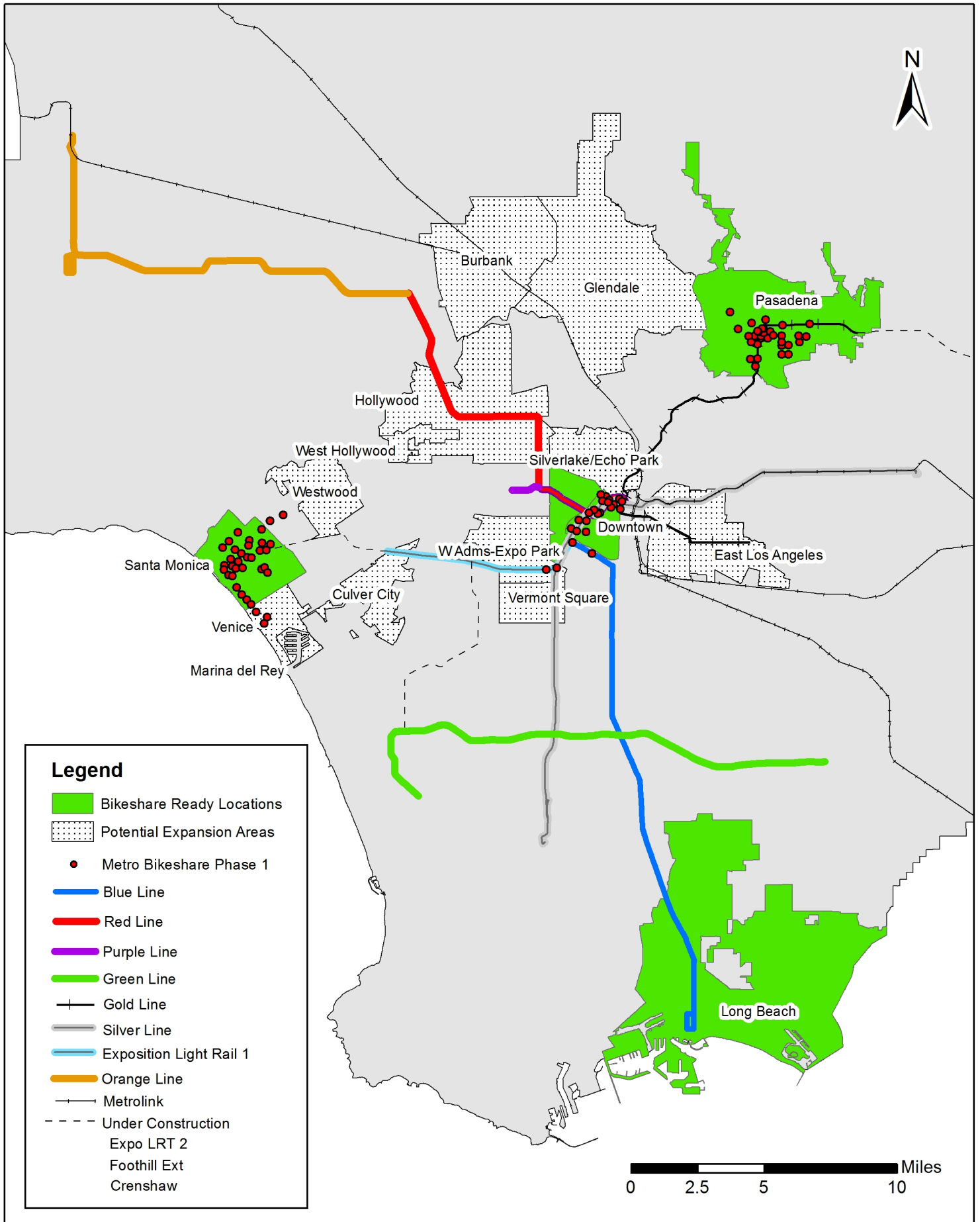


Arthur T. Leahy
Chief Executive Officer

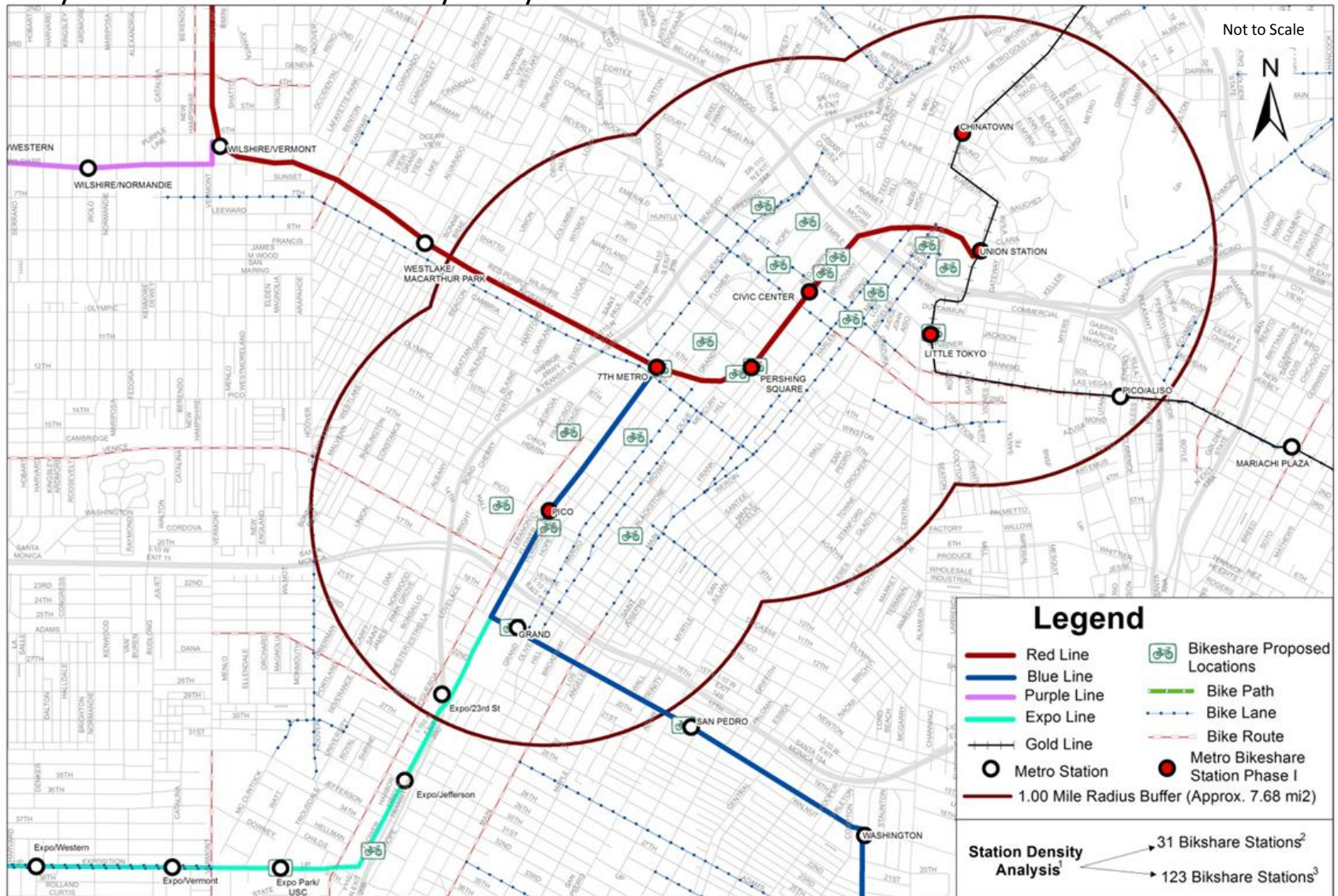




Potential Bikeshare Expansion Areas



City of LA Bikeshare Preliminary Analysis



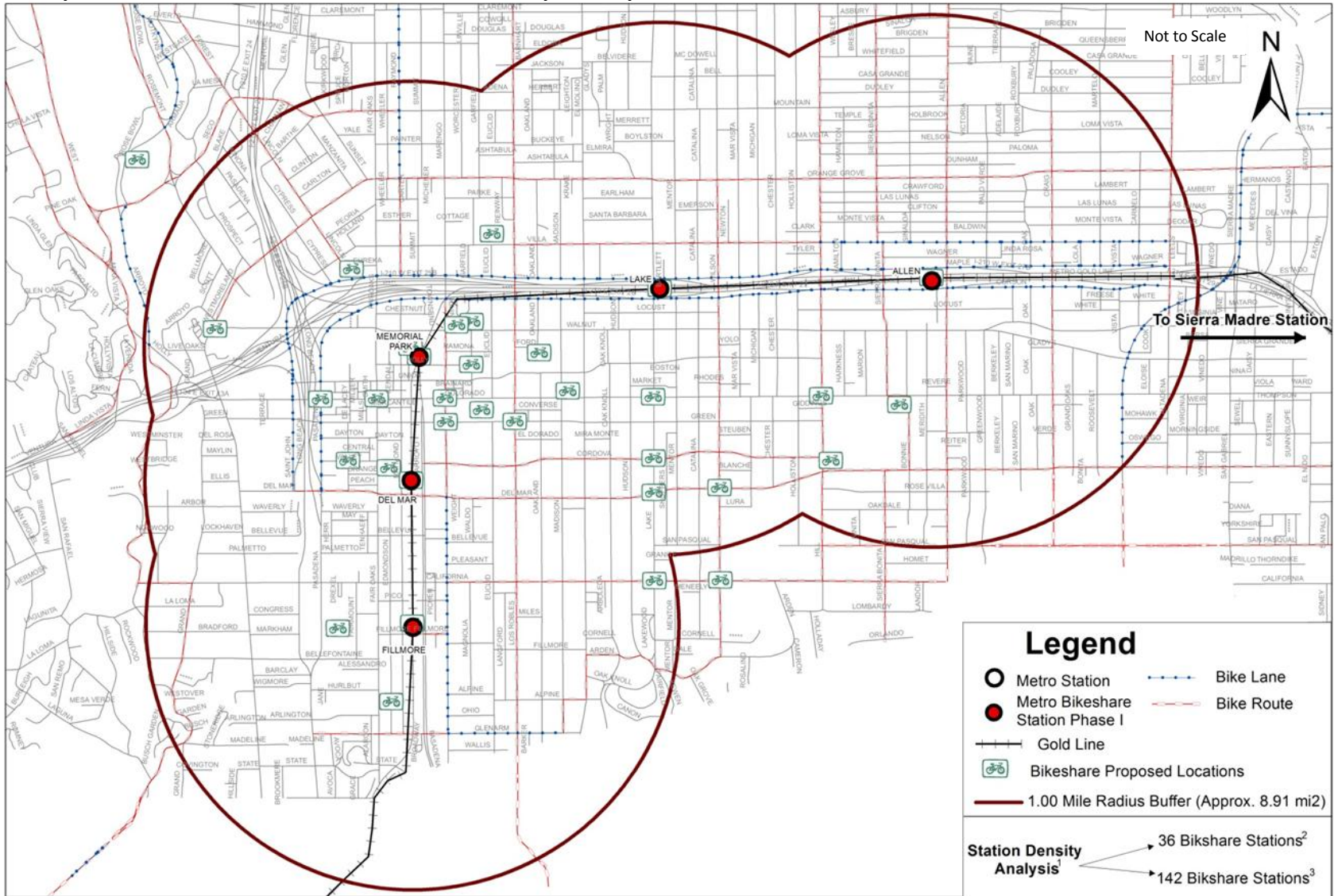
1. "Bike Sharing in the United States: State of the Practice and Guide to Implementation- USDOT/FHWA 2012", indicates a range of 3.5 to 5 bikeshare stations per square mile for most existing systems. For denser urban areas, 14 stations or more per square mile may also be recommended. MTI Report 11-26, Public Bikesharing in North America: Early Operator and User Understanding (2012), found that out of 19 operators 53% preferred distance between docking stations 300 yards to one-quarter mile apart. For this assessment one-quarter mile and one-half mile between docking stations was used.

2. 4 bikeshare stations per square mile at one-half mile apart.

3. 16 bikeshare stations per square mile at one-quarter mile apart.

Disclaimer: This map is for preliminary analysis only. Actual quantities and locations of bikeshare stations will be determined upon feasibility study and implementation in conjunction with local jurisdictions

City of Pasadena Bikeshare Preliminary Analysis

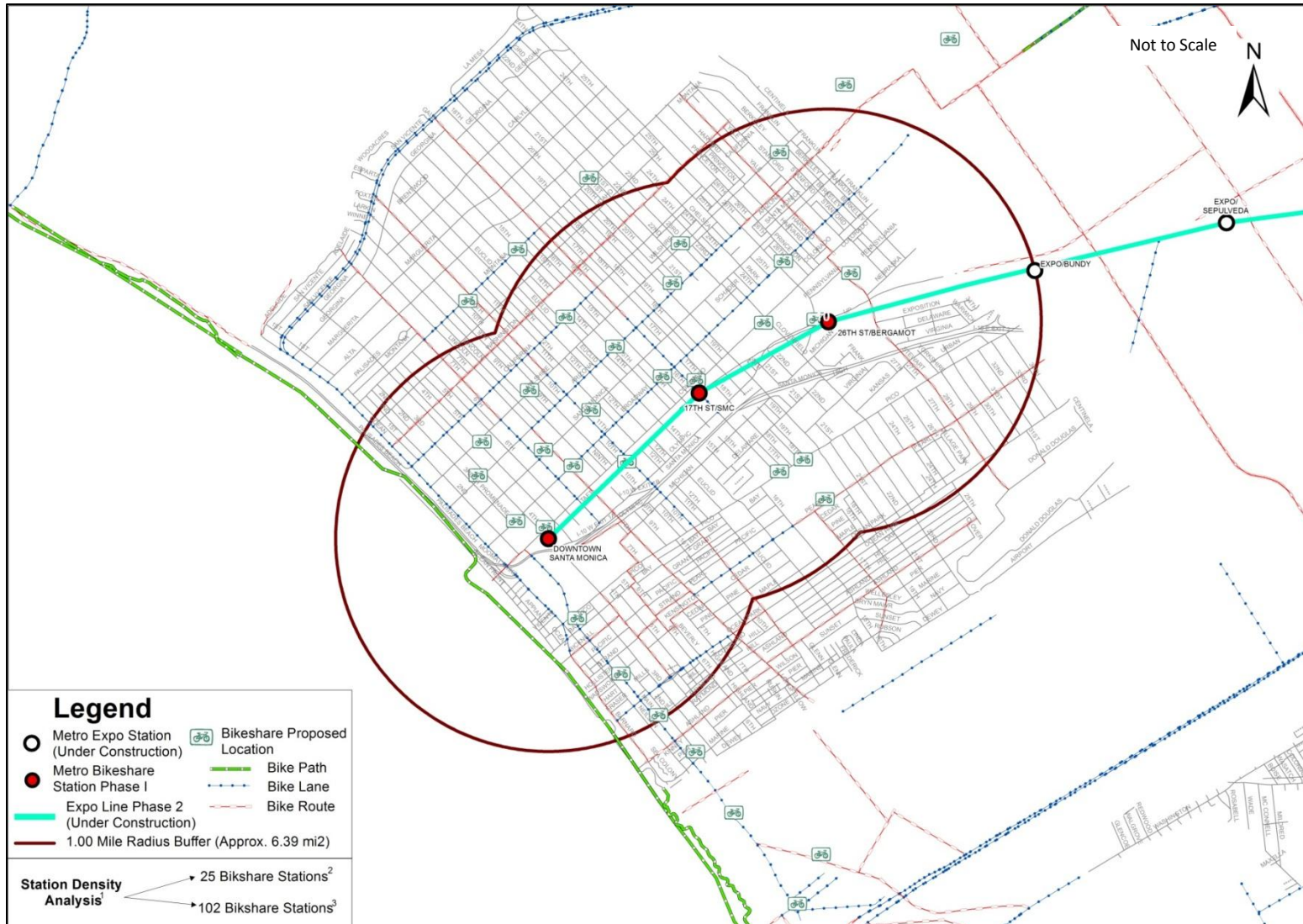


1. "Bike Sharing in the United States: Waverly of the Practice and Evidence to Implementation- USDOT/FHWA 2012", indicates a range of 3.5 to 5 bikeshare stations per square mile of service area for most existing systems. For denser urban areas, 14 stations or more per square mile may also be recommended. MTI Report 11-26, Public Bikesharing in North America: Early Operator and User Understanding (2012), found that out of 19 operators 53% preferred distance between docking stations 300 yards to one-quarter mile apart. For this assessment one-quarter mile and one-half mile between docking stations was used.

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City of Santa Monica Bikeshare Preliminary Analysis



1. "Bike Sharing in the United States: State of the Practice and Guide to Implementation- USDOT/FHWA 2012", indicates a range of 3.5 to 5 bikeshare stations per square mile of service area for most existing systems. For denser urban areas, 14 stations or more per square mile may also be recommended. MTI Report 11-26, Public Bikesharing in North America: Early Operator and User Understanding (2012), found that out of 19 operators 53% preferred distance between docking stations 300 yards to one-quarter mile apart. For this assessment one-quarter mile and one-half mile between docking stations was used.

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Disclaimer: This map is for preliminary analysis only. Actual quantities and locations of bikeshare stations will be determined upon feasibility study and implementation in conjunction with local jurisdictions

ATTACHMENT F

PRELIMINARY BIKE SHARE CAPITAL COST ESTIMATES

Based on figures from bike share locations in other regions across the United States and vendor estimates, cost ranges were calculated for the Los Angeles Region accounting for low and high density station locations and average costs of equipment (bikes per dock), as follows:

LOS ANGELES STATION COST ¹	Low Density (31 Stations) ²	High Density (123 Stations) ²
Cost (\$4,500) ³	\$1,395,000	\$5,535,000

PASADENA STATION COST	Low Density (36 Stations) ²	High Density (142 Stations) ²
Cost (\$4,500) ³	\$1,620,000	\$6,390,000

SANTA MONICA STATION COST	Low Density (25 Stations) ²	High Density (102 Stations) ²
Cost (\$4,500) ³	\$1,125,000	\$4,590,000

Combined regional costs based on costs per stations in each city and the number of Metro stations in each jurisdiction yield potential cost ranges:

TOTAL COST AT METRO STATIONS IN EACH CITY ⁴	Metro Stations	Cost (\$4,500) ³
Los Angeles	7	\$315,000
Santa Monica	3	\$135,000
Pasadena	5	\$225,000
TOTALS	15	\$675,000

TOTAL COST AT METRO AND CITY STATIONS ⁴	Low Density (107 Stations) ²	High Density (382 Stations) ²
Cost (\$4,500) ³	\$4,815,000	\$17,190,000

¹ Gold Line Station Pico/Aliso and Blue Line Station Grand are located within the City of Los Angeles buffer area, but not included in calculation due to physical space constraints at station locations.

² Methodology for calculating preliminary station ranges is detailed in Bikeshare Preliminary Analysis.

³ Bicycle per docking station costs calculated based on estimates from Washington D.C., Bay Area Pilot, Denver B-Cycle and Alta Bike Share. Actual costs will vary from location to location. Costs assume 10 bikes will dock at each station.

⁴ Cost does not assume any real estate transactions or land use considerations.

DISCLAIMER: This cost analysis is for preliminary analysis only. Actual costs will depend on the number of bike share stations determined by a feasibility study, vendor technology and land use considerations.

BICYCLE SHARE BUSINESS MODELS

BIKE SHARE BUSINESS MODELS

- Modern Information Technology-based bicycle share capital development appears in three forms:
 - 1) Public agency owns and contracts with private (for-profit or non-profit) company for operations
 - Advantages: Expands offerings of jurisdiction's transportation service, while bringing the experience and innovation of a tried and tested operator
 - Disadvantages: Jurisdiction assumes all liability
 - Cities operating under this model: Alexandria, Arlington, Aspen, Boston, Broward County, Cambridge, Chicago, Columbus, Fort Worth, Houston, Madison, Nashville, Santa Clara County & San Francisco Pilot, and Washington D.C.
 - 2) Non-profit public/private partnership, created specifically to provide bike share service, owns and contracts with private (for-profit or non-profit) company for operations
 - Entities can include city, county, chamber, public health department, redevelopment agency, or the private sector
 - Advantages: Receives funding from the jurisdiction, while relieving liability from the jurisdiction
 - Disadvantages: Splitting control amongst multiple stakeholders is difficult
 - Cities operating under this model: Chattanooga, Boulder, Des Moines, Denver, Milwaukee, Minneapolis, Oklahoma City, Omaha, San Antonio, and Salt Lake City, and San Antonio
 - 3) Private company owns and operates
 - Advantages: Relieves jurisdiction from committing resources
 - Disadvantages: Does not ensure equity, quality service, and may fail if not profitable in first few years
 - Cities operating under this model: Charlotte, Miami Beach, New York City, and Tampa Bay

CAPITAL/OPERATIONAL COSTS & FUNDING SOURCES

- Direct Capital Costs
 - Bicycles
 - Docking stations
 - Kiosks or User interface technology
 - Real estate transactions
- Direct Operational Costs
 - Administration: Website, Mobile apps, Registrations
 - Redistribution of bicycles: Manual redistribution and/or pricing incentives
 - System monitoring: Call centers and on-call repair
 - Maintenance: Keeping bicycles, software, etc. in running order
 - Power supply: Maintaining solar, battery, or grid power supply
 - Data Reporting: Maintenance, planning and real time data
- Associated Capital Costs
 - Construction of infrastructure: Bicycles, docks, kiosks or user interface
 - Streetscape improvements

ATTACHMENT G-2

- Associated Operational Costs
 - Insurance
 - Maintenance of infrastructure and bikeways
 - Bicycle safety training and education
- Real Estate Costs
 - Land Use Negotiations:
 - Metro Property: Where Metro does not own sufficient land, negotiations with private owner or entity
 - Public Right-of-Way: Negotiations with Cities or County of Los Angeles
 - Private Property: Negotiations with private owner
 - Spatial Considerations:
 - Sidewalk: ADA compliance, right-of-way negotiations
 - In-Street: Removal of street parking negotiations, safety considerations
- Funding Sources
 - Municipalities: Federal, state, local or other grants and funding
 - Advertising: Kiosk or Station advertising
 - Sponsorship: Title, presenting, station, dock, bike/fender, web, helmets, or other opportunities
 - Memberships & user fees
 - Public-private partnerships: Sponsorship or corporate donor

The business model matrix below captures the business models and funding sources for bike share for 14 systems in the United States:

COMPARISON TABLE OF EXISTING UNITED STATES BIKE SHARE PROGRAMS

JURISDICTION	LAUNCH DATE	SYSTEM NAME	SYSTEM SIZE (BIKES/ STATIONS)	ANNUAL/ CASUAL MEMBERS, RIDES	FARES	BUSINESS MODEL	FUNDING SOURCES
Boston & Cambridge, MA	July 2011	Hubway (Alta Bike Share)	600/60	36,000 annual/ 30,000 casual, 140,000 rides (in 4 months)	\$85/year \$20/month \$12/3-day \$5/day	Owned/Managed by County, operated by Alta (for-profit)	\$4.5 m (75% public FTA/CMAQ, 25% private). Each municipality responsible for own sponsorship
Boulder, CO	May 2011	Boulder B-Cycle	110/15	1,171 annual/ 6,200 casual	\$50/year \$15/week \$5/day	Owned/Managed by Non-Profit & operated by B-Cycle (non-profit)	Revenue from parking fees, citations; Transportation and Distribution Services
Broward County (Fort Lauderdale), FL	December 2011	Broward County B-Cycle	200/27	37,000 rides (in 1 year)	\$45/year \$25/week \$5/day	Owned/Managed by Broward County, operated by Broward County B-Cycle (non-profit)	\$1.1 m (63% private, 27% public)
Chattanooga, TN	July 2012	Bike Chattanooga (Alta Bikeshare)	300/30	400 annual, 12,600 rides (in 6 months)	\$75/year \$6/day	Owned/Managed by Non-Profit, operated by Alta (for-profit)	\$2 m CMAQ

JURISDICTION	LAUNCH DATE	SYSTEM NAME	SYSTEM SIZE (BIKES/ STATIONS)	ANNUAL/ CASUAL MEMBERS, RIDES	FARES	BUSINESS MODEL	FUNDING SOURCES
Chicago, IL	June 2013	Divvy (Alta Bikeshare)	750/68	3,7000 annual, 50,000 trips (in 1 month)	\$75/year \$7/day	Owned/Managed by City, operated by Alta (for-profit)	\$22 m in fed/local grants
Denver, CO	April 2010	Denver B-Cycle	520/52	2,659 annual/ 40,600 casual, 100,000 rides	\$65/year \$30/Month \$20/week \$6/day	Owned/Managed by Non-Profit, operated by B-Cycle (non-profit)	Capital \$1.5 m (CDOT, EPA, FHWA, gifts); 16% public (Vehicle registration tax), 84% private
Des Moines, IA	Sept 2010	Des Moines Bicycle Collective B-Cycle	22/5	20 annual, 109 rides	\$50/year \$30/month \$6/day	Owned/Managed by Non-Profit, operated by B-Cycle (non-profit)	Capital \$120,000 funded by private contributors, sponsorships
Fullerton, CA	TBD: Planned for Fall 2014	BikeLink (Bike Nation)	TBD: Planned 165/15	N/A	\$75/annual, \$45/annual (student), \$12/week, \$5/day	Owned/Managed and operated by Bike Nation (for-profit)	Capital \$1.48 m (OCTA federal grants, local Mobile Source Air Pollution Reduction Review Committee Grant)

JURISDICTION	LAUNCH DATE	SYSTEM NAME	SYSTEM SIZE (BIKES/ STATIONS)	ANNUAL/ CASUAL MEMBERS, RIDES	FARES	BUSINESS MODEL	FUNDING SOURCES
Miami Beach, FL	Mar 2011	DecoBike	800/91	2,500 annual/ 338,828 casual	\$15/month (regular) \$25/month (deluxe) \$35/month (visitors) \$24/day (visitors)	Owned/Managed and operated by DecoBike (for-profit)	\$4 m Private investor DecoBike – revenues split between DecoBike and City
Minneapolis, MN	June 2010	NiceRide Minnesota B-Cycle	1,300/145	3,521 annual/ 37,103 casual	\$60/year \$30/month \$5/day	Owned/Managed & operated by Non- Profit	Capital \$5.3 m (FHWA); 63% public funds; 37% private funds.
New York City, NY	May 2013	Citibike (Alta Bikeshare)	5,700/330	80,000 annual (in 3 months)	\$95/year \$25/week \$10/day	Owned /Managed and operated by Alta (for-profit)	Private financing
San Antonio, TX	March 2011	San Antonio B-Cycle	210/23	1,000 annual/ 2,800 casual, 16,100 rides (in 6 months)	\$60/year \$24/week \$10/day	Owned/Managed by City and operated by B-Cycle (non-profit)	\$840,000 DOE/CDC funds, \$235,000 and \$58,000 in station sponsorships

JURISDICTION	LAUNCH DATE	SYSTEM NAME	SYSTEM SIZE (BIKES/ STATIONS)	ANNUAL/ CASUAL MEMBERS, RIDES	FARES	BUSINESS MODEL	FUNDING SOURCES
San Francisco/ Bay Area Cities, CA PILOT	August 2013	Bay Area Bikeshare (Alta Bikeshare)	700/34	2,080 annual, 14,591 trips (in 1 month)	\$88/year \$22/3-day \$9/day	Owned/Managed by Bay Area AQMD, operated by Alta (for-profit)	\$4.3 m Metropolitan Transportation Commission (Bay Area Climate Initiatives – CMAQ), \$1.4 m Clean Air Grant (BAAQMD)
Washington D.C. (first attempt)	2008	SmartBike (Alta Bikeshare)	120/10	1,050 annual	\$40/year	Owned/Managed and operated by Alta (for-profit)	DDOT funding & Advertising revenue
Washington D.C., Arlington, VA & Alexandria, VA (second attempt)	Sept 2010 & 2011	Capital (CaBi) Bikeshare (Alta Bikeshare)	1,200/140	19,200 annual/ 105,644 casual	\$75/year \$25/month \$15/3-day \$7/day	Owned/Managed by DDOT & City of Arlington, operated by Alta (for-profit)	Capital \$8 m fed (CMAQ)/state funds. Minimal private sponsorships & revenue.

PRELIMINARY BICYCLE SHARE CASH FLOW

		2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	Total
Bikes and Docks												
Total Bikes		2,500	3,000	3,750	4,500	5,250	5,775	5,775	5,775	5,775	5,775	
Total Stations		250	300	375	450	525	525	525	525	525	525	
Capital cost												
Bikes		2,500	500	750	750	750	525	525	525	525	525	7,875
Stations		250	50	75	75	75	-	-	-	-	-	525
	Cost/bike	4,500										
Vehicles		11,250,000	2,250,000	3,375,000	3,375,000	3,375,000	2,362,500	2,362,500	2,362,500	2,362,500	2,362,500	35,437,500
	Cost	35,000	-	35,000	-	35,000	-	35,000	-	35,000	-	175,000
O&M*												
	\$	23,000	5,750,000	6,900,000	8,625,000	10,350,000	12,075,000	12,075,000	12,075,000	12,075,000	12,075,000	104,075,000
Total cost/yr (cap + exp)												
		17,035,000	9,150,000	12,035,000	13,725,000	15,485,000	14,437,500	14,472,500	14,437,500	14,472,500	14,437,500	139,687,500
Revenue												
User Fees**	\$	19,000	4,750,000	5,700,000	7,125,000	8,550,000	9,975,000	9,975,000	9,975,000	9,975,000	9,975,000	85,975,000
Sponsor/yr***	\$	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	10,000,000
Ads/kiosk****	\$	12,000	3,000,000	3,600,000	4,500,000	5,400,000	6,300,000	6,300,000	6,300,000	6,300,000	6,300,000	54,300,000
Total			8,750,000	10,300,000	12,625,000	14,950,000	17,275,000	17,275,000	17,275,000	17,275,000	17,275,000	150,275,000
Yearly free cash flow												
		(8,285,000)	1,150,000	590,000	1,225,000	1,790,000	2,837,500	2,802,500	2,837,500	2,802,500	2,837,500	10,587,500
Cumulative cash flow												
Total Grants*****		-	4,000,000	1,000,000	-	-	-	-	-	-	-	5,000,000
Capital		11,285,000	13,535,000	16,945,000	20,320,000	23,730,000	26,092,500	28,490,000	30,852,500	33,250,000	35,612,500	35,612,500
O&M		5,750,000	12,650,000	21,275,000	31,625,000	43,700,000	55,775,000	67,850,000	79,925,000	92,000,000	104,075,000	104,075,000
Total cost		17,035,000	26,185,000	38,220,000	51,945,000	67,430,000	81,867,500	96,340,000	110,777,500	125,250,000	139,687,500	139,687,500
Total Revenue		8,750,000	23,050,000	36,675,000	51,625,000	68,900,000	86,175,000	103,450,000	120,725,000	138,000,000	155,275,000	155,275,000
Cum pretax cash flow		(8,285,000)	(3,135,000)	(1,545,000)	(320,000)	1,470,000	4,307,500	7,110,000	9,947,500	12,750,000	15,587,500	15,587,500

Assumptions:

Year 1 estimates of 250 stations and 2,500 bikes based on averages from Metro Preliminary Bike Share Analysis. Year 2 to Year 5 bike fleet growth based on Metro recommendations for regional bike share growth (assuming average density of 25 stations throughout 11 jurisdictions). After 5 years, 10% of fleet expected to need replacement each year.

10 bikes per station. Cost per bike divides total system costs over the number of bikes.

Cost per bike based on estimates from Washington D.C., Bay Area Pilot, and bike share vendors.

* Operation and Maintenance costs per station based on Washington D.C. and Denver systems, with 85% of fleet requiring maintenance.

** User Fees in Washington D.C. were \$20,000 per station in first year. Long Beach estimates \$15,000 per station. To be conservative, this model assumes a lower return.

*** The \$1,000,000 sponsorship revenue is based on Long Beach's estimates. New York City Sponsorship was \$8,000,000 in 1st year. We have shown a low number due to strict sponsorship policies in multiple jurisdictions.

**** Advertising revenues shown is based on Long Beach estimate. We have kept this number low due to strict advertising policies in multiple jurisdictions.

***** Grant funding based on Bay Area Pilot, Boston Hubway and Washington D.C. trends.

Disclaimer: Cumulative Pretax Cash Flow may be split between jurisdictions and vendor/operator based on negotiated revenue split.

Inputs

Bicycle Share Funding Options
(in millions)

Fund Type	\$	Allocation Process	Programming Action Needed by the Board	Eligibility Criteria & Parameters	Applications in Existing Bike Share Programs
Federal					
ATP	\$116.6 yearly**	Discretionary	No (Programming is made by CTC & SCAG)	Capital and non-infrastructure active transportation projects. **State guidelines have not been finalized.	
CMAQ	\$18 yearly	Discretionary	Yes	Capital and non-infrastructure costs. For projects that reduce single occupancy vehicle driving and improve air quality.	Has been used by Capital Bikeshare for infrastructure in Washington DC & Virginia.
JARC	\$8.35 Total	FTA grant	No	Capital and non-infrastructure costs for commute and reverse commute options for low income individuals in Long Beach & City of LA. FTA does not officially recognize bike share as public transit so the purchase and operation costs of individual bikes may be restricted. Station infrastructure may be covered.	Capital Bikeshare is using JARC to provide free membership, bike education programs and free helmets to low income participants.
Local					
CRD (Toll Lane Revenue)	\$4.2 - \$5.2 yearly*	Discretionary	Yes	Capital costs for active transportation & first-last mile solutions. Must be located within three miles of either the I-110 & I-10 Corridor) or provide regionally significant improvements for the 110 or 10 Corridor. *Fund estimate applies to FY14 only. Future funding contingent on 1-10 & 110 HOT lane project approval	
Local Return - Measure R 15% - PC20%	\$245 yearly	Formula By Population	No	Capital costs. Local cities could elect to use their share to pay for future phases or as a match.	Local sales tax funds have been used to match/supplement federal grants in many bike share schemes.
MR 25% Highway Operational Improvements	\$345 total	Discretionary to only Arroyo Verdugo and Malibu Las Virgenes Subregions	Yes	Capital costs. Potential to fund future bike share phases for cities within the subregion.	

MOTION BY:

**MAYOR ERIC GARCETTI & DIRECTORS ZEV YAROSLAVSKY
& MIKE BONIN**

Item 58 – Bicycle Share Program Implementation Plan

In October 2013, the MTA Board adopted, as policy, bicycle use as a formal transportation mode.

Staff was asked to: a) conduct an industry review on procuring a regional bike share vendor; b) prepare a business case analysis and recommendations on proceeding with a Request for Proposals to implement a regional bicycle share program; 3) make recommendations on a phased approach for implementing this program.

Bicycle share offers an alternative means of transportation for short trips that might otherwise have been made by vehicles.

A recent study named “The Bike-Sharing Planning Guide” (Institute for Transportation & Development Policy, December 2013) said “bike-share, more than any other form of urban transport, has the ability to improve and transform our cities.”

This means a robust and regional bicycle share program needs to be adopted to address first-mile and last-mile transportation challenges.

An MTA bicycle share program will help connect and expand its transportation coverage to multiple jurisdictions along its transit system.

This is why MTA needs to be the lead agency in the county that will manage and procure a robust bicycle share program.

A single-point agency will also ensure inter-operability among the different jurisdictions and can also provide a multi-modal transportation system through the use of the Transit Access Program (“TAP”) smart card.

MTA can also simplify the management of the program by having one agency provide proper accountability and proper management.

MTA needs to also provide a fair-share of funding to support the initiation and maintenance and operations (O&M) costs for the program.

WE, THEREFORE, MOVE that the MTA CEO:

1. Undertake a study of how a Bike Share Program could be implemented throughout the County.
2. Procure, contract and administer the bicycle share program once the implementation study is completed.
3. Implement the program in a phased approach and partner with the cities identified in the Phase I of the bicycle share program so MTA funds at least:
 - A. Up to 50% of total capital costs per each city
 - B. Up to 35% of total O&M costs per each city (on-going)
4. Identify a financial business plan that includes:
 - A. User fees
 - B. Advertising fees
 - C. Corporate sponsors
 - D. A recommendation on a revenue split for all fees/revenues identified above.
5. Prioritize eligible grants to support the costs of the program including:
 - A. State Active Transportation Program ("ATP") funds
 - B. State "Cap & Trade" funds
 - C. Federal bicycle and active transportation funds
 - D. All other eligible funding sources
6. Develop a robust system-wide branding and educational effort that supports the use of bicycle share as part of the implementation study.
7. Update on all of the above at the April 2014 Board meeting.

Metro Countywide Bikeshare:
Interoperability Objectives with Existing Local Bikeshare Programs

In order to create an interoperable Metro Countywide Bikeshare system in which a customer could travel as seamlessly as possible between jurisdictions across the county, standards are necessary to ensure that users have a consistent experience. Cities that have executed a contract with a bikeshare vendor prior to issuance of a notice to proceed for Metro's selected vendor are identified as "existing bikeshare programs". To participate in the Metro Countywide Bikeshare Program and be eligible to receive the capital and net operations and maintenance (O&M) financial support, cities with "existing bikeshare programs" are asked to work with Metro to achieve the following interoperability objectives.

1. Branding & Marketing

Existing systems that would like to be included in the Countywide Bikeshare program and receive financial support must include in their branding image and all marketing media recognition of their being a part of the Metro Countywide System.

2. Title Sponsorship

Existing systems that request financial support from Metro to participate in the Countywide Bikeshare program must reserve the title sponsorship (and associated revenues) on the bikes for Metro. Sponsorship revenues will first be applied towards Metro's financial commitment. Excess revenues will then be applied toward each community's share of operating and maintenance costs. Existing cities could elect to maintain local sponsorship and may then forgo Metro financial support.

3. Membership Reciprocity

Existing systems that participate in the Countywide Bikeshare program, will provide reciprocal membership access and privileges to the Metro Bikeshare system. This reciprocity will allow a single membership to access multiple bikeshare systems. Allocation of membership revenues will be negotiated between Metro and existing cities. Metro and existing cities will cooperate in implementing systems that allow a TAP card to be a member identifier in each system. Metro and existing cities will equitably devote resources to make the necessary accommodations to achieve this objective.

4. Reciprocal Docks

Docks or racks should be co-located in limited areas where existing cities systems and Metro Countywide Bikeshare overlap and utilize different bikeshare technology. Metro will reserve one ad panel space on the kiosk for the host community to use for their own ad generating revenue opportunities if permitted under local ordinances.

5. Unified Fare Structure

Existing cities and Metro will work towards a unified Metro Bikeshare fare structure that meets the financial objectives of the parties.

DRAFT

Metro Countywide Bikeshare DTLA Phase 1 Pilot

Planning & Programming Committee Meeting
June 17, 2015

Recommendation

A. Adopt the Regional Bikeshare Implementation Plan for Los Angeles County (“Plan”)

B. Award a two-year firm fixed price to Bicycle Transit Systems, Inc. (BTS) in the amount of \$11,065,672 for the equipment, installation and operations of the Metro Countywide Bikeshare Phase 1.

C. Authorize the Chief Executive Officer (CEO) to take the following actions to implement the Metro Countywide Bikeshare Phase 1 Pilot in downtown Los Angeles (“Pilot”).

1. Negotiate and execute a Memorandum of Understanding (MOU) between City of Los Angeles and Metro.
2. Amend the Fiscal Year 15/16 bikeshare project budget to include an additional \$2.64M for the capital and operating and maintenance costs of the Metro Countywide Bikeshare Phase 1 Pilot.

Implementation Plan

- **Developed in response to Motion 58 (January 2014)**
- **Jurisdictional Coordination & Public Input**
 - Bikeshare Working Group: Pasadena, Long Beach, Los Angeles and Santa Monica
 - Over 16 meetings with working group, pilot cities, elected office briefings
 - Launched two Crowdsourcing Maps
- **Identified Bikeshare Ready Communities**
- **Plan informed development of Request for Proposal**

Countywide Bikeshare Program

- RFP released December 15, 2014
- Bicycle Transit Systems, Inc. to Install, Operate and Maintain Metro Countywide Bikeshare Program
- MOU to be executed between Metro and City of Los Angeles
 - Execution of contract between Metro and BTS is contingent on Metro executing MOU with City of Los Angeles
 - Sets fiscal and administrative responsibilities



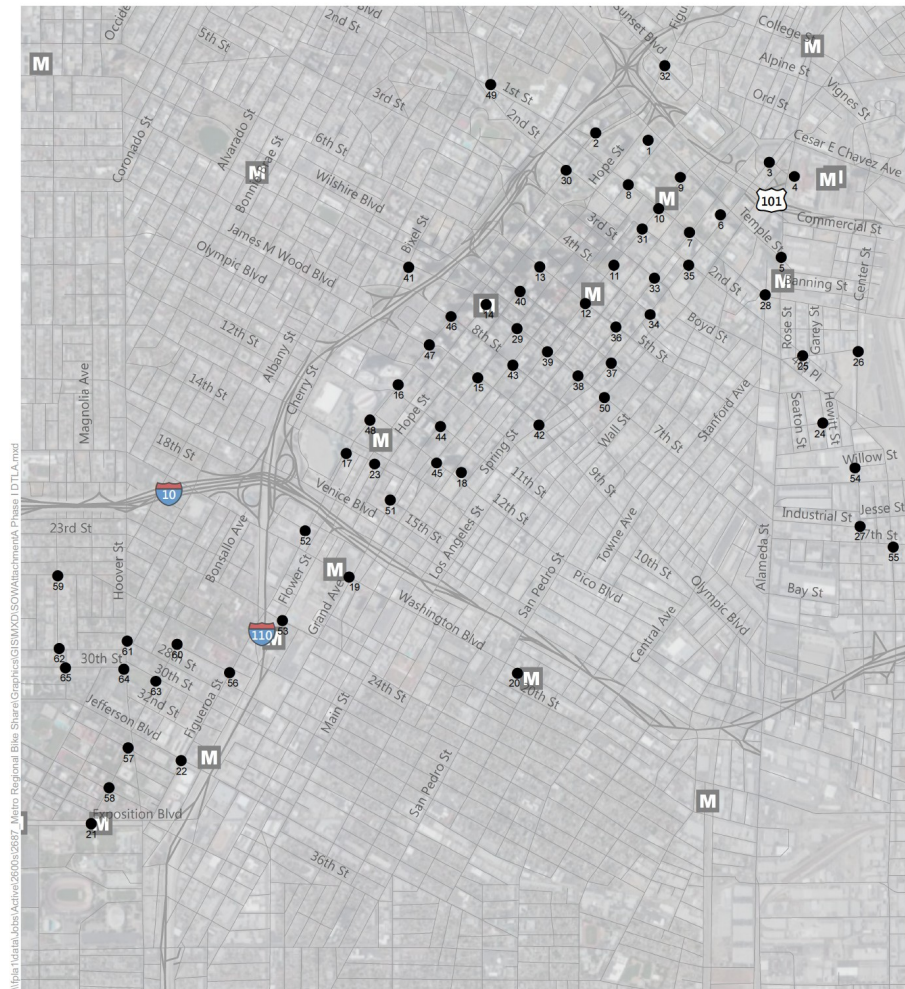
Metro

Interoperability Objectives

- Branding & Marketing
- Title Sponsorship
- Membership Reciprocity
- Reciprocal Bikeshare Docks
- Unified Fare Structure

Next Steps

- **Fall 2015** - Return in fall 2015 with a recommended fare structure and TAP integration strategy
- **Spring 2016**- Launch DTLA Pilot Phase 1
 - 65 Stations
 - 1090 Bicycles
- Continue to coordinate with Santa Monica and Long Beach



-  Metro Rail Station
- Recommended Regional Expansion Stations**
 - Phase I - 65 Stations





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

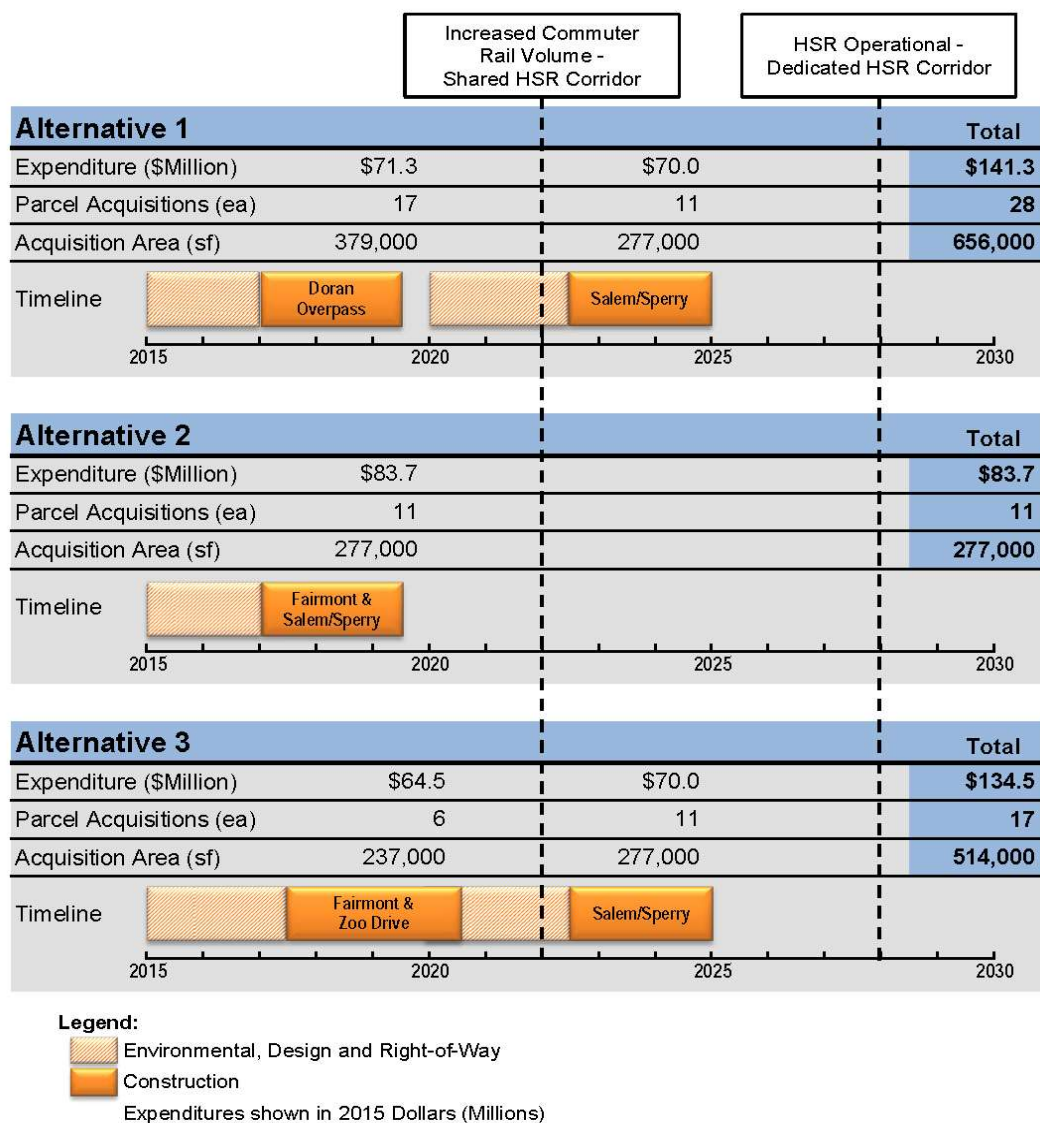


Figure 2: Project Programmatic Overview

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 CO
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

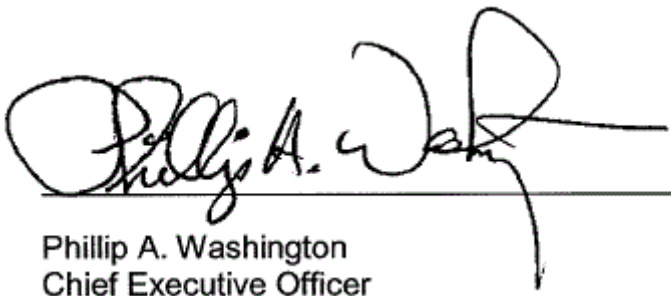
Attachment C - Cumulative Right-of-Way Impact
Attachment D - Alternatives Comparison

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I. EXECUTIVE SUMMARY

The Los Angeles County Metropolitan Transportation Authority (Metro) is looking to enhance the safety, mobility and quality of life for the Glendale and Los Angeles community by closing the Doran Street at-grade crossing with the Metro-owned railroad corridor. To accomplish this goal, the project intends to construct a grade separation. To fully understand the needs of the community, it was important to study the project area to observe the traffic patterns, identify land uses, and determine local business operations. It is unavoidable that the construction of grade separation in a fully developed area will have impacts on right-of-way and the community. It is the objective of Metro to explore alternatives that will minimize these impacts while improving safety and mobility of the project area.

The project area includes a second at-grade crossing a half mile south of Doran Street at Broadway/Brazil. With the two at-grade crossings being in close proximity, there is an increased chance for an incident to occur in the project area. Moreover, the number of incidents County-wide has continued to increase in the last five years, as shown in Table 1 below. The ultimate safety enhancement would be to close both crossings and separate the vehicles and pedestrians from the trains. It is also important to note that emergency responders will require ingress and egress across the railroad tracks in a similar manner as they do today. This means that a new access point for each crossing closed will be required. The Los Angeles-San Diego-San Luis Obispo (LOSSAN) Rail Corridor Agency has a planned service expansion and the California High Speed Rail Authority is also proposing this railroad corridor for their Palmdale/Los Angeles segment. This will increase future rail traffic by 50%, and ultimately, the high speed rail to utilize a dedicated corridor which will require all at-grade crossings to be either grade separated or closed.

With the potential for two grade separations in close proximity, the impacts to right-of-way and the community would be doubled. Therefore, Metro expanded the alternative analysis to evaluate opportunities to close both crossings with a single grade separation while still providing the necessary points of ingress and egress for emergency responders and local businesses.

Table 1: Los Angeles County Incident Table

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

Source: Federal Railroad Administration

This Project Study Report (Equivalent) evaluates feasible alternatives for the construction of a grade separation in order to close the at-grade crossings at Doran Street and Broadway/Brazil Street. The preferred alternative(s) will move forward into the environmental clearance phase.

Alternatives

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 that will take steps to close the Doran Street crossing. One such requirement is to modify this crossing to a one-way westbound direction only. Therefore, for this PSRE, the No Build Alternative will consist of the one-way westbound Doran Street crossing and Broadway/Brazil functioning as it does today.

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 an at-grade crossing. Refer to Figure 1 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 options for potentially providing a pedestrian and bicyclist crossings of the Verdugo Wash, as planned in the City of Glendale River Walk project, and over San Fernando Road and the railroad tracks in the vicinity of Doran Street. Alternative 2 will close both the Doran Street and Broadway/Brazil at-grade crossings. Refer to Figure 2 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. This alternative will also consider options for potentially providing a pedestrian and bicyclist crossings of the Verdugo Wash, as planned in the City of Glendale River Walk project, and over San Fernando Road and the railroad tracks in the vicinity of Doran Street. Alternative 3 will close the Doran Street at-grade crossing while Broadway/Brazil will remain an at-grade crossing. Refer to Figure 3 for a conceptual layout of this alternative.



Figure 1: Alternative 1 Doran Overpass



Figure 2: Alternative 2 Fairmont Connector and Salem/Sperry Overpass



Figure 3: Alternative 3 Fairmont Connector and Zoo Drive Connector

Alternatives Withdrawn from Consideration: The team evaluated additional alternatives that were ultimately withdrawn from consideration due to their feasibility and significance of their impacts. These included raising or lowering the rail tracks, a roadway underpass, and an overpass at California/Cutter.

Summary of Alternatives

The following table summarizes each of the three feasible alternatives selected along with the estimated project costs.

Table 2: Executive Summary Table

Alternative	Summary	Construction Costs*	Right-of-Way Costs*	Total Project Costs**
1 Doran Overpass	<ul style="list-style-type: none"> • Closes the Doran Street at-grade crossing • Will require a future grade separation at Broadway/Brazil • Proposed traffic routes most closely resemble existing traffic routes • Impacts sixteen (17) commercial/ industrial parcels – 379,000 sq ft 	\$26.99M	\$37.03M	\$71.31M
2 Fairmont Connector and Salem / Sperry Overpass	<ul style="list-style-type: none"> • Closes both Doran Street and Broadway/Brazil at-grade crossings • Will not require a future grade separation • Most consistent with proposed L.A. River Revitalization • Impacts eleven (11) commercial/ industrial parcels – 277,000 sq ft 	\$29.73M	\$45.97M	\$83.73M
3 Fairmont Connector and Zoo Dr Connector	<ul style="list-style-type: none"> • Closes the Doran Street at-grade crossing • Will require a future grade separation at Broadway/Brazil • Significant increase in construction and staging cost • No temporary impacts to rail operations • Will require environmental impact statement due to L.A. River impacts • Impacts six (6) industrial parcels – 237,000 sq ft 	\$30.85M	\$25.31M	\$64.49M

* Construction and right-of-way costs include a 20% contingency

** Total cost includes design, environmental and construction management. See Appendix I for complete breakdown.

Constraint Analysis Matrix

In order to provide a quantitative comparison of the three proposed alternatives, a Constraint Analysis Matrix has been prepared. Ten main design considerations were identified during the alternative analysis process and selected for the comparison within the matrix due to their potential impact on the feasibility of an alternative. Each main design consideration consists of subcategories to further define and rank the considerations. Each consideration is also weighted depending on the level of significance as shown in Table 3. Following is a brief description of the ten main design considerations:

1. **Cost/Fundability:** Compares the estimated alternative costs to the initial budgeted estimate of \$40 million per grade crossing to be closed while also being consistent with the main funding sources.
2. **Right-of-Way:** Compares the three alternatives to each other in regards to the total square footage of acquisition, impact to land uses that are difficult to relocate and the number of businesses that will be relocated.
3. **Environmental Considerations:** Evaluates each alternative based upon the level of impact to the Los Angeles River, Verdugo Wash, parcels with potential for hazardous materials, and parcels of historical sensitivity.
4. **Traffic Circulation and Diversion:** Evaluates each alternative based upon maintaining traffic on primary streets and on how significant of a diversion from the existing traffic patterns the proposed routes will cause.
5. **Constructability:** Evaluates each alternative based upon the complexity of construction, the need for extensive staging requirements, and the ability to maintain traffic operations and access during construction.
6. **Railroad Impacts:** Evaluates each alternative based upon impacts to railroad operations for both during and post construction.
7. **Geometrics:** Evaluates each alternative on meeting design requirements of the applicable jurisdictions, meeting the latest Americans with Disabilities Act requirements, and providing accommodations for pedestrians and cyclists.
8. **Utility Impacts:** Compares the three alternatives to each other in regards to the number of utilities requiring relocation as well as the estimated costs for those relocations.
9. **L.A. River Revitalization Plan Consistency:** Evaluates each alternative based upon the size of the area of encroachment into the L.A. River Revitalization Plan footprint and the alternative's ability to mitigate that encroachment.
10. **Programmatic Outlook and Future Community Impacts:** Evaluates each alternative based upon a programmatic view of the corridor taking into consideration future projects, including increased rail service, expected within the project area and rating the alternative on the overall impacts to the community.

The complete matrix along with a detailed explanation of each consideration, subcategories and the findings is provided in Appendix J. The weight factors shown below are the maximum scores possible for each consideration. A higher score within a consideration means that an alternative closely meets the goals of that consideration. Therefore, the alternative with the highest overall score has best met the ten main design considerations.

Table 3: Constraint Analysis Matrix Summary

Item No.	Consideration	Weight Factor	Alternative 1 Score	Alternative 2 Score	Alternative 3 Score
1	Cost/Fundability	15	10	13	5
2	Right-of-Way	15	9	12	11
3	Environmental Considerations	15	13	10.5	6.5
4	Traffic Circulation and Diversion	10	9	8	6
5	Constructability	5	3	5	1
6	Railroad Impacts	5	2	4	3
7	Geometrics and Safety	10	8	7	5
8	Utility Impacts	5	2	4	3
9	L.A. River Revitalization Plan Consistency	10	5	10	2
10	Programmatic Outlook and Community Impacts	10	5	10	5
	TOTAL	100	66	83.5	47.5

Cumulative and Programmatic Impact

When developing a project it is important to understand how that project fits into overall plans for the corridor as well as the cumulative impacts. This approach will ensure that projects will fit together seamlessly, avoiding duplicative expenditures (ie. throwaway costs), and results in an overall program that minimizes overall impacts to the community and reduces costs while providing the most benefit. The Doran Street and Broadway/Brazil Safety and Access Project is just one of many projects through this corridor, and must account for the Los Angeles River Revitalization, Glendale Narrows Riverwalk, Los Angeles-San Diego-San Luis Obispo (LOSSAN) Rail Corridor Agency service expansion and California High Speed Rail (HSR).

While the alternatives have addressed the L.A. River Revitalization and Glendale Narrows Riverwalk projects, of primary concern in a cumulative and programmatic viewpoint is the planned increase in rail service through this corridor from both the LOSSAN service expansion and HSR.

LOSSAN Corridor Agency developed a Strategic Implementation Plan in April 2012 which reflects a planned service expansion in this corridor (Burbank-Bob Hope Airport to Los Angeles Union Station). This expansion will increase the train trips from 84 (current volume) to 124 trains per day by 2030, inclusive of Amtrak (12 to 16 trains per day), Metrolink (61 to 90 trains per day) and freight (11 to 18 trains per day). This is a 50% increase in trains being implemented over the next 15 years. With this expansion, at-grade crossings along the corridor will see increased vehicular delays.

HSR is accelerating their program to have an operational segment from Palmdale to Burbank-Bob Hope Airport station, just north of our project corridor, by 2022. With that segment in operation, commuter rail volume will increase in the project corridor by 2022 through the use of a shared corridor with HSR in order to connect from the terminus station in Burbank to Union Station in downtown Los Angeles. By 2028, it is anticipated that HSR will be operating in a dedicated corridor which would require all crossings to be grade separated.

The challenge is two-fold. First, with the increase in rail volume by 2022 from the LOSSAN service expansion and the HSR terminus in Burbank, at-grade crossings within the corridor will see increased delay and potential for incidents. The Broadway/Brazil crossing already experiences considerable delays, a condition that will be significantly worsened with the increased rail volumes. Second, by 2028 all at-grade crossings will need to be grade separated to accommodate a dedicated HSR corridor.

Alternative 2 is the only alternative that addresses the impacts of the LOSSAN service expansion and HSR in both the 2022 and 2028 conditions. Alternatives 1 and 3 only close the Doran Street at-grade crossing. As a result, a future grade separation would be required in the vicinity of Broadway/Brazil, similar to the Salem/Sperry Overpass shown in Alternative 2, creating cumulative impacts as discussed below.

Construction: It is expected that construction would commence in 2017 for any of the alternatives being evaluated in this report. Construction duration for Alternatives 1 and 2 are 2.5 years; Alternative 3 would be 3 years in length.

As Alternatives 1 and 3 would require a future grade separation similar to the Salem/Sperry Overpass, a second construction period of 2.5 years is expected and could commence as early as 2022. Over an 8 year period between 2017 and 2025, the community would be subjected to the following cumulative period of construction:

Alternative 1 + Future Grade Separation = 5 years of construction

Alternative 2 + (not applicable) = 2.5 years of construction

Alternative 3 + Future Grade Separation = 5.5 years of construction

Right-of-Way: As Alternatives 1 and 3 require the construction of a future grade separation, resulting in a cumulative impact on right-of-way through the need for additional acquisition and business relocation. This additional right-of-way need is the same as the Alternative 2 need for the Salem/Sperry Overpass. Figure 4 reflects the cumulative right-of-way impacts for the three alternatives. Table 4 quantifies the increase in both acquisition and affected parcels.

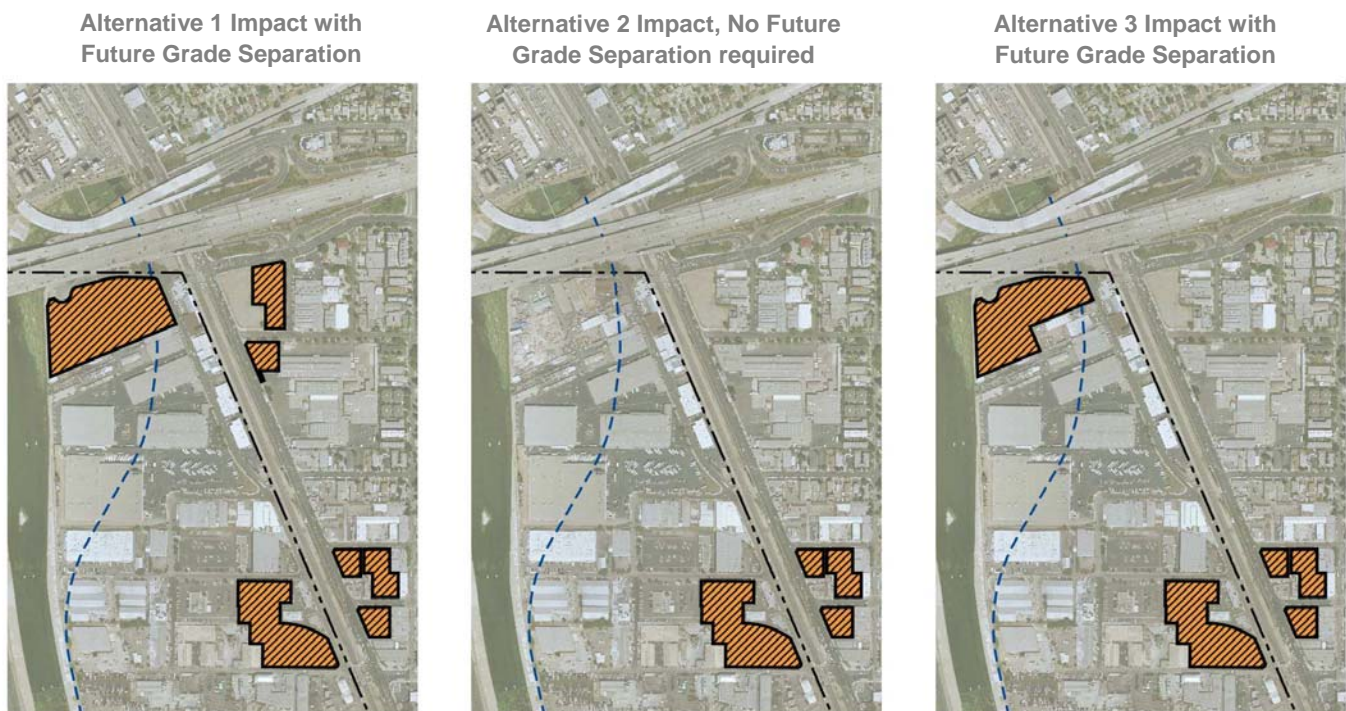


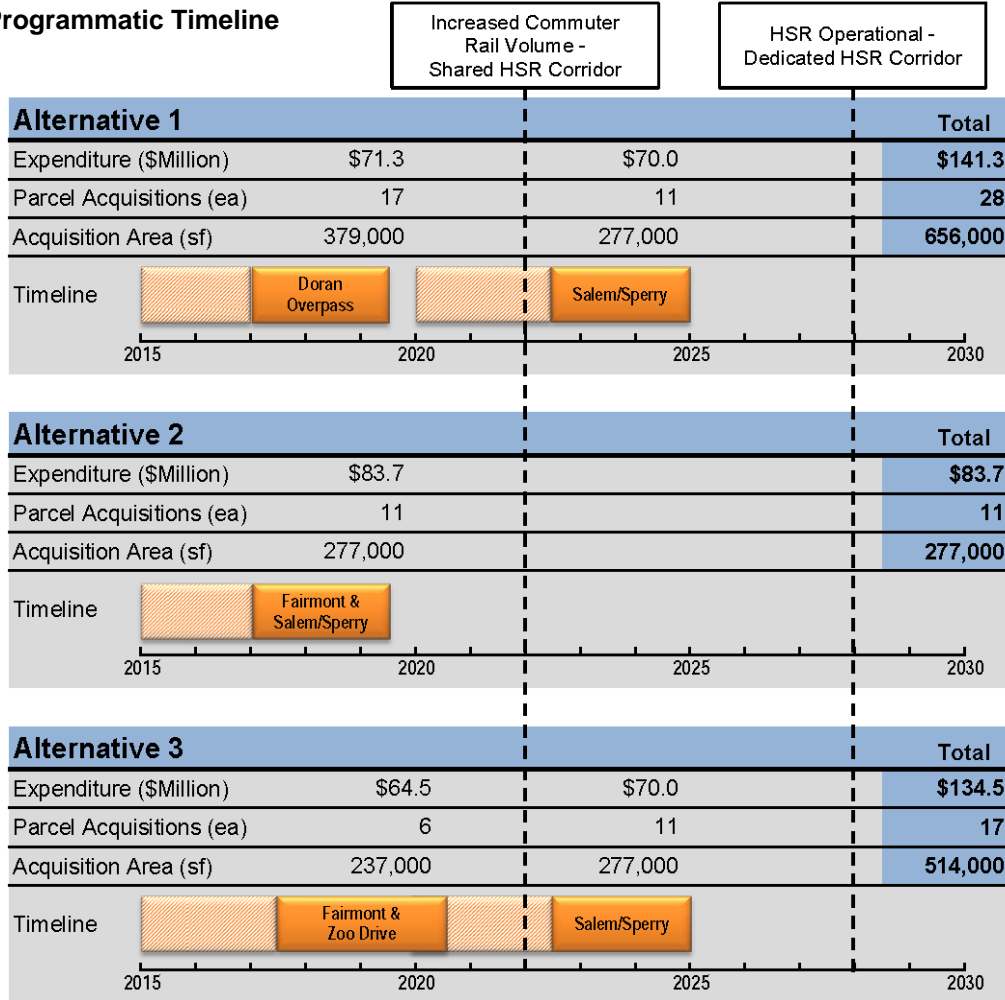
Figure 4: Programmatic Right-of-Way Impacts

Environmental: The increase in commuter rail traffic in 2022 will result in additional delays at the Broadway/Brazil crossing, a crossing that is already experiencing noticeable delays in its current configuration. The increase in idling cars is detrimental to air quality.

As Alternatives 1 and 3 require the construction of a second grade separation, the temporary impacts are compounded with a second round of heavy construction. As noted above, the community could experience over 5 years of construction over an 8 year period. Common environmental challenges, though temporary, during construction include noise, air quality, dust control, traffic delays and detours.

Fiscal Implications: Programming of grade separations in fully developed corridors require substantial funds due to construction and right-of-way costs. Regardless of funding sources, the ability to close two at-grade crossings with a single grade separation is the fiscally prudent approach. Alternatives 1 or 3 will result in an additional \$70 million in program costs due to the need for the future grade separation. These impacts are reflected in Table 4 below.

Table 4: Programmatic Timeline



Legend:
 Environmental, Design and Right-of-Way
 Construction
 Expenditures shown in 2015 Dollars (Millions)

Recommendation

Construction of a grade separation in a fully developed area inherently impacts the community, right-of-way, and traffic during construction. This Project Study Report (Equivalent) details the thorough analysis of three feasible alternatives, evaluating their impacts, with the intent to select a preferred alternative. The preferred alternative should best meet the goals and objectives that were set forth by Metro, and conferred with the Cities. These goals and objectives are incorporated into the Constraint Analysis Matrix design considerations.

Alternative 2 clearly provides the best overall solution to the corridor for the following reasons:

- Ranked highest by a considerable margin in a direct comparison to Alternatives 1 and 3 in the Constraints Analysis
- Provides the largest safety enhancement with the closure of two at-grade crossings
- Results in two points of uninterrupted access for residents, businesses and first responders across the rail corridor
- Addresses the future needs for the corridor including the LOSSAN service expansion and the High Speed Rail
- Eliminates the need for a future grade separation and thus avoids additional construction impacts to the community that would result in over 5 years of construction in an 8 year period
- Provides significant programmatic benefit as the most fiscally prudent solution while eliminating the need for additional right-of-way acquisition and relocation of businesses

Based on all these factors, Alternative 2 best supports the Project goals and objectives, and provides the largest long-term benefit to the cities and community. It is recommended that Alternative 2 be advanced into the environmental clearance phase of the project development.

ATTACHMENT B

DORAN STREET AND BROADWAY/BRAZIL SAFETY AND ACCESS PROJECT

CONSTRAINT ANALYSIS CONSIDERATIONS

The Constraint Analysis Matrix is a list of design considerations that was used to conduct a quantitative comparison of the three proposed alternatives. Within the matrix, there are 10 main design considerations with subcategories to further define and rank the considerations. The following descriptions are a means of defining how each alternative was ranked against each other within each subcategory. The matrix includes a column for comments which is to be used for clarifying, or justifying, the score being provided for each alternative.

1. COST/FUNDABILITY

a. Cost effectiveness – Max points: 10

The scoring is based upon the relationship of the initial cost estimate in comparison to the established budget of \$40 million per grade crossing to be closed.

b. Fundability within existing sources – Max points: 5

The main funding sources for the project include ARRA, through the FRA, and CHSRA, therefore it must be demonstrated that the alternatives directly support their goals to maintain funding eligibility.

2. RIGHT-OF-WAY

a. Area (SF) needing acquisition – Max points: 6

The alternatives are scored in direct comparison to each other based upon the total square footage of acquisition. Provide the same score to multiple alternatives if the estimated areas are in close proximity to each other.

b. Land uses that are difficult to relocate – Max points: 5

A full score is achieved if an alternative does not acquire, or impact, a parcel that would require the relocation of a business type that is known to be challenging to relocate, such as businesses that have the potential to cause contamination or difficulty in finding compatible land use designations. Score is reduced based upon the number of impacts to such parcels or businesses.

c. Number of businesses requiring relocation – Max points: 4

The alternatives are scored in direct comparison to each other. Provide the same score to multiple alternatives if the number of relocations is in close proximity to each other.

3. ENVIRONMENTAL CONSIDERATIONS

a. L.A. River – Max points: 5

Points are earned for the following items:

- 1.5 points for consistency with the L.A. River Ecosystem Restoration Integrated Feasibility Report
- 0.5 point for avoiding the need for Individual or Nationwide Permits from the U.S. Army Corps of Engineers under Section 404 of the federal Clean Water Act

- 0.5 point for avoiding the need for Water Quality Certification from the Regional Water Quality Control Board under Section 401 federal Clean Water Act
- 0.5 point for avoiding the need for an Agreement for Alteration of Lake or Stream pursuant to Section 1600 of the State Fish and Game Code
- 1.0 point for avoiding impacts to plant and wildlife species listed under the federal or state Endangered Species Act
- 0.5 point for avoiding impacts to native resident or migratory fish or wildlife species
- 0.5 point for avoiding the need to mitigate impacts to native resident or migratory fish or wildlife species

b. Verdugo Wash – Max points: 4

Points are earned for the following items:

- 0.5 point for consistency with the L.A. River Ecosystem Restoration Integrated Feasibility Report
- 0.5 point for avoiding the need for Individual or Nationwide Permits from the U.S. Army Corps of Engineers under Section 404 of the federal Clean Water Act
- 0.5 point for avoiding the need for Water Quality Certification from the Regional Water Quality Control Board under Section 401 federal Clean Water Act
- 0.5 point for avoiding the need for an Agreement for Alteration of Lake or Stream pursuant to Section 1600 of the State Fish and Game Code
- 1.0 point for avoiding impacts to plant and wildlife species listed under the federal or state Endangered Species Act
- 0.5 point for avoiding impacts to native resident or migratory fish or wildlife species
- 0.5 point for avoiding the need to mitigate impacts to native resident or migratory fish or wildlife species

c. Hazardous Material – Max points: 3

Points are earned for the following items:

Sensitive Receptors

- 0.5 point for having no schools located within one-quarter mile of project alternative
- 0.5 point for having no other sensitive receptors (i.e., hospitals, day care centers, convalescence facilities, or residential properties) within one-quarter mile

Indicators of Potential Sources of Soil and Groundwater Contamination

- 0.5 point for having no sites with known or potential contamination issues, hazardous wastes sites, landfills, or sites with registered and/or leaking Underground Storage Tanks

- 0.5 point for having no parcels adjacent to proposed project alignment with the potential for soil or groundwater contamination
- 0.5 point for not having one to three parcels in or adjacent to proposed project alignment with the potential for soil or groundwater contamination
- 0.5 point for not having four or more parcels in or adjacent to proposed project alignment with the potential for soil or groundwater contamination

d. Historical Sensitivity – Max points: 3

Within the project area, San Fernando Road has been identified as part of the “Historic U.S. Highway 99”, while the parcel on West San Fernando Road at Sperry Street containing art deco buildings is potentially eligible for historical sensitivity. This parcel is referred to as the “art deco” parcel.

Points are earned for the following items:

- 1.0 point for avoiding historic resources that are listed or are potentially eligible for listing on the California Register of Historical Resources (CRHR) or the National Register of Historic Places (NRHP)
- 0.5 point for not affecting the setting of any historic resources that are listed or are potentially eligible for listing on the CRHR or the NRHP
- 0.5 point for providing an opportunity to enhance the setting for buildings potentially eligible for listing in the CRHR or the NRHP
- 1.0 point for avoiding or minimizing effects on the alignment of segments of San Fernando Road designated as “Historic U.S. Highway 99”

4. TRAFFIC CIRCULATION AND DIVERSION

a. Maintain traffic on arterial streets – Max points: 4

The arterial streets within the project area are defined as Fairmont Avenue west of the SR-134 ramps; Doran Street between San Fernando Road and the SR-134 ramps; San Fernando Road; and Broadway. A full score is achieved if an alternative in the final condition keeps the traffic on these arterial streets. The score is reduced as an alternative utilizes lower classified streets as a main route for the traffic.

b. Minimal diversion from current routes – Max points: 6

Upon completion of an alternative, a full score is achieved if the route has minimal diversion from the existing traffic routes using the at-grade crossings to travel between San Fernando Road and West San Fernando Road. The score is reduced if diversions will not be intuitive or meet expectations of the driver and the extent and effectiveness of signage required.

5. CONSTRUCTABILITY

a. Complexity and staging requirements – Max points: 3

A full score is achieved if an alternative does not increase the complexity of construction or requires extensive staging that can impact the construction costs and schedule. This can include staging to maintain traffic on arterial streets for bridge construction and utility

relocations; seasonal construction requirements within waterways; and such items as isolation casings needed for the extra deep bridge foundations for the future L.A. River Revitalization Alternative 20. The score is reduced as the complexities and staging requirements cause an increase in construction costs and schedule.

b. Impact to traffic operations or at-grade crossing closure – Max points: 2

A full score is achieved if an alternative can be constructed with minimal interruption of traffic operations. The score is reduced depending on the number and duration of required detours/closures.

6. RAILROAD IMPACTS

a. Impact to railroad operations during construction – Max points: 2

A full score is achieved if an alternative has no impacts to railroad operations. The score is reduced with the need for any interference of operations such as during construction.

b. Impact to current and future railroad/CHSRA operations – Max points: 3

A full score is achieved if an alternative not only has no permanent impact on the existing Metrolink tracks once constructed but also provides for a sealed corridor for high speed rail. The score is reduced as an alternative's final condition does not fully support Metrolink or high speed rail.

7. GEOMETRICS

a. Meets jurisdictional geometric standards – Max points: 5

A full score is achieved if an alternative meets the design requirements of the applicable jurisdiction including but not limited to the cities of Glendale and Los Angeles, Caltrans, AASHTO, Metrolink, CHSRA. In regards to design speed, the city of Glendale requires a 30 MPH design speed to be posted at 25 MPH, while the city of Los Angeles requires a 35 MPH design speed to be posted at 25 MPH. The score will be reduced as the number of exceptions to design standards needed increases.

b. Meets ADA requirements – Max points: 2

A full score is achieved if both the horizontal layout and the vertical profile meet all of the latest Americans with Disabilities Act (ADA) requirements. The score is reduced if an alternative does not, or partially meets the horizontal and/or the vertical design requirements.

c. Active transportation elements (bikes/peds) – Max points: 3

A full score is achieved when an alternative includes accommodations for pedestrians and cyclists and also keeps their proposed routes similar to their existing routes. As every alternative being considered includes accommodations for active transportation, the score is reduced as their routes deviate further from their existing routes.

8. UTILITY IMPACTS

a. Quantity of utilities requiring relocation – Max points: 2

A full score is achieved if an alternative does not require major relocation of utilities, based upon length and type or size of facility requiring relocation. This would typically include large diameter (greater than 24 inches) transmission facilities or high voltage power lines (66kV or higher). Minimal impacts to utilities is expected and does not

impact scoring, and can include such items as a minor relocation of a utility for a limited distance to avoid a bridge bent, a retaining wall or other proposed improvement. The score is reduced if major relocations are required.

b. Costs associated with relocations – Max points: 3

A full score is achieved if the alternative has the lowest costs for utility relocations of the three build alternatives being considered, with the next lowest losing a point, and so forth.

9. L.A. RIVER REVITALIZATION PLAN CONSISTENCY

For this comparison, the Verdugo Wash has been excluded from consideration as it is at the outer limit of Alternative 20 footprint.

a. Encroachment into Alternative 20 footprint – Max points: 6

A full score is achieved if the alternative does not encroach into the footprint of the Army Corps approved Alternative 20 of the Los Angeles River Revitalization Plan. The score is reduced as the amount of an alternative's encroachment into Alternative 20 increases.

b. Ability to mitigate encroachment – Max points: 4

A full score is achieved if an alternative is able to mitigate encroachment into the footprint of Alternative 20 or if an alternative got a full score in the above subcategory. The score is reduced as an alternative is able to mitigate encroachments but still have (negative) impacts on the Alternative 20 improvements.

10. PROGRAMMATIC OUTLOOK AND FUTURE COMMUNITY IMPACTS

a. Programmatic outlook – Max points: 6

The scoring is based upon a programmatic view of the corridor that includes the consideration of future projects expected or required within the project area. This includes the LOSSAN rail service expansion and accommodating the high speed rail. A full score is achieved by being a good custodian of public funds by providing cost effective solutions to close both at-grade crossings.

b. Future community impacts – Max points: 4

A full score is achieved if an alternative does not require the construction of a future grade separation to close the Brazil/Broadway grade separation that would create another round of impacts to the surrounding community. Such impacts include another major construction project, right-of-way acquisitions, business relocations and traffic detours.

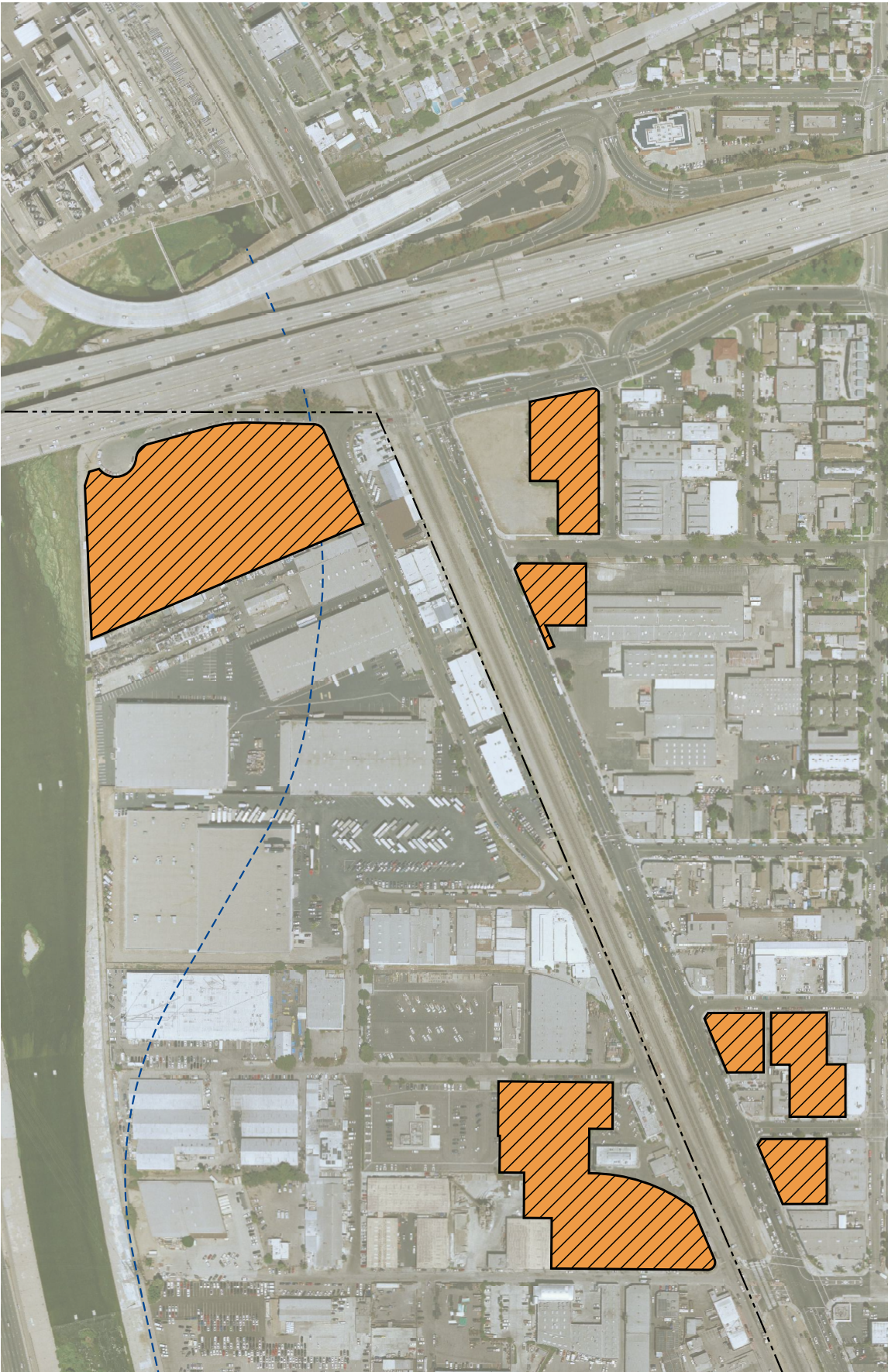
**DORAN STREET AND BROADWAY/BRAZIL SAFETY AND ACCESS PROJECT
ALTERNATIVE CONSTRAINT ANALYSIS MATRIX**

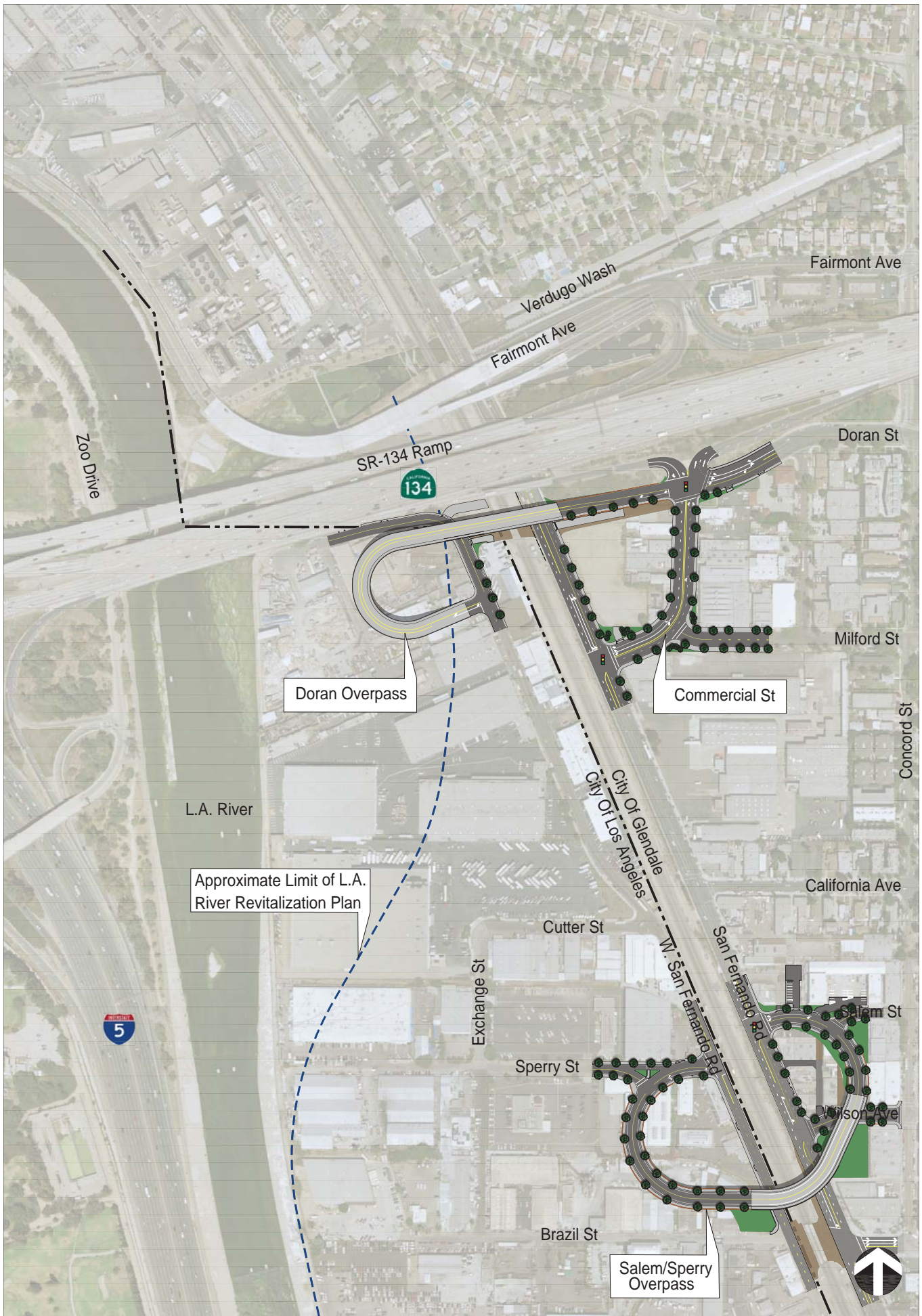
ITEM No.	CONSIDERATIONS	WEIGHT FACTOR	SUB FACTOR	ALTERNATIVE 1: DORAN OVERPASS		ALTERNATIVE 2: FAIRMONT AND SALEM/BRAZIL OVERPASS		ALTERNATIVE 3: FAIRMONT AND ZOO DRIVE CONNECTOR	
				SCORE	RANK	SCORE	RANK	SCORE	RANK
1	Cost/Fundability	15		10	2	13	1	5	3
	Cost effectiveness		10	6		8		3	
	Fundability within existing sources		5	4		5		2	
2	Right-of-Way	15		9	3	12	1	11	2
	Area (SF) of acquisition		6	5		5		6	
	Land uses that are challenging to relocate		5	2		5		2	
	Number of businesses to be relocated		4	2		2		3	
3	Environmental Considerations	15		13	1	10.5	2	6.5	3
	L.A. River		5	5		5		1	
	Verdugo Wash		4	4		1		1	
	Hazardous Materials		3	1.5		2.5		1.5	
	Historical Sensitivity		3	2.5		2		3	
4	Traffic Circulation and Diversion	10		9	1	8	2	6	3
	Maintain traffic on arterials streets		4	3		4		2	
	Minimal diversion from current routes		6	6		4		4	
5	Constructability	5		3	2	5	1	1	3
	Complexity and staging requirements		3	2		3		0	
	Impact to traffic operations or at-grade crossing closure		2	1		2		1	
6	Railroad Impacts	5		2	3	4	1	3	2
	Impact to railroad operations during construction		2	1		1		2	
	Permanent impact to current and future railroad/CHSRA operations		3	1		3		1	
7	Geometrics	10		8	1	7	2	5	3
	Meets jurisdictional geometric standards		5	3		3		2	
	Meets ADA requirements		2	2		2		2	
	Active transportation elements (bikes/peds)		3	3		2		1	

DORAN STREET AND BROADWAY/BRAZIL SAFETY AND ACCESS PROJECT
ALTERNATIVE CONSTRAINT ANALYSIS MATRIX

ITEM No.	CONSIDERATIONS	WEIGHT FACTOR	SUB FACTOR	ALTERNATIVE 1: DORAN OVERPASS		ALTERNATIVE 2: FAIRMONT AND SALEM/BRAZIL OVERPASS		ALTERNATIVE 3: FAIRMONT AND ZOO DRIVE CONNECTOR	
				SCORE	RANK	SCORE	RANK	SCORE	RANK
8	Utility Impacts	5		2	3	4	1	3	2
	Quantity of utilities to be relocated		2	0		1		2	
	Costs associated with relocations		3	2		3		1	
9	L.A. River Revitalization Plan Consistency	10		5	2	10	1	2	3
	Encroachment into future Alt 20 footprint		6	3		6		1	
	Ability to mitigate encroachment		4	2		4		1	
10	Programmatic Outlook and Community Impacts	10		5	2	10	1	5	2
	Good custodian of public funds		6	3		6		3	
	Future community impacts		4	2		4		2	
	Totals:	100	100	66	2	83.5	1	47.5	3
	Total #1 Rankings:			3	2	6	1	0	3

ATTACHMENT C - CUMULATIVE RIGHT-OF-WAY
ALTERNATIVE 1 IMPACT WITH FUTURE GRADE SEPARATION





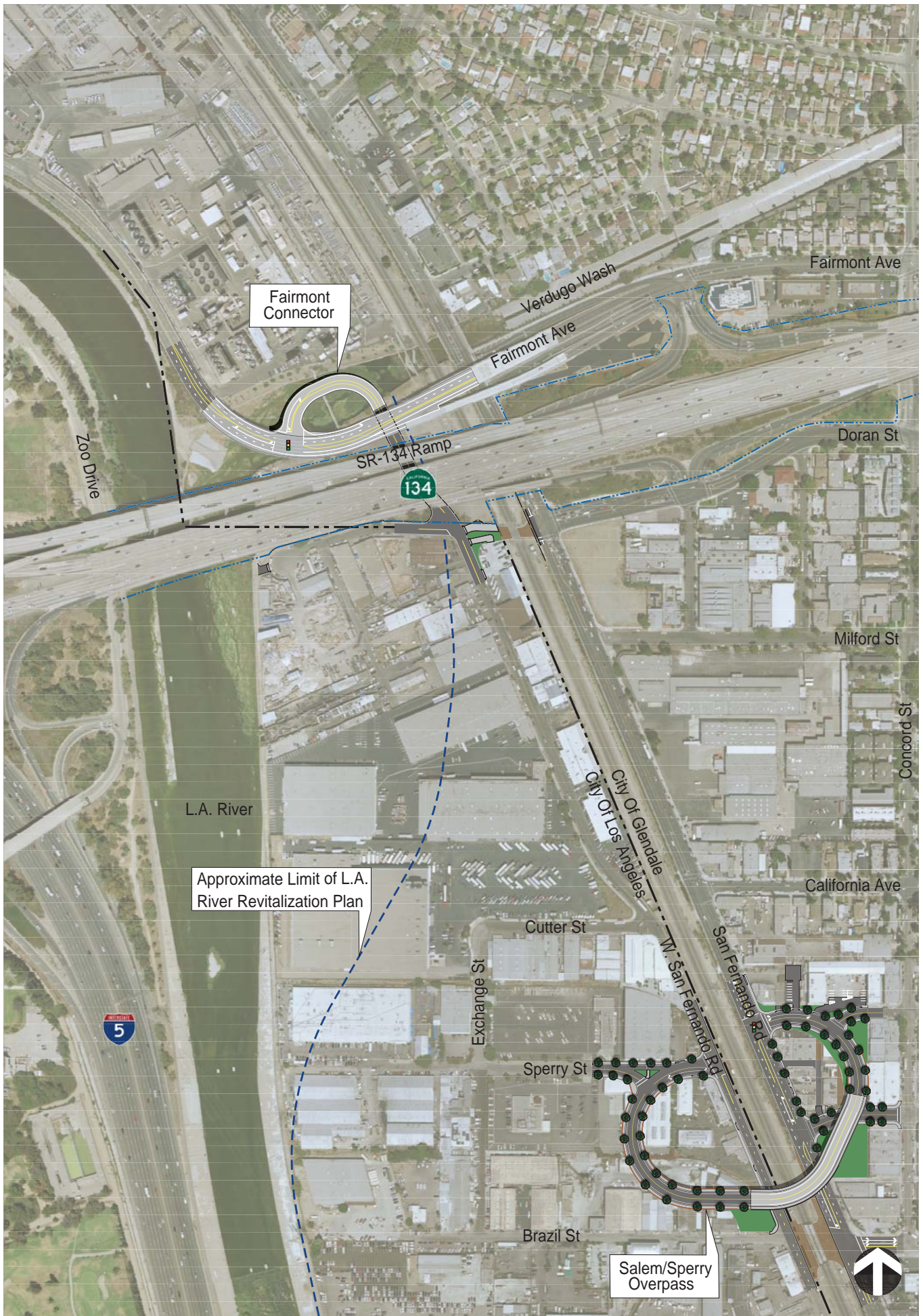
Doran Street and Broadway/Brazil Safety and Access Project

Alternative 1 Impact with Future Grade Separation



ALTERNATIVE 2 IMPACT, NO FUTURE GRADE SEPARATION REQUIRED



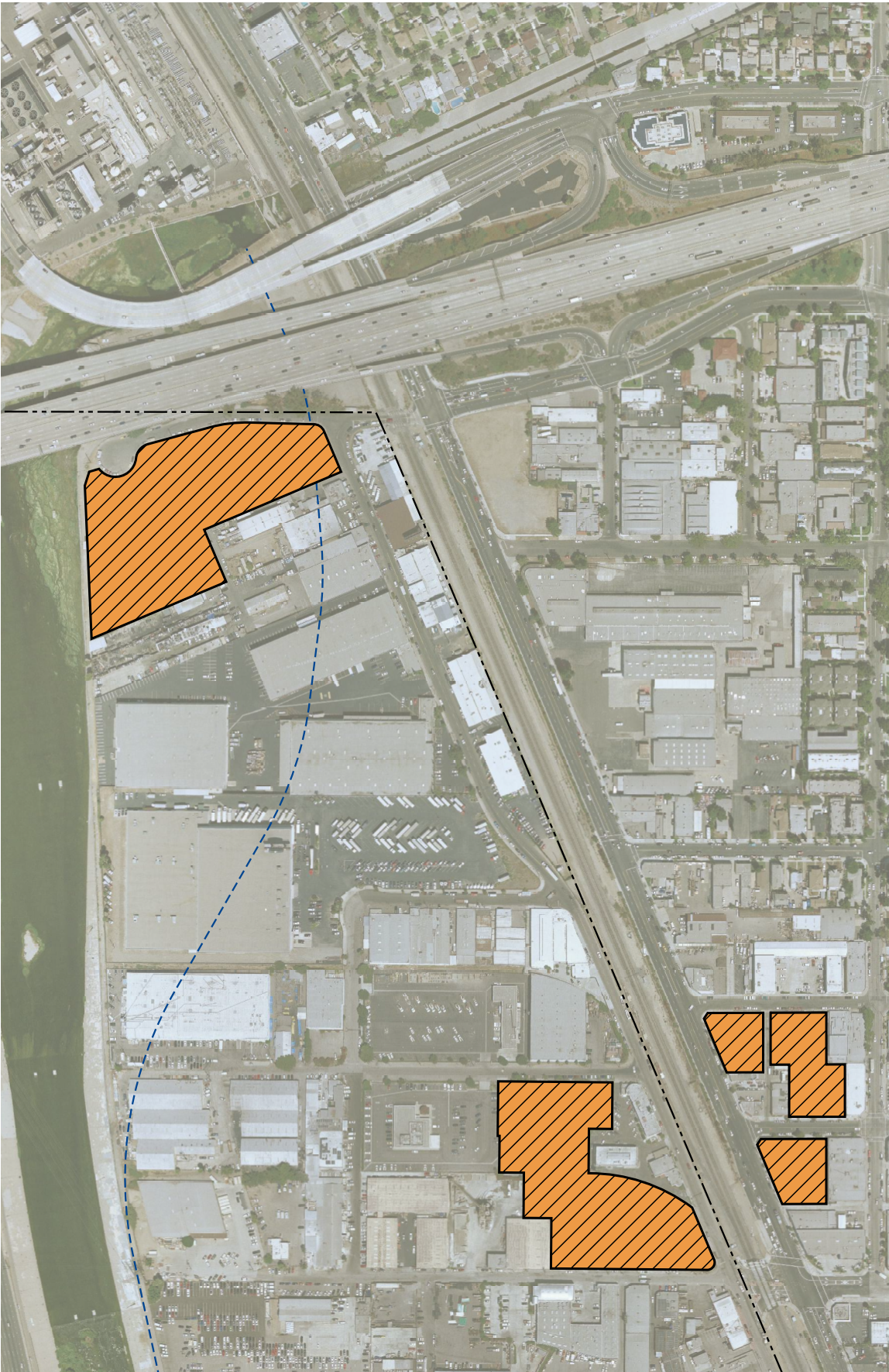


Doran Street and Broadway/Brazil Safety and Access Project

Alternative 2 Impact, No Future Grade Separation



ALTERNATIVE 3 IMPACT WITH FUTURE GRADE SEPARATION





Doran Street and Broadway/Brazil Safety and Access Project

Alternative 3 Impact with Future Grade Separation



Alternative Comparison

Goal	Alt 1	Alt 2	Alt 3
Permanently closes Doran crossing	G	G	G
Permanently closes Broadway/Brazil crossing	R	G	R
No future grade separation required	R	G	R
Minimizes diversion of traffic	G	Y	R
Both crossings open during construction	R	G	G
Consistent with L.A. River Revitalization	Y	G	R
Consistent with funding sources	G	G	R

 Meets Goal

 Partially Meets Goal

 Does Not Meet Goal



**Board Report**

File #: 2015-0690, **File Type:** Contract**Agenda Number:** 25.

**AD-HOC CONGESTION REDUCTION COMMITTEE
JUNE 17, 2015****SUBJECT: METRO EXPRESSLANES PROGRAM MANAGEMENT SUPPORT****ACTION: APPROVE RECOMMENDATION****RECOMMENDATION**

APPROVED awarding and executing a Firm Fixed Labor-Hour Contract No. AE275020011497 to Parsons Brinckerhoff (PB) for a three-year period for **ExpressLanes Program Management Support Services** for a total contract value not-to-exceed \$7,700,000.

ISSUE

The Metro Board has directed staff to begin the planning process to convert the I-105 High Occupancy Vehicle (HOV) Lanes to High Occupancy Toll (HOT) Lanes, and extend the I-110 ExpressLanes south to the I-405/LAX, through to the development of a Project Study Report/Project Development Support (PSR/PDS) and Project Approval/Environmental Document (PA/ED) for each corridor.

To complete the planning efforts required for the I-105 conversion and the I-110 South extension, staff requires professional services to support or lead the phases of ExpressLanes project planning and development. In addition to the PSR/PDS and PA/ED, other supportive analyses and activities will need to be completed including traffic and revenue studies, concept of operations reports, environmental justice assessments, public outreach, and market research.

The preparation of these additional studies and reports requires diverse specialized technical expertise and knowledge rendering the program manager approach the most efficient and effective path forward. The Metro ExpressLanes Program Management Support Services contract will provide the necessary resources to complete a potentially large and varied number of tasks and enable staff to quickly respond to Metro's needs and Board direction.

DISCUSSION

Due to the success of the I-10 and I-110 ExpressLanes, the Metro Board has directed staff to begin studying potential new ExpressLanes corridors in Los Angeles County. At its July 2014 meeting, the Metro Board directed staff to begin the development of a:

1. PA/ED study for conversion of I-105 HOV Lanes to HOT lanes between the I-605 to the I-405/LAX segment;

2. PA/ED study to expand the I-110 ExpressLanes south to the I-405/I-110 interchange.

Caltrans is currently in the process of preparing the PSR/PDS for the I-105 between I-605 and LAX. It is anticipated that Caltrans will lead the preparation of the I-105 PA/ED and Metro will provide support to Caltrans through the Program Management Support Services contract. In addition, Metro expects to utilize the Program Management Support Services contract to assist staff in preparing the I-110 extension PSR/PDS and PA/ED.

In addition to assisting with the preparation of the PSR/PDS and PA/ED on the I-105 and I-110 corridors, the Program Management Support Services contract will be utilized to prepare other supporting studies that are needed before any new ExpressLanes can be implemented. These studies include concept of operations reports, which analyze facility design, infrastructure to be installed and business rules that would be implemented for toll collection; traffic and revenue studies, which analyze the potential traffic volumes on the new facility and the potential revenue generated; and environmental justice analyses to determine the potential impact of a new ExpressLanes facility on lower income communities in the area. Furthermore, public education, stakeholder/community outreach, and market research will be needed to gather public input to better inform the implementation of any ExpressLanes project. Metro expects that the majority of the Program Management Support Services contract will be used to support the study of potential ExpressLanes on the I-105 and I-110 corridors. Tasks related to tolling operations, maintenance, and construction are not included in this procurement.

Staff estimates the cost of preparing the I-110 PSR and PA/ED, assisting Caltrans on the I-105 PA/ED, preparing supporting studies, and public outreach for the PA/ED will be \$7,700,000. This amount does not include preparation of financial plans, grant documentation, economic analyses, traffic operations analyses, or planning for any other potential ExpressLanes projects. Should the Board request staff to prepare planning studies or supporting work for other ExpressLanes corridors, staff will need to return to the Board to request additional funding.

DETERMINATION OF SAFETY IMPACT

The Board action will not have an impact on the safety of Metro's patrons or employees.

FINANCIAL IMPACT

Funding for this contract will come from a combination of toll revenues and Proposition C funds. The funds required for FY16 are included in the FY 16 budget in Cost Center 2220, project number 307001, task 01.01. The FY16 budget currently includes \$2 million for this contract.

Since this is a multi-year contract, the cost center manager and Executive Officer of Congestion Reduction will be responsible for budgeting the cost in future years.

ALTERNATIVES CONSIDERED

Two alternatives were considered:

1. Utilizing current Metro staff to perform the work. This alternative is not recommended because

existing staff does not have the required expertise or the time available that would be required to perform the work.

2. Hiring of full-time personnel. This alternative is not recommended as an on-call contract is better suited to meet temporary staffing requirements for the specialized work required, and to cover temporary peaks in workload.

NEXT STEPS


Upon Board approval, staff will execute the contract to commence work.

ATTACHMENTS

Attachment A - Procurement Summary

Prepared by: Philbert Wong, Transportation Planning Manager, (213) 922-2642

Reviewed by: Shahrzad Amiri, Executive Officer, Congestion Reduction (213) 922-3061
Ivan Page, Interim Executive Director, Vendor/Contract Management (213) 922-6383



Phillip A. Washington
Chief Executive Officer

PROCUREMENT SUMMARY

METRO EXPRESSLANES PROGRAM MANAGEMENT SUPPORT

1.	Contract Number: AE275020011497	
2.	Recommended Vendor: Parsons Brinckerhoff, Inc.	
3.	Type of Procurement (check one): <input type="checkbox"/> IFB <input type="checkbox"/> RFP <input checked="" type="checkbox"/> RFP-A&E <input type="checkbox"/> Non-Competitive <input type="checkbox"/> Modification <input type="checkbox"/> Task Order	
4.	Procurement Dates:	
	A. Issued: February 13, 2015	
	B. Advertised/Publicized: February 13, 2015	
	C. Pre-proposal/Pre-Bid Conference: February 26, 2015	
	D. Proposals/Bids Due: March 13, 2015	
	E. Pre-Qualification Completed: May 15, 2015	
	F. Conflict of Interest Form Submitted to Ethics: April 7, 2015	
	G. Protest Period End Date: June 23, 2015	
5.	Solicitations Picked up/Downloaded: 138	Bids/Proposals Received: 1
6.	Contract Administrator: Aielyn Dumaua	Telephone Number: 213-922-7320
7.	Project Manager: Philbert Wong	Telephone Number: 213-922-2642

A. Procurement Background

This Board Action is to approve Contract No. AE275020011497 to provide program management support for the development of the Los Angeles County ExpressLanes network, including the preparation of planning, engineering and market research studies and reports per Metro Board direction. Potential tasks under this contract are classified into three categories:

- A. Project initiation, planning and preliminary engineering;
- B. Project and program management oversight; and
- C. Public education, community relations, and market research.

Tasks related to tolling operations, maintenance, and construction are not included in this scope of work.

This is an Architect and Engineer (A&E) qualifications based procurement. Price cannot be used as an evaluation factor pursuant to state and federal law. Small Business Enterprise preference is not applicable to A&E procurements.

The Request for Proposal (RFP) was issued as a standard A&E competitive procurement in accordance with Metro's Acquisition Policy and Procedure Manual and the contract type is Firm Fixed Labor-Hour. This solicitation is exempt from the Small Business Set-Aside Program guidelines; therefore, the contract may be awarded to a non-SBE firm.

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

- Amendment No. 1, issued on February 17, 2015, clarified the schedule of the Pre-proposal Conference.
- Amendment No. 2, issued on March 3, 2015, provided changes to the submittal requirements for key personnel, provided electronic copies of the Plan-Holders' List and sign-in sheets for the pre-proposal conference, and provided responses to proposer questions.

The RFP was included in Metro's website listing for Future Contract Opportunities for the months of January and February, 2015 prior to RFP issue date. The RFP was released on February 13, 2015, as a full and open public competition for Architectural & Engineering (A&E) services. The solicitation was available for download from Metro's website. Advertisements were placed in four leading publications within Los Angeles County (Los Angeles Daily News, L.A. Watts Times, La Opinion and Asian Week) and in two popular tolling websites (tollroadsnews.com and ibtta.org) to notify potential proposers of this solicitation. Further, Metro notified potential prime contractors identified by the Project Office and other potential proposers from Metro's vendor database based on applicable North American Industry Classification System (NAICS) codes.

A pre-proposal conference was held on February 26, 2015, and attended by 31 participants representing 26 firms.

The solicitation period was for 31 days. One hundred thirty-eight firms downloaded the RFP and were included on Metro's planholders' list. Four questions were received regarding the solicitation and responses were released prior to the proposal due date. Firms did not request for any extension of the proposal due date. One proposal was received on March 13, 2015.

Since only one proposal was received, Metro staff canvassed the potential proposers to determine why there were no other proposers. The following is a summary of the market survey:

1. Potential proposer has experience nationally on the operations and maintenance of the express lanes. However, this is not the business strategy of its local office.
2. Potential proposer has sufficient resources to prime the project but it could not identify a local based Project Manager with sufficient availability to manage the project. Timeframe provided to submit a proposal is sufficient.
3. Potential proposer does not want to be conflicted in pursuing future express lanes/toll road implementation projects.
4. Potential proposer was looking for subcontracting opportunities only but could not find a prime contractor that would be willing to team up.
5. Potential proposer was not properly positioned to pursue this project.

6. Potential proposer does not have the technical capabilities to pursue this project as a prime contractor.
7. Potential proposer indicated that timeframe given to submit a proposal was insufficient. Further, the statement of work seemed specially focused on express lane experience, which the firm does not have qualifications for such a narrow focus.

Metro staff determined that the solicitation was not restrictive and, based on the market survey, the decisions not to propose were based on individual business considerations. All but one of the firms surveyed indicated that sufficient time was made available for firms to respond. Adequate competition existed as the solicitation was performed in an environment where all proposers believed that competition was available. Therefore, this solicitation can be awarded as a competitive award.

B. Evaluation of Proposals/Bids

A Proposal Evaluation Team (PET) consisting of staff from Congestion Reduction and California Department of Transportation (Caltrans) was convened and conducted a comprehensive technical evaluation of the proposal received.

The proposal was evaluated based on the following evaluation criteria and weights:

- Experience and Capabilities of the Firms on the Contractor's Team 40%
- Management Plan and Controls 30%
- Degree of Skills and Experience of Personnel on the Team 30%

The evaluation criteria are appropriate and consistent with criteria developed for similar procurements for on-call express lanes program management support. Several factors were considered when developing these weights, giving the greatest importance to the experience and capabilities of the firms on the contractor's team. The PET evaluated the proposal according to the pre-established evaluation criteria and reasonableness of the technical proposal.

Parsons Brinckerhoff, Inc. (PB) was the only proposer that responded to this solicitation. Between April 2 and April 9, 2015, PB's proposal was distributed to the PET. From April 10 to April 24, 2015, the PET scored the proposal received. On April 27, 2015, an oral presentation was held. PB's project manager and key team members had an opportunity to present each team member's qualifications and respond to the evaluation committee's questions. In general, PB's presentation addressed the requirements of the RFP, experience with all aspects of the required tasks, and stressed the team members' commitment to the success of the project. Based on a thorough evaluation of the proposal, the PET determined PB to be technically qualified to perform the work.

Qualifications Summary of Recommended Firm:

Parsons Brinckerhoff, Inc.

The recommended firm, PB, has been in business for 81 years. PB has a history of managed lanes experience in the region and across the state. PB has provided advisory services to Metro on planning, developing, implementing and monitoring the

performance of the managed lanes network in Los Angeles County for almost 20 years. It provides program management expertise, lessons learned and best practices gained from its various roles on multiple express lane projects.

The PB team has a readily accessible pool of personnel resources that have expertise in a variety of disciplines covering the full the range of services necessary for the implementation of additional ExpressLanes projects in the Los Angeles County. PB's strengths were in their depth of expertise and experience in delivering express lanes projects, proposed management plan, strong key personnel, project delivery techniques, and clear understanding of the scope of work.

PB's performance on Metro projects has been satisfactory.

The following is a summary of the PET scores:

1	FIRM	Average Score	Factor Weight	Weighted Average Score	Rank
2	Parsons Brinckerhoff, Inc.				
3	Experience and Capabilities of the Firms on the Contractor's Team	85.98	40.00%	34.39	
4	Management and Controls	84.00	30.00%	25.20	
5	Degree of Skills and Experience of Personnel on the Team	88.89	30.00%	26.67	
6	Total		100.00%	86.26	1

C. Cost/Price Analysis

The final firm fixed negotiated fully burdened rates will comply with all requirements of the Metro Acquisition Policy and Procedures Manual, including MASD audit, fact-finding, clarifications, negotiations, and cost analysis to determine a fair and reasonable price before contract execution.

Work for this contract will be authorized through the issuance of task orders. Metro will issue a solicitation request inclusive of a Statement of Work. Upon receipt of an acceptable response and upon completion of applicable negotiation, Metro will issue a task order accordingly.

D. Background on Recommended Contractor

PB is a leading engineering professional services consulting firms worldwide. PB is headquartered in New York, NY. PB's expertise ranges from environmental remediation to urban planning, from engineering iconic buildings to designing sustainable transport networks and from developing the energy sources of the future to enabling new ways of extracting essential resources.

The PB Team has played major roles in the planning of Southern California's commuter and transit systems, freeways, High Occupancy Vehicle (HOV) lanes and ExpressLanes. The PB Team is composed of 23 subcontractors, 15 of which are Metro SBE certified firms. The proposed team has expertise in key areas such as traffic and revenue forecasting, concept of operations development, highway

engineering, environmental resources, and market research/public outreach. The team has a successful history working together on various express lanes projects in different capacities.

The Project Manager (PM) has 14 years of experience working with Southern California stakeholders to successfully implement managed lanes in the region. PM previously led the Congestion Reduction Demonstration Program for Los Angeles County that established the Concept of Operations, preliminary design and project deliver mechanism for implementing express lanes on I-10 and I-110, served as strategic advisor during the design, construction and testing of facilities, and led performance evaluation efforts during the initial operation of the facilities.

E. Small Business Participation

The Diversity and Economic Opportunity Department (DEOD) established a 25% Small Business Enterprise (SBE) goal for this task order contract. SBE attainment is based on the aggregate value of all task orders issued. Parsons Brinckerhoff listed 15 SBE subcontractors and made an overall goal commitment of 25% SBE.

Small Business Enterprise Goal	25% SBE	Small Business Enterprise Commitment	25% DBE
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	SBE Subcontractors	% SBE Committed
1.	AFSHA Consulting, Inc.	TBD
2.	Arellano Associates, LLC	TBD
3.	Diaz Yourman & Associates	TBD
4.	Epic Land solutions	TBD
	SBE Subcontractors	% SBE Committed
5.	FPL and Associates, Inc.	TBD
6.	Galvin Preservation (GPA)	TBD
7.	Intueor Consulting	TBD
8.	Kal Krishnan Consulting	TBD
9.	Noble Insight, Inc.	TBD
10.	Redhill Group, Inc	TBD
11.	System Metrics Group, Inc.	TBD
12.	Terry Hayes & Associates	TBD
13.	VCS Environmental	TBD
14.	Value Management Strategies, Inc.	TBD
15.	WKE, Inc.	TBD
	Total SBE Commitment	25%

F. Living Wage and Service Contract Worker Retention Policy Applicability

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

G. All Subcontractors Included with Recommended Contractor’s Proposal

	Subcontractor	Services Provided
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1.	HNTB Corporation	Tolling/Engineering
2.	AFSHA Consulting, Inc.	Modeling Support
3.	Arellano Associates, LLC	Outreach
4.	Argabright Consulting, LLC	Procurement Specifications
5.	Chuck Fuhs, LLC	Managed Lanes Operations
6.	Diaz Yourman & Associates	Geotechnical
7.	ECONorthwest	Traffic and Revenue Forecasting
8.	Epic Land Solutions, Inc.	Right-of-way
9.	FAST – Fixing Angelenos Stuck in Traffic	Outreach
10.	FPL and Associates, Inc.	Traffic Engineering
11.	GPA Consulting	Environmental
12.	Intueor Consulting, Inc.	Operational Analysis
13.	Iteris, Inc.	Analytics/Performance
14.	Kal Krishnan Consulting Services, Inc.	Document Control
15.	Nobel Insight, Inc.	Outreach
16.	PRR, Inc.	Outreach
17.	Redhill Group, Inc.	Market Research
18.	System Metrics Group, Inc.	Operational Analysis
19.	Terry Hayes & Associates, Inc.	Environmental
20.	Transportation Solutions	Governance
	Subcontractor	Services Provided
21.	VCS Environmental	Environmental
22.	VCM Management Strategies, Inc.	Value Engineering
23.	WKE, Inc.	Civil/Structural Engineering

**Board Report**

File #: 2015-0612, **File Type:** Informational Report**Agenda Number:** 33.

**SYSTEM SAFETY, SECURITY AND OPERATIONS COMMITTEE
JUNE 18, 2015****SUBJECT: BOARD MOTION 21 - SILVER LINE SERVICE IMPROVEMENTS AND CONNECTIONS****ACTION: RECEIVE AND FILE****RECOMMENDATION**

RECEIVED AND FILED report responding to **Motion 21: Bus Rapid Transit Service - Silver Line**, brought forward at the February 2015 System Safety, Security and Operations Committee.

ISSUE

The Board approved Motion 21 in February 2015, directing staff to improve connections between the Silver Line and service operating into South Bay communities via the Harbor/Gateway Transit Center (H/GTC). Staff was asked to evaluate a number of service options to improve frequencies of local connections and improve timed transfers. These options would be presented with resource requirements, ridership impacts, and implementation schedule. In addition, staff was to coordinate with the South Bay Municipal Operators including Torrance, Gardena, Beach Cities Transit and other relevant stakeholders.

BACKGROUND

The Silver Line concept began as early as 1994, as the Harbor Transitway was being constructed by Caltrans. The concept, known then as the “dual hub”, was to consolidate a number of express lines serving El Monte Station and the H/GTC into one frequent express service. However, this concept was not implemented at that time. Since then, Metro began operating the Silver Line in December 2009, providing daily service between El Monte Station and H/GTC through Downtown Los Angeles.

Currently, the Silver Line operates as a Bus Rapid Transit (BRT) provides a simple rail like routing with a frequent (five minute peak and 15 minute mid-day) service. Ridership has grown steadily from 6,500 on an average weekday to over 15,500. Ridership has grown the quickest on the Downtown to H/GTC route segment: from about 3,000 per average weekday when the Silver Line first began to nearly 6,500 in March 2015. There are now slightly more passengers on the South Bay side of the Silver Line than on the San Gabriel side. Currently all Silver Line trips operate between the H/GTC through Downtown LA to El Monte Station, with limited stops in Downtown LA. This routing has

eliminated transfers in Downtown LA, and provides BRT connections to all of the Metro Rail lines. A detailed history describing the planning and implementation of the Silver Line can be found in **Attachment B**.

The Silver Line has become successful and this success can be measured by the following advantages and service improvements:

- Patronage has grown over 135% since inception in December, 2009;
- Ridership from the H/GTC to Downtown LA has recently exceeded ridership on the El Monte Busway side of the line;
- Separating the local and express portions of the old routes has improved on-time performance on the now local or limited lines ;
- The Silver Line has existing late night timed connections with the Metro Green Line;
- Local buses currently have scheduled connections to the Silver Line;
- Unique Silver Line branding makes the buses identifiable;
- Due to the Silver Line’s frequency, G-Trans (Gardena) has routed local buses and some of their express services to the H/GTC, thereby reducing duplicative service on the Harbor Transitway, and providing better connections for South Bay residents. Torrance Transit will also introduce Line 4 mid-day service which will terminate at the H/GTC;
- The popularity of the Silver Line has increased the use of the H/GTC park-ride lot from one that was ¼ full, to one where finding an empty parking space is difficult; and;
- Improvements at the H/GTC (construction of a Sheriff’s substation, public toilet, new graphics and signage) and at stations (improved lighting/sound walls/bus stops) located on the Harbor Transitway have improved transit usage, as shown below:

Harbor Transitway Ridership Increases by Station

Harbor Transitway Station Stop	2009 Prior to Silver Line	2014 With Silver Line	5 Year Growth Factor
Harbor/Gateway TC	1,215	3,439	2.83
Rosecrans Station	113	388	3.43
Harbor Green Line	694	1,510	2.18
Manchester Station	131	542	4.13
Slauson Station	112	364	3.25
37th St/USC Station	70	220	3.15
TOTALS	2,335	6,463	2.77

DISCUSSION

The Board Motion directed staff to evaluate the following five service change options to improve connections between the Silver Line and service operating into South Bay communities via the H/GTC:

A. Direct routing of Silver Line trips into Palos Verdes and San Pedro.

Line 450 (Downtown LA - San Pedro via Harbor Transitway) currently provides peak period alternating trips between San Pedro and Downtown LA thru H/GTC. During mid-days and weekend this line provides service between H/GTC and San Pedro via the Harbor Freeway.

Line 246 (San Pedro - Harbor Gateway TC via Avalon BI) provides local stop service from San Pedro to the H/GTC. This service takes about one hour and seven minutes to make that journey during rush hours.

Line 344 (Palos Verdes - Harbor Gateway TC via Hawthorne BI) provides limited stop service along Hawthorne BI while Torrance Transit Lines 4 and 8 provide local service. Line 344 currently takes up to one hour and twenty minutes each way.

The Silver Line currently takes one hour and six minutes to travel from H/GTC to El Monte Station during peak hours.

In order to extend Silver Line trips from H/GTC without a significant increase in operating cost and buses, the duplicate service on Lines 246 and 344 would need to be canceled. New combined Silver Line and Lines 246 and 344 will have one-way trips of nearly two hours and thirty minutes in each direction. It would be difficult to schedule Bus Operator work schedules that would be efficient. Also as the Silver Line operates five minute frequency service during rush hours, with heavy passenger loads, a bus from PV or San Pedro that was even a few minutes late would create significant overloads.

Should the Silver Line be extended, the quality of service would degrade on both the Express and Local portions of the route. Currently, local patrons enjoy excellent on-time performance, which is up to 80% on Line 344. Neither of the two local lines is currently affected by freeway issues (accidents, closures, downtown LA protest, rain delays, etc.) that would cause local patrons on-time reliability issues. If the Silver Line is extended to replace the local/limited stop lines, the OTP would also be negatively affected by an increase in periodic overcrowding. The patronage chart shown below in Section B indicates that the majority of patrons on the local lines could be affected by service delays north of the H/GTC

Timed transfers (when the headways are wider) give patrons a short wait to board the Silver Line.

B. Improved frequencies on local services Lines 246 and 344 for better connections with the Silver Line.

Today, service on these lines operates every 20 to 30 minutes in the peak periods; weekday mid-day service is provided on an hourly basis. On Saturdays service is every 40 minutes, while on Sundays & holidays buses operate hourly service.

During these long headway periods, service on these lines is scheduled to provide a timed transfer to and from the Silver Line to provide a shorter wait time at the H/GTC.

Ridership on all local lines traveling up to the H/GTC is low. The chart below shows that a large number of patrons boarding buses in San Pedro and Palos Verdes are not destined to Downtown LA. On both lines, more than 70 to 80% of the patrons are riding locally, with only the remainder 20 to 30% destined to the H/GTC. Even upon arrival at the Center, it is not known how many patrons continue on the Silver Line, or utilizes the other 11 lines at the Center.

Line 246

			% NOT Going to H/GTC	% GOING to H/GTC
	Ons	Offs		
Weekday	1397	317	79%	21%
Saturday	883	243	72%	28%
Sunday	675	188	72%	28%

Line 344

			% NOT Going to H/GTC	% GOING to H/GTC
	Ons	Offs		
Weekday	851	297	65%	35%
Saturday	553	193	65%	35%
Sunday	330	98	70%	30%

While service levels on both lines could be improved during weekday mid-day and weekends to operate every 30 minutes, ridership demand, as shown above, does not warrant additional service. The estimated additional service hours and costs are shown below in the Recommendation portion of this report. If approved by the Board, these proposed changes could be implemented as part of the December 2015 schedule change program. Should the changes require a Public Hearing and and/or Title VI analysis, additional service could be implemented on a demonstration basis until the hearings could take place.

C. Timed transfers and improved on-time performance to ensure connections are met.

Currently, timed transfers are in place at H/GTC and late night connections at the Harbor Green Line Station. On-time performance for the local feeder lines has improved up to 80% since creation of the Silver Line. Staff regularly evaluates the Silver Line performance to

insure these established connections are maintained. Schedules to be implemented June 28, 2015 will continue existing connections already in place.

- D. Evaluation is based on the demand for the connection by time of day and day of week; and addresses fare pricing implications, resource and other requirements, ridership impacts, and implementation schedule.

Scheduled connections to and from the Silver Line are currently in place. Due to the frequency of the line, connections are not necessary until the headways widen in the mid-day, evening, and on weekends. There is also a late night Silver Line connection with the Metro Green Line at the Harbor Freeway Station.

Under Metro’s current pricing policy, transfers are free up to two hours after an initial TAP. Since inception, the Silver Line has had a simplified line fare which equals one base fare plus one zone fare, which today remains the same (\$2.50). Today, a Line 246 or 344 patron using a Day Pass to access the Silver Line pays no additional charge. A stored value TAP user would pay a 75 cent upcharge at the H/GTC; however this would not change even if the Silver Line were extended to San Pedro. No matter what services are implemented, there are no negative fare pricing implications because the current fare structure includes a one zone upcharge and free transfers with a stored value TAP card.

Potential Service Alternatives

The travel time just from San Pedro or the Palos Verdes Peninsula to the H/GTC is over one hour. It is not recommended to extend Silver Line trips to these far terminals, which would cause the Silver Line to have one-way trip times of nearly two and a half hours. The local segments today have good on-time performance (up to 80%), which would be negatively affected by the volatility of the freeways. In turn, the Silver Line five minute headway would suffer should delays occur on the South Bay surface streets.

The two lines (246, 344) that travel from central San Pedro and the Palos Verdes Peninsula to H/GTC operate hourly weekday mid-day and weekend service. If service levels were improved during these time periods to a 30 minute frequency, the estimated annual increase in revenue bus hours and cost would be an estimated \$3.56 million per year. As today, local line buses would be scheduled to meet arriving and departing Silver Line buses.

The following proposed additional Revenue Service Hours are shown in the table below:

Improve Weekday Base and Weekend All-Day Service to Every 30"					
				Annual	Annual
Line #	Daily	Saturday	Sunday	Rev. Hrs.	Est. Cost
246	47	18	31	14,720	\$2,060,000

344	35	15	17	10,700	\$1,500,000
Total	103	49	61	32,420	\$3,560,000

Coordinate with South Bay Municipal Operators

Staff contacted relevant stakeholders and found that the Silver Line as operated today meets the needs of the South Bay, and reduces duplication of other operators. In the case of extending the line to Palos Verdes Estates, the line would duplicate a number of Torrance Transit services, as well as compete with LADOT Express Line 448, which operates from Downtown LA on the Harbor Express Lanes to Palos Verdes Estates. Gardena Transit has reduced some service to Downtown LA because of the Silver Line’s frequency and point-to-point service, thereby reducing operating cost.

TITLE VI ENVIRONMENTAL JUSTICE IMPACT

The proposed service adjustments described in this report meet the definition of a major service change as defined in LACMTA’s Administrative Code. A public hearing could be required, and an evaluation of the proposed changes would need to be conducted per the Title VI guidelines.

DETERMINATION OF SAFETY IMPACT

There are no safety issues associated with the items presented in this report.

FINANCIAL IMPACT

The Board consideration of the of the proposed service changes presented in this report to Lines 246 and 344 are not included in the FY16 budget. To include the additional service would require an estimated annual increase in revenue bus hours and the cost would be an estimated \$3.56 million per year

ALTERNATIVES CONSIDERED

Service today is operating with light weekday base and all-day weekend ridership, and only 70 to 80% are destined to the H/GTC. At this time, potential 30 minute service during these time periods is not warranted. The service could remain as scheduled today, with future schedule adjustments implemented should demand materialize.

NEXT STEPS

Should the Board of Directors direct staff to pursue implementing potential service improvements as described in this report, staff will plan to conduct a public hearing and perform the Title VI evaluation.

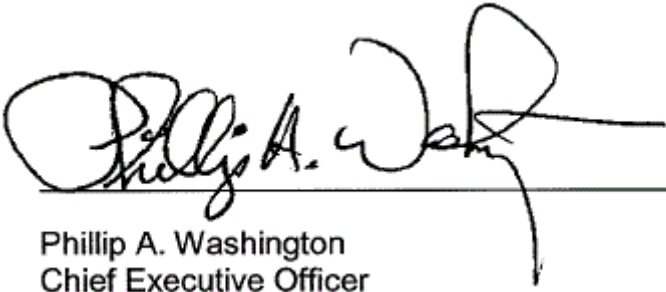
ATTACHMENTS

- Attachment A - February Motion 21, Bus Rapid Transit Service - Silver Line
- Attachment B - Development of the Silver Line

Prepared by: Jon Hillmer, EO of Service Planning & Development
Scott Page, Director of Service Planning
Dan Levy, Director of Civil Rights Program Compliance

Questions: Christopher Reyes, Senior Administrative Analyst, Operations
(213) 922-4808

Reviewed by: Robert Holland, Interim Chief Operations Officer



Phillip A. Washington
Chief Executive Officer

Motion by:

**Mayor Eric Garcetti, Director Jacquelyn Dupont-Walker,
Supervisor Don Knabe & Mayor James Butts**

February 19, 2015

Item 21: Bus Rapid Transit Service – Silver Line

The Silver Line was implemented in December 2009 by combining the freeway portions of three Harbor Transit-way express lines operating between San Pedro/Palos Verdes and Downtown Los Angeles) and two El Monte Busway express lines (Operating between Pomona and Downtown Los Angeles).

The freeway segments of the lines were combined into the Silver Line which provides service between Harbor/Gateway Transit Center and El Monte Bus Station via downtown Los Angeles.

The local segments of the lines between San Pedro/Palos Verdes and Harbor/Gateway Transit Center, and Pomona to El Monte Station, operate as separate local lines.

Separating the local and freeway segments was done to improve on time performance on both local and freeway segments, and allow for more flexibility in matching service levels to demand.

However, by separating the segments, passengers who previously had a one seat ride between the local and freeway segments now are required to transfer.

Since inception, Silver Line ridership has more than doubled.

Much of the increase in boardings is along the southern segment between Harbor/Gateway Transit Center and Downtown Los Angeles.

Many of these passengers originate in South Bay communities, including San Pedro and Palos Verdes.

Given the significant increase in South Bay boardings, it is important to reassess the travel time impacts of the transfer between the freeway and local segments at the Harbor/Gateway Transit Center, and the benefits of improving the connection between the South Bay communities and Downtown LA.

WE THEREFORE MOVE that the Board direct the CEO to evaluate options for improving the connection between the Silver Line and service operating into South Bay communities via the Harbor/Gateway Transit Center, including:

- A. Direct routing of Silver Line trips into Palos Verdes and San Pedro
- B. Improved frequencies on local services, including Lines 246 and 344, for better connections with the Silver Line.
- C. Timed transfers and improved on time performance to ensure connections are met.
- D. Evaluation is based on the demand for the connection by time of day and day of week, and address fare pricing implications, resource and other requirements, ridership impacts, and implementation schedule.
- E. Report back with the findings on all the above by the June 2015 Regular Board meeting.

DEVELOPMENT OF THE SILVER LINE

Prior to the Silver Line, four express services operated from the South Bay through the Harbor/Gateway and on to Downtown LA on the Harbor Transitway. These services were poorly utilized, and headways were not coordinated on the Transitway. The 900 space park and ride lot at H/GTC was nearly empty, with only approximately 10% utilization on weekdays. In preparation for the Silver Line implementation in December 2009, staff analyzed the ridership patterns of each individual line. The conclusions were as follows:

- Previous Lines 444, 446 and 447 collectively carried 7,760 boardings per weekday. Of this number, 5,200 (67%) boarded and alighted on the local portion of the route, and 1,400 (18%) boarded between Downtown LA and the H/GTC. Patrons from the South Bay boarding before the H/GTC and riding to Downtown LA accounted for only 1,160 (15%) of the boardings.

In summary, the majority of the boardings and alightings took place along the local portions of the previous lines. Downtown LA was not a major attraction for local South Bay residents, and the low number of patrons parking at the Harbor/Gateway TC was an indication that the previous express services were not working.

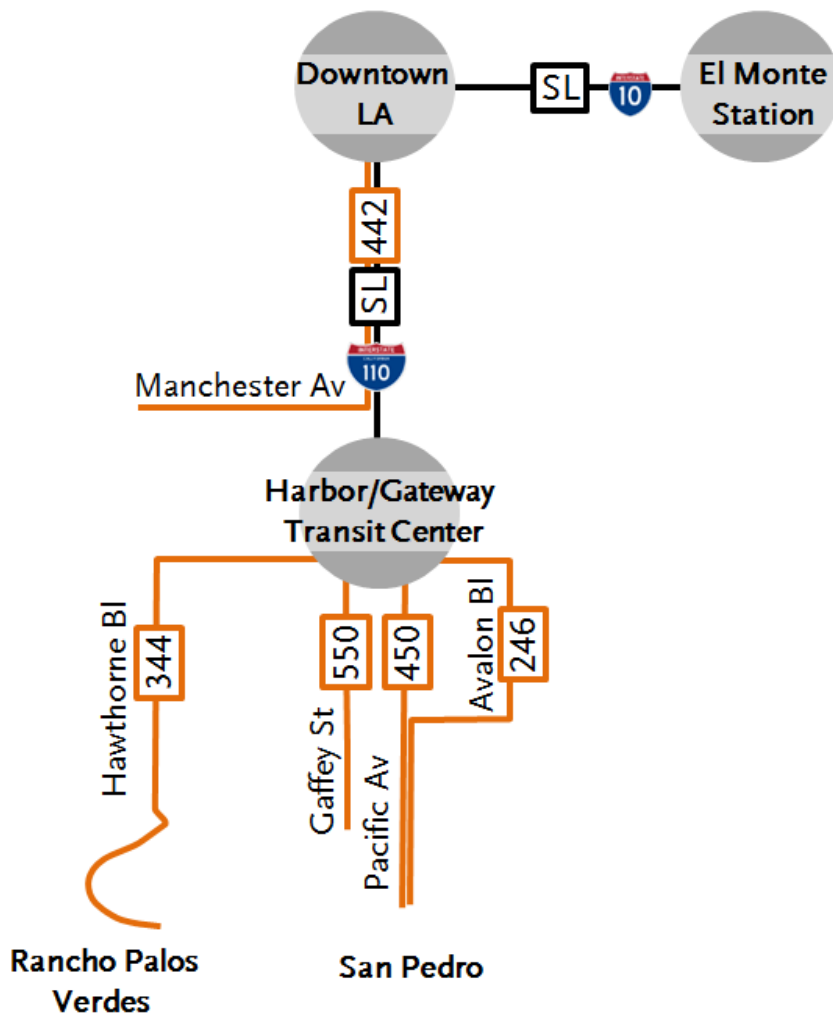
Customer Survey - Based on the data analysis above, Service Planning staff surveyed patrons of the three existing express lines prior to the implementation of the Silver Line with the following results:

- Provide more late night service. *The last Silver Line bus now leaves Downtown LA at 1:22AM.*
- Provide direct connection from South Bay to CSULA. *Silver Line buses are through routed in Downtown, eliminating a transfer to reach the college from the South Bay.*
- Improve on-time performance. *As noted below in Existing Service section, OTP has greatly increased on Lines 246 and 344, benefiting local patrons.*
- Cleaner buses, better A/C, faster speeds. *Express Lanes funding was provided to buy new buses dedicated to the Silver Line (dedicated buses for a line reduces graffiti and stay cleaner). Stops were reduced in Downtown LA to reduce travel time.*
- Lower fares, don't charge to transfer. *In order to reduce the "transfer penalty" of existing patrons and encourage new ones, a unique fare structure was established whereby Day Pass Tap users could ride the Silver Line at no additional charge.*

While this Motion is focused on the Harbor Transitway portion of the Silver Line, data for Lines 484 and 490 which eventually terminated at El Monte Station had similar

statistics. Only 12% of the total combined ridership continued west of El Monte Station to Downtown LA, showing that the core ridership was east of the station.

- The Silver Line has approximately 7,100 boardings at the H/GTC, and local replacement service, Lines 246 (ex-446) and 344 (ex-444) carry 5,100 (similar number prior to the Silver Line implementation). Therefore, combined South Bay ridership has increased by 57%, mostly due to the Silver Line.



The following lines also serve the H/GTC but are not part of this report: Metro Lines 51, 130, 205, 352, Torrance Transit Lines 1, 4 and 6, Carson Circuit, and G-Trans Lines 1, 2 and 4.

EXISTING SOUTHBAY SERVICES CONNECTING TO THE SILVER LINE

Line 246 – This line replaced express Line 446. Operating from the Korean Bell or Pacific Av and 21st in San Pedro to H/GTC, the line serves the communities of Wilmington and Carson. Previously, Line 446 operated in the peak only from the Korean Bell in San Pedro to Union Station. The travel time was up to one hour and thirty minutes from the Korean Bell to Union Station; on-time performance was 59%. Today, on-time performance is 73%.

During the base period, service terminated from San Pedro at the H/GTC. This was due to low demand from San Pedro to Downtown LA in the mid-day. Patrons transferred at the H/GTC to either Lines 444 or 445 and continued to Los Angeles.

Old Line 446 operated every 30 minutes in the peaks and hourly in the base period, seven days a week. Today, Line 246 operates every 20 minutes in the peaks and hourly in the base period.

Line 344 – This line replaced express Line 444. Operating from Palos Verdes, it travels through the areas of Rancho Palos Verdes, Rolling Hills Estates, and Torrance. The travel time when operating to Downtown Los Angeles was as high as one hour and thirty five minutes, with an on-time performance rating of 57%. Today the travel time from Palos Verdes to the H/GTC is approximately 60 minutes, with an on-time performance rating of 80%.

Service on old Line 444 was every 20-30 minutes in the peaks, and hourly in the base period. Today on Line 344, peak service is now every 10-30 minutes and base service remains at every 60 minutes.

Line 450 – Operating since June 2005, Line 450 operates as an express line from San Pedro to Figueroa and 5th St in the peak periods, and shortlines in the base period and on Saturday and Sunday at the H/GTC. Passengers may transfer to the Silver Line to complete their trip to Downtown LA.

Silver Line – The Silver Line from Downtown LA to the H/GTC operates every five minutes in the peak periods and every 15 minute in the base period. Travel time from the H/GTC to Downtown LA is 30 minutes, and to El Monte Station is one hour.

The following lines also the H/GTC but are not part of this report: Metro Lines 51, 130, 205, 352, Torrance Transit Lines 1, 4 and 6, Carson Circuit, and G-Trans Lines 1, 2 and 4.

Silver Line Report


Motion 21

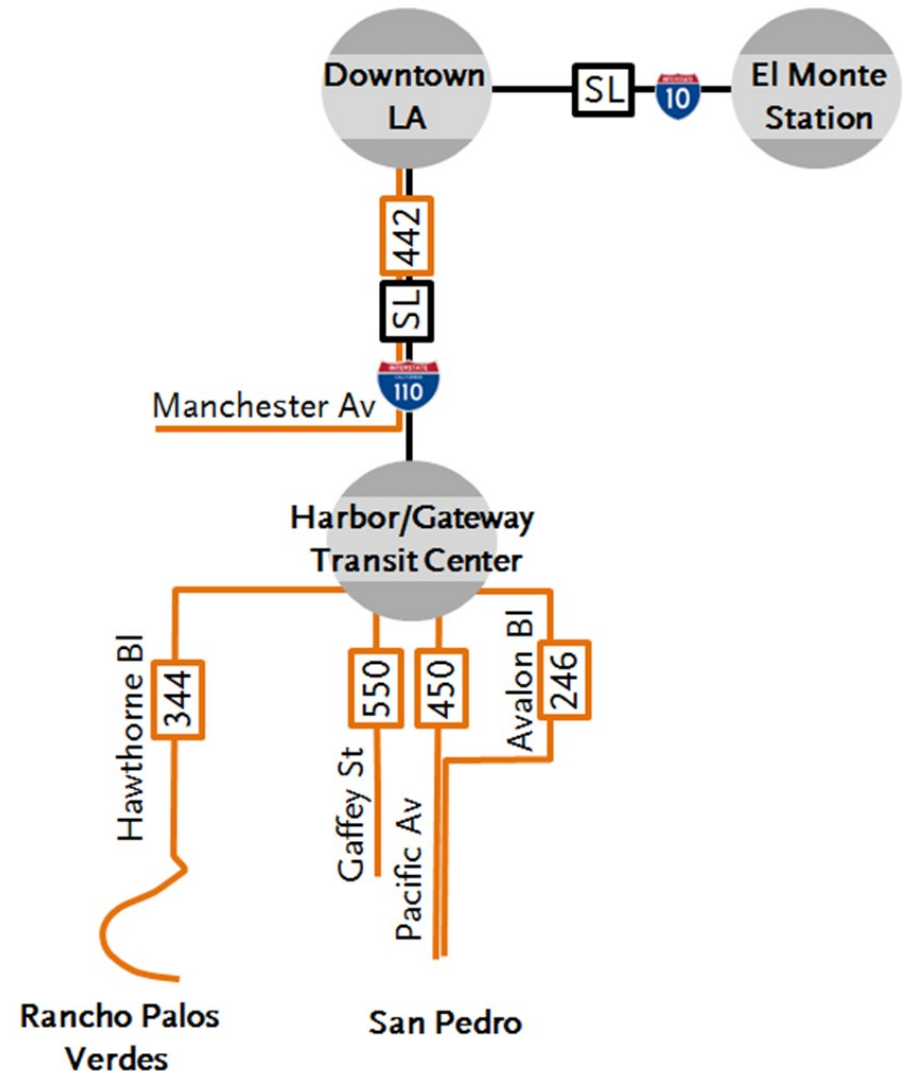
Receive and File



Over View

- Silver Line began December 2009, combining three express lines into one BRT service
- Service is every 5 minutes in the peaks, 15 minute off-peak
- Patronage has increased by 135%
- Boardings at all Harbor Fwy in-line stations has more than doubled
- Connecting services at the Harbor/Gateway

 Transit Center are timed
Metro



Board Directed Items Evaluated

A. Direct route of Silver Line into Palos Verdes and San Pedro

- Metro Express Line 450 currently provides direct weekday peak travel between downtown LA and San Pedro.
 - Mid-day & weekend service operates to Harbor Gateway TC with timed connections to the Silver Line.
- Extending Silver Line service to Palos Verdes (via Line 344) would add 1:20 travel minutes. The resulting 2:20 long Silver Line would experience service reliability and bus bunching problems.
- Operating the Silver Line to San Pedro over the route of Line 246 would add one hour of travel time.
- All lines from San Pedro and Palos Verdes have timed transfers with the Silver Line at Harbor Gateway Transit Center.

B. Improved frequencies on local services Lines 246 and 344 for better connections with the Silver Line

- These lines currently operate every 20 to 30 minutes in the peaks, **and less** frequently during mid-days and weekends.
- During longer headway periods, timed transfers are provided at the Harbor Gateway Transit Center to minimize wait time.
- Only 20 to 30% of riders on these local lines ride to the Harbor Gateway TC.
- Current ridership levels does not warrant additional service.
- Any increase in service levels would require additional resources.

C. Timed Transfers and improved on-time performance to ensure connections are met

- Since inception of the Silver Line, local feeder lines have improved OTP up to 80%.
- Scheduling has created scheduled connections between local Silver Line buses.

- D. Evaluation is based on demand for the connection by time of day and day of week; address fare pricing implications, resources and other requirements, ridership impacts, and implementation schedule.
- Time connections are provide during longer headway periods at the Harbor Gateway Transit Center to minimize wait time.
 - Fares are the same regardless if the Silver Line is extended or passengers transfer at HG/TC (Silver Line = \$2.50, or Local = \$1.75 plus 75 cent zone).
 - Current ridership demand does not warrant additional service.
 - Any increase in service levels would require additional resources.

Potential Service Alternatives:

Improve Weekday Base and Weekend All-Day Service to Every 30"					
				Annual	Annual
Line #	Daily Rev. Hrs.	Saturday Rev. Hrs.	Sunday Rev. Hrs.	Rev. Hrs.	Est. Cost
246	47	18	31	14,720	\$2,060,000
344	35	15	17	10,700	\$1,500,000
Total	103	49	61	32,420	\$3,560,000



Board Report

File #: 2015-0655, File Type: Informational Report

Agenda Number: 50.

FINANCE, BUDGET AND AUDIT COMMITTEE

JUNE 17, 2015

EXECUTIVE MANAGEMENT COMMITTEE

JUNE 18, 2015

SUBJECT: RIDERSHIP INITIATIVES

ACTION: RECEIVE AND FILE RESPONSE TO BOARD MOTION NO. 8: MTA RIDERSHIP

RECOMMENDATION

RECEIVE AND FILE status report on **response to Board Motion No. 8: MTA Ridership** (March 19, 2015) to develop an Action Plan to increase Metro ridership.

ISSUE

Since April 2014, ridership across the Metro system, including bus, rail, and BRT service, has declined by 4%. This decline contrasts with a 3% increase in ridership that occurred in the previous four years, from 2010 to 2014. The March 19, 2015 Board Motion No. 8: MTA Ridership (Attachment A) instructed the Metro CEO to develop an action plan to reverse the recent downward trend in boardings and to report back to the Board within 90 days of the Motion. This report provides the requested response and action plan.

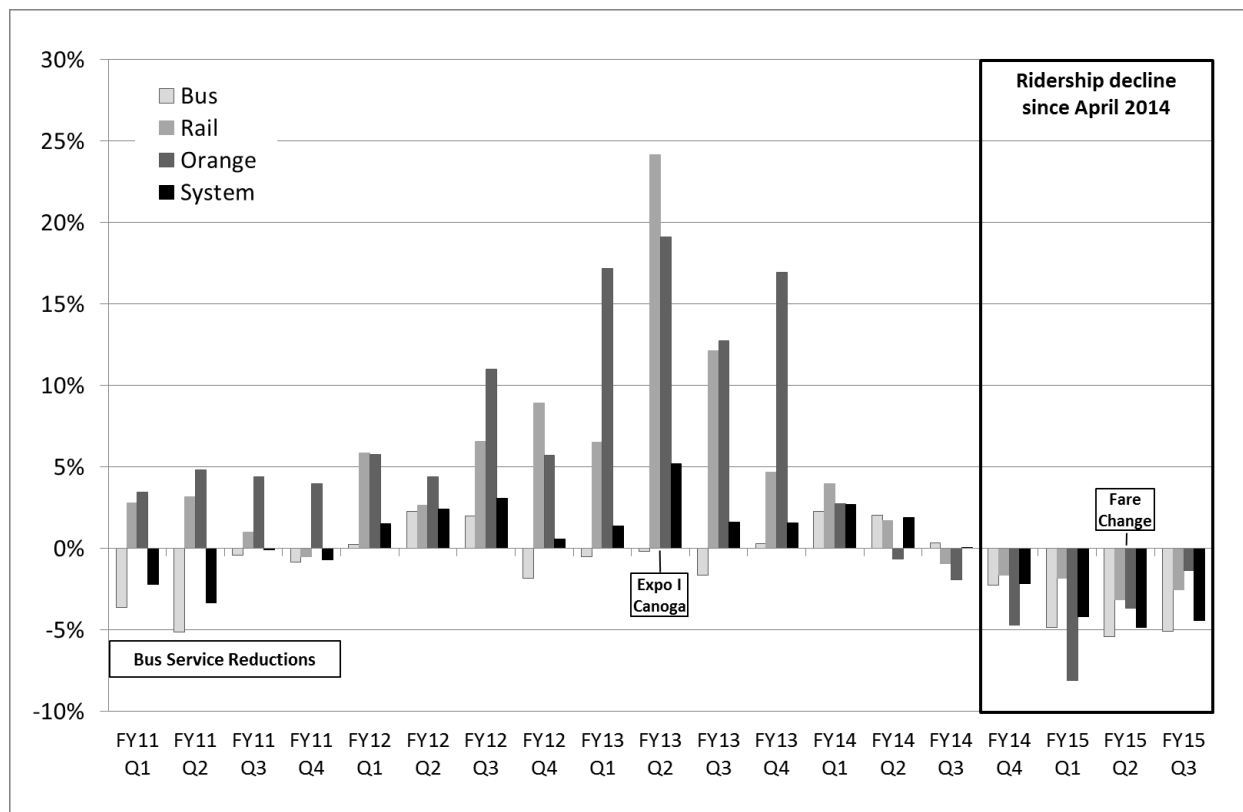
DISCUSSION

Ridership Trends

As shown in Figure 1, Metro ridership has been declining on a year-over-year basis since April of 2014, in the fourth quarter of FY14. This decline precedes the September 2014 fare restructuring by six months and is part of a larger national trend of declining transit ridership, as shown in Figures 2 and 3.

Figure 1 shows that, through the third quarter of FY15, over the past year Metro boardings have decreased on average by 4% on a year-over-year basis, impacting all modes, including bus, rail, and bus rapid transit (BRT). As shown in Figure 1, bus boardings have decreased by 5%, rail by 2%, Orange Line BRT by 4%, resulting in a total system boardings decline of 4%.

Figure 1
 Year-Over-Year Percent Change in Boardings
 FY11 - Current



Figures 2 and 3 compare Metro ridership trends by bus (Figure 2) and rail and BRT (Figure 3) with regional and national trends. As shown in Figure 2, national bus ridership began declining in the first quarter of FY14, while Metro bus ridership began declining in the fourth quarter of FY14. Figure 3 shows that, despite a significant increase in rail and BRT ridership with the opening of the Expo Line and Orange Line Canoga Extension in the second quarter of FY13, rail and BRT ridership has been declining since the third quarter of FY14. This trend is particularly worrisome as national rail ridership continues to increase.

Figure 2
 Year-Over-Year Percent Change in Local, Regional, National Bus Boardings
 FY11 - Current

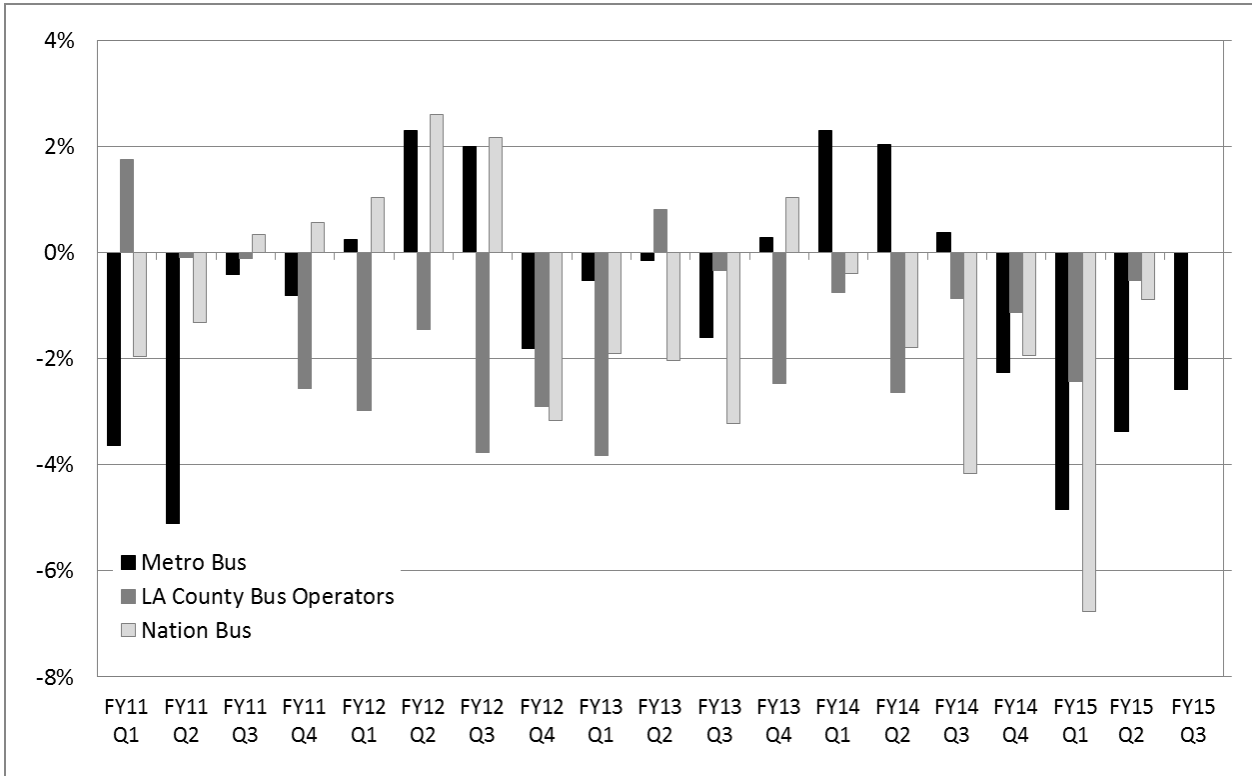
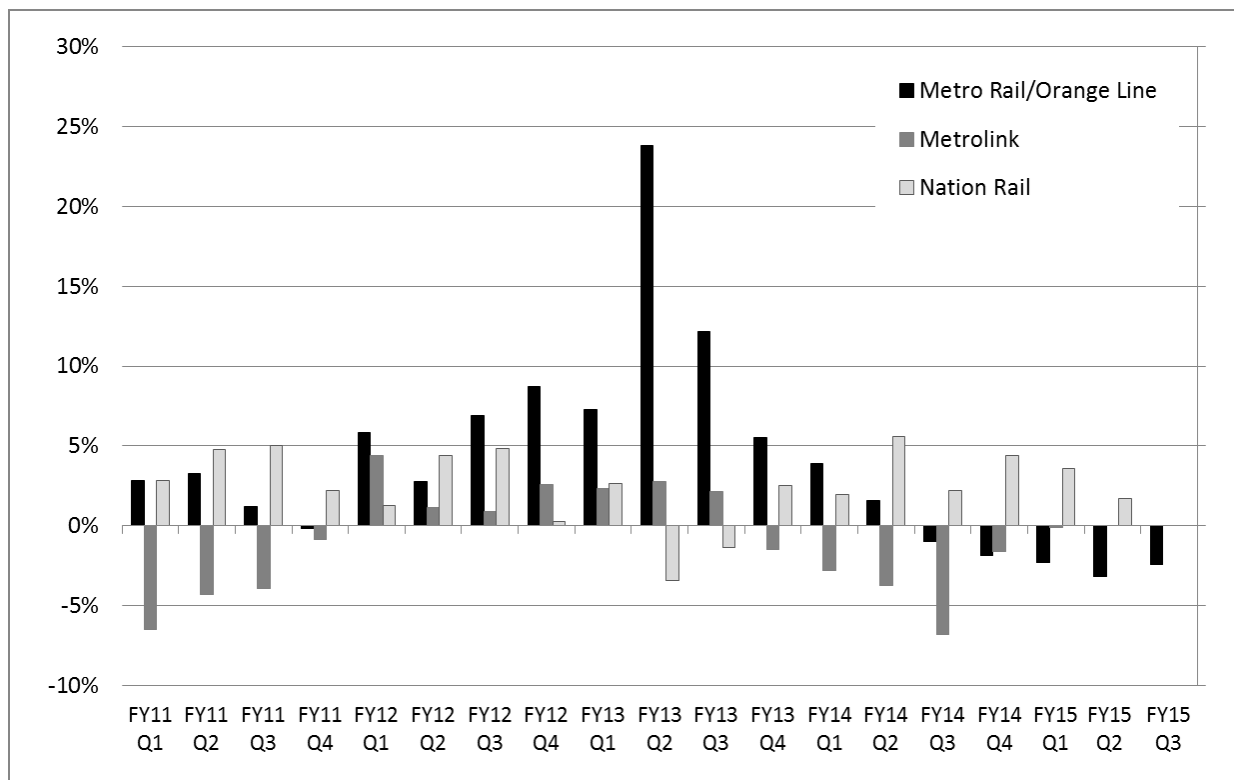


Figure 3
 Year-Over-Year Percent Change in Metro Rail/BRT, Metrolink, and National Rail Boardings
 FY11 - Current



Metro staff has analyzed several factors that could influence ridership in different transit modes, including employment by industry sector, school enrollment, gas prices, and car sales. This analysis shows that bus ridership has very little relationship to these identified factors, indicating that bus ridership is not determined solely based upon any one factor. Based on Metro’s Spring 2014 customer satisfaction survey, 83% of bus riders did not have a car available for their trip, indicating that Metro’s bus system is providing basic mobility for residents who do not have access to a car. By contrast, rail/BRT ridership has a strong relationship with employment and new car sales, indicating that an improving local economy leads to increased Metro rail and BRT ridership.

Board Motion No. 8: MTA Ridership (March 19, 2015)

In response to this observed decline in Metro ridership, the Metro Board of Directors passed Motion No. 8, which directs the Metro CEO to develop an action plan to address the downward trend in ridership, including:

- Evaluate existing travel demand and identify new ridership opportunities;
- Optimize the existing transit network, including but not limited to: 1) Improving bus service between rail service and key destinations, 2) Establishing a frequent bus network, 3) Developing new types of bus service to attract discretionary riders, and 4) Coordinating better with municipal operators and Metrolink;
- Develop a campaign to market, promote, and outreach to potential new and discretionary riders about MTA transit services, including but not limited to 1) a revenue-neutral residential TAP bulk purchase program, 2) an incentive to travel during times of excess capacity, and 3) exciting marketing programs such as MTA's recent Red Line Speed dating event;
- Recommend strategies to improve on-time performance, including but not limited to 1) testing All-Door Boarding, 2) installing Stand-Alone TAP Validators, and 3) working with local jurisdictions to implement bus-only lanes in key locations and at key times;
- Evaluate the reliability of existing rail station countdown clocks and installing countdown clocks at additional rail stations and high-use bus stops;
- Develop and utilize a frequent network map;
- Other innovative strategies to increase ridership.

American Public Transit Association (APTA) Peer Review

As part of the September 2014 fare restructuring, the Board requested an APTA Peer Review of Metro's Fare Policy that also identified methods to increase ridership and considered new approaches to revenue generation. The resulting report identified a number of strategies that could be implemented by Metro to increase ridership, many of which are incorporated into the Action Plan presented in this report. Further, some of the proposed measures could establish Metro as a leader in taking innovative approaches to address the national decline in transit ridership.

Ridership Task Force

In response to Board Motion No. 8 and following up on the APTA Peer Review, Metro staff is taking an "all hands on deck" approach to increasing ridership by convening a new Ridership Task Force, comprised of representatives from Metro Operations, TAP, Management and Budget, Communications, Planning, Information Technology, and Security. The Ridership Task Force has identified a series of "immediate actions" that could be undertaken within existing budgeted resources and initiated by the second quarter of FY16 (Attachment B).

In addition to the immediate actions identified in Attachment B, the Task Force has also outlined a set of longer term strategies that are presented in Attachment C. These longer term strategies require further evaluation of cost, benefit, and implementation before proceeding.

Given that the current bus system is primarily serving the transportation needs of riders who do not have access to a car, there are opportunities to redefine and refocus the transit system to

- Attract new markets, including new employment and educational institution ridership, as well as recreational trips such as tourists, late night, weekend, and event- and activity-based travel;
- Improve the quality and convenience of bus service that would help to increase the number of trips taken by the existing ridership base; and
- Further expand into the commuter market by addressing first-/last-mile needs as many rail and BRT stations are not immediately adjacent to employment centers.

Based on these goals, the Ridership Task Force is developing an action plan focused on the following objectives:

- Attract new markets,
- Provide customer-focused service,
- Remove barriers to transit use,
- Get the word out, and
- Foster partnerships.

The action plan addresses these objectives by incorporating the following strategies toward attracting new ridership:

1. Market Research
2. Service Design
3. Service Management
4. Transit Priorities and Technology
5. Safety and Security
6. Customer Amenities
7. Fare Subsidies
8. Marketing, Outreach, and Promotions
9. Partnerships

Each of these nine strategies is discussed in further detail below.

Market Research

One of the keys to success in attracting new riders is to know what they need and want. Changing customer demographics and lifestyles is identified by APTA as one of the “Megatrends” that transit is facing in the next five years. Understanding this trend and its impacts in LA County will aid in developing products for new riders and markets. At present, staff is working on efforts to better understand new markets, including:

- Identifying travel patterns for major employment centers within the region,

- Surveying existing riders, including those who use the “Owl” bus network, and
- Planning pre- and post-implementation surveys for Expo Phase 2 and Gold Line Foothill Phase 2A Extensions.

Staff will also research opportunities to better understand tourist travel needs through partnerships with the tourism and convention industry, hotels, and major attractions. Social media also provides an opportunity to seek information and opinions from riders to develop products and to suit services to their needs.

Service Design

Where, when, and how services are provided is critical to attracting new riders, and influencing existing riders to ride more often for different trip purposes. Staff is currently composing a plan that will:

- Maximize the availability of bus service, with consideration of Metro and its Municipal partners,
- Take advantage of the expansion of the rail and BRT network
- Analyzing successful services and identify best practices to help refine Metro’s service delivery regimens
- Study the Rapid bus network and seek to optimize its performance,
- Review and make recommendations for changes to the Owl service network to meet the needs of employees, visitors, and area residents so that they can use transit to travel to and from late night venues,
- Develop bus services oriented to serve Metrolink and Metro Rail connections,
- Begin refining the core frequent bus network based on a Strategic Bus Network Plan, and
- Develop point-to-point commuter services, based on market research of employment centers.

Service Management

Planning and designing optimal services is important; however, equally important is ensuring that services are delivered as planned. The APTA Peer Review identified improved transit service quality as a key means to increase ridership. Management should take a customer-focused approach to minimize the impact of service interruptions on riders, including:

- Proactive, real-time service management that minimizes the impact of delays and service disruptions and that ensures service is on time and available according to rider expectations;
- Regular review and updates to Standard Operating Procedures and training for on-street Vehicle Operations Supervisors and Transit Operations Supervisors in the Bus and Rail Operations Control Center;
- Timely and consistent customer information on service issues distributed through multiple forms; and,
- Planned service disruptions due to maintenance or construction that minimize impacts to riders.

Transit Priorities and Technologies

Transit vehicles are impacted by auto congestion, competition for road space by other modes, and traffic flow condition variability. Transit operations can therefore benefit from measures such as

- Dedicated bus lanes,
- Queue jumpers,
- Signal priorities, and
- Countdown timers to provide advance notice of green lights.

Technologies to improve customer convenience and flow on and off the vehicle include

- All-door boarding,
- Off-board fare payment, and
- Mobile apps to streamline fare payment and transit information.

Safety and Security

Riders must feel and be safe when riding Metro services. Efforts are underway to continue to improve Metro's transit policing programs, including

- Increased security presence,
- Greater use of analytics to identify when and where crime occurs for more-focused security dispatching, and
- Improved real time surveillance and interaction between riders and security.

In addition, policies and procedures need to be improved and developed to control illegal activities at stations and on vehicles, including vending, harassment, and fare evasion.

Customer Amenities

Customer amenities complement transit services, helping to attract more riders by making information simple, clear, and immediate; improving the safety and comfort of the wait environment; and providing additional products and services that are important to riders. Customer amenities are provided at key stops and stations to help disseminate information on service, schedules and fares; improve passengers' wait experience; and include conveniences such as WiFi and concessions.

Fare Subsidies

Metro currently maintains partnerships with employers and educational institutions to provide transit benefits through the Employer Annual Pass Programs, including the Annual Transit Access Pass (A-TAP), Business Transit Access Pass (B-TAP), and Institutional Transit Access Pass (I-TAP), designed for colleges and universities. However, Metro has numerous other opportunities to access new markets in transit-oriented housing, including housing in Metro joint developments.

Additionally, outside of peak commute hours, the Metro rail network has spare capacity that could be offered at a discounted rate through an Off-Peak Downtown LA Rail Pass. Such a pass could give downtown commuters the opportunity to use the rail network for lunch, meetings, or errands during

the midday, and it would also allow downtown residents the opportunity to use the rail network during nights and weekends at a reduced fare.

Marketing, Outreach, and Promotions

Attracting new riders means new efforts to “get the word out” about Metro’s products and services. Efforts under consideration include

- Better use of social media to develop targeted marketing and outreach campaigns,
- Social media ads ahead of major events with information on using Metro and the resources available to complete the first-/last-mile connection,
- Giveaways to incentivize the use of Metro services and partnerships with the media to “Tell the Metro Story” and put a friendly face to the agency and its service,
- An interactive frequent bus network map showing various service levels depending on the trip and time that a rider is planning to illustrate the ease and convenience of navigating Metro.

Given the success of promotional strategies that involve creative events, like Speed Dating on the Metro Red Line, Metro could consider establishing a department responsible for launching a series of brand-positive events to engage new and existing riders. This department would work with Metro staff and vendors to curate and execute events that will continually promote Metro.

Partnerships

Partnerships with public and private entities help Metro to coordinate inter-agency efforts and to leverage information to increase ridership. Since ridership decline is happening across the region, partnerships can increase data sharing, strengthen intermodal planning efforts, and improve trip planning. Current Metro staff partnership efforts include:

- Working with the City of Los Angeles to coordinate the City’s Mobility Plan and Metro’s Strategic Bus Network Plan,
- Developing a Buses and Bicycles Road Share document to improve coordination between bus operations and bike planning,
- Coordinating service plans between Metro and Municipal Operators to reduce duplication and coordinate schedules,
- Sharing ridership trend analysis and strategies to increase ridership with other agencies including participating in the Orange County Transportation Authority’s (OCTA) APTA Peer Review on Ridership Trends, and
- Working with 3rd party partners and mobile app developers to provide first-/last-mile services and aid in trip planning.

Task Force Action Plan

Numerous ridership initiatives could be initiated by the second quarter of FY16, as outlined in Attachment B to this report, “Ridership Initiatives: Immediate Action Plan.” Other initiatives require

further evaluation as to cost and benefit as well as barriers to implementation, and additional resources to implement. These efforts have been included in Attachment C, and will be presented to the Board for approval after passing further evaluation.

In addition, as requested in Supervisor Antonovich's Amendment to Board Motion No. 8, Attachment D presents Board Motions from the last 5 years that sought to increase ridership, as well as the status of these Motions.

FINANCIAL IMPACT

Efforts identified in the Attachment B, "Ridership Initiatives: Immediate Action Plan," can be initiated within budgeted resources by the second quarter of FY16. Additional efforts identified in Attachment C may require additional resources and will be presented to the Board under separate cover for approval prior to initiation.

ALTERNATIVES CONSIDERED

If no action is taken on ways to increase ridership, the recent downward trend in boardings could continue, which will hinder Metro's ability to continue to provide excellence in service and support and negatively impact fare revenues.

NEXT STEPS

Staff will return to the Board on a quarterly basis with a status update on the Immediate Action Plan and Other Ridership Increase Strategies.

ATTACHMENTS

Attachment A - Motion 8: MTA Ridership

Attachment B - Ridership Initiatives - Immediate Action Plan

Attachment C - Ridership Initiatives - Other Ridership Increase Strategies

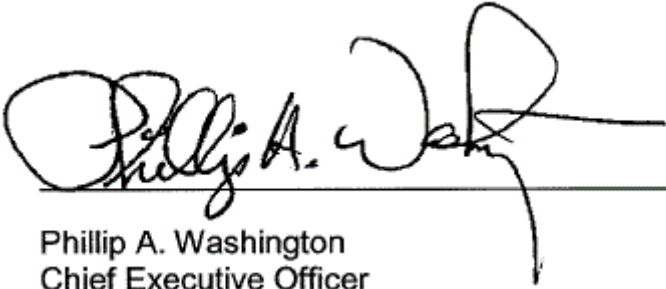
Attachment D - Prior Board Motions on Increasing Ridership

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Luke H. Klipp, Budget Analyst, (213) 922-7412

Reviewed By: Nalini Ahuja, Executive Director, Finance and Budget



Phillip A. Washington
Chief Executive Officer

MOTION BY:

**MAYOR ERIC GARCETTI, DIRECTOR PAUL KREKORIAN
DIRECTOR ARA NAJARIAN, AND SUPERVISOR HILDA SOLIS**

Executive Management Committee Meeting

March 19, 2015

Item 8: MTA Ridership

MTA should strive to achieve a continually expanding ridership base.

According to MTA data, transit ridership in Los Angeles County has grown by nearly 6.5 million boardings over the past 30 years.

However, recently, MTA has not enjoyed a growth in ridership.

MTA's boardings began to decline in April 2014 and MTA's boardings are down 5% in Fiscal Year 2015 so far.

This trend of declining ridership is troubling.

While there is no single factor that holds sway over MTA ridership, MTA can and should develop and implement strategies to reverse the downward trend in boardings.

Broadly, these strategies include market analysis, network improvements, promotion and outreach, on-time performance, and customer service.

WE, THEREFORE, MOVE that the Board instruct the CEO to:

- A. Develop an action plan to address the downward trend in ridership. The plan should include:
1. Evaluate existing travel demand and identify new ridership opportunities;
 2. Optimizing the existing transit network, including but not limited to: 1) Improving bus service between rail service and key destinations, 2) Establishing a frequent transit network, 3) Developing new types of bus service to attract discretionary riders, and 4) Better coordination with municipal operators and Metrolink;

CONTINUED

3. Develop a campaign to market, promote, and outreach to potential new and discretionary riders about MTA transit services, including but not limited to 1) a revenue-neutral residential TAP bulk purchase program, 2) an incentive to travel during times of excess capacity, and 3) exciting marketing programs such as MTA's recent Red Line Speed Dating event;
 4. Strategies to improve on-time performance, including but not limited to 1) testing all-door boarding, 2) installing stand-alone TAP validators, and 3) working with local jurisdictions to implementing bus-only lanes in key locations and at key times;
 5. Evaluate the reliability of existing rail station countdown clocks and installing countdown clocks at additional rail stations and high-use bus stops;
 6. Develop and utilize a frequent network map;
 7. Other innovative strategies to increase ridership.
- B. Report to the MTA Board in 90 days on the action plan.

###

ITEM #8

AMENDING MOTION DIRECTOR ANTONOVICH

The Board of Directors has approved multiple motions over the past five years to increase ridership on our system. These motions have focused on improving different elements of the customer experience, from improving transfer connectivity to other regional operators such as Metrolink and municipal services to improving signage and wayfinding at stations to increasing security on our system.

In support of the motion offered by Chairman Garcetti, Supervisor Solis, and Directors Krekorian and Najarian to request an Action Plan from MTA staff to improve ridership, it is vital that MTA staff also provide a review of all motions made over the past five years to address this issue and present a status update on those motions so that these efforts and their outcomes can be included as part of the Action Plan requested.

It is also important that staff seek information from the public to understand reasons why people do not ride our system so that we can address those issues as well.

I THEREFORE MOVE the Board directs the CEO to review all motions made by Directors over the past five (5) years that focus in whole or in part on increasing ridership by improving:

- Customer safety and experience
- System connectivity and improved transfers
- Improved bus and rail service

and report to the Board in 90 days as part of the Action Plan requested in the Garcetti/Solis/Krekorian/Najarian motion a review of these motions, their status and outcomes, and how these motions can be integrated into the Action Plan requested so that prior Board policies are reviewed and considered as part of the staff report.

I ALSO MOVE that the Board directs the CEO to include as part of this Action Plan an item that seeks input from the non-transit riding public on their primary reasons for not using transit, and provide recommendations as part of this Action Plan on how to address this input to entice new riders onto the MTA system.

**ATTACHMENT B
RIDERSHIP INITIATIVES - IMMEDIATE ACTION PLAN**

Action Item	Goals				
	Attract New Markets	Customer Focused Service	Remove Barriers to Transit Use	Get the Word Out	Partnerships
Market Research					
Conduct a survey of Non-riders to determine travel patterns and transportation attributes that are critical to their mode choice	X	X			
Analyze travel patterns of major employment centers, including origins and time of travel	X	X			
Analyze potential tourist ridership opportunities by working with the tourism and convention bureau, major attractions, and hotels	X				
Use social media to better understand the young discretionary rider market and transportation attributes important to them	X				
Prior to implementation of new rail and BRT services, identify potential markets around new stations to assist in marketing/ promotion, first/last mile planning, and bus feeder planning	X			X	
Analyze Owl network ridership and their travel needs		X			
Analyze Senior ridership and their travel needs		X			
Other market research efforts as needed to support other ridership initiatives	X	X			
Service Design					
Analyze successful services and identify best practices to be implemented as applicable throughout the system		X			
Begin implementation of a 15 minute network based on the Strategic Bus Network Plan currently being developed	X	X			
Develop list of experimental services to address gaps in service identified through market research efforts, including new employment shuttles and point to point commuter express services	X	X			
Evaluate Metro Rapid services and develop recommendations to optimize service		X			
Coordination between Operations and Communications units to minimize impacts on ridership due to system maintenance		X		X	
Review and make recommended changes to the Owl service network based on market research		X			
Service Management					
Update SOP's for VO and BOC to ensure consistency, effectiveness		X			
Partner with Rail to develop training module for bus bridge management		X			
Headway based operations on high frequency lines (pilot on Silver Line, Orange Line, Wilshire BRT)		X			
Transit Priorities/Technology					
Pilot All-Door Boarding/Off-Board Fare Payment on Rapid and Silver Lines		X			
Study BRT options for Vermont and North Hollywood to Pasadena service		X			
Safety/Security					
Increase law enforcement and Metro security presence throughout the system, including a new Community Policing Plan and a new Policing contract			X		
Increase public awareness of Customer Code of Conduct and additional public messaging on safety/security			X	X	
Use Transit Watch information to develop targeted campaigns to specific market segments		X			
Customer Amenities					
Implement Wifi on buses and trains for customer amenity, security data feed, and faster TAP autoloads		X			
Improve "Next Vehicle" Information		X		X	
Investigate onboard train amenities such as strap hangers, bike racks/holders, seating configuration options, static vs digital location indicators/maps		X			
Implement a strategic parking management plan that optimizes use for transit riders		X			
Improve customer content and sound quality on Transit Passenger Information Systems (TPIS) and Public Address (PA) Announcements		X		X	
Fare Subsidies					
Explore the option of developing an Off-Peak Downtown LA Rail Pass that offers excess off-peak capacity at a reduced rate	X		X		
Outreach to employers, large education institutions and government agencies to increase sales of Annual Transit Access Pass (ATAP), Business Transit Access Pass (BTAP), and Institutional Transit Access Pass (ITAP)	X		X		X

RIDERSHIP INITIATIVES - IMMEDIATE ACTION PLAN

Action Item	Goals				
	Attract New Markets	Customer Focused Service	Remove Barriers to Transit Use	Get the Word Out	Partnerships
Marketing/Outreach/Promotions					
Encourage late night/recreation ridership	X			X	
Develop an interactive frequent network map that shows different service levels depending on the trip and time a rider is planning		X		X	
Pop-up/open streets events to cross-promote Metro for bike/ped/rideshare coordination				X	X
Social media promotions				X	
Partnerships					
Identify and implement a pilot effort with a ridehailing company such as Uber or Lyft to provide first mile connection from home to a transit center, or last mile connection from a transit center to employment center			X		X
Identify and implement a pilot effort with a ridehailing company such as Uber or Lyft to provide first/last mile service to/from a major event or venue event			X		X
Implement promotional event(s) for 2016 Foothill and Expo Line openings	X			X	
Partner with a 3rd party app developer to collect traveller information from their customers			X		X
Work with 3rd party app developers to promote Metro, including cross promotions, providing travel information, service alerts, and other information				X	X
Lead the nation's efforts to identify ways to reverse the national decline in bus ridership, including participating in OCTA's APTA Peer Review on Ridership Trends					X
Establish a panel of peer agencies to review and share ridership trends and strategies to increase ridership					X
Integrate frequent bus network with local street network and transportation plans, including LA City's Mobility Plan					X
Coordinate bus/bicycle planning					X

ATTACHMENT C

RIDERSHIP INITIATIVES - OTHER RIDERSHIP INCREASE STRATEGIES

Action Item	Goals				
	Attract New Markets	Customer Focused Service	Remove Barriers to Transit Use	Get the Word Out	Partnerships
Service Design					
Consider developing tailored subscription bus service to meet specific major employer travel demand	X	X			
Service Management					
Hire and train additional Vehicle Operations Supervisors to allow for rapid response task forces to be deployed during major service interruptions		X			
Pilot project to control bus bunching on Wilshire BRT using Operator-facing software such as VIA Analytics product		X			
Transit Priorities and Technology					
Explore options for countdown clocks at rail stations and high-use bus stops (Orange Line can serve as a pilot)		X			
Explore options to increase transit priorities for Expo Rail		X			
Install queue jumpers at congested intersections for buses to bypass congestion hot spots		X			
Investigate technology that alerts Operators of waiting passengers at multi-line stops to reduce confusion and pass-ups		X			
Work with jurisdictions to install bus lanes on key transit corridors		X			
Safety and Security					
Enhance CCTV hardware/software and streaming capabilities through Metro operating fleets to provide law enforcement and Metro Security the ability to respond quickly to an incident		X			
Continue to improve and enhance Transit Watch LA app, including providing communication between law enforcement and riders, and tools for faster/direct response in the field		X		X	
Investigate options for permitting of vendors at transit centers			X		
Implementation of Mobile Data Terminal: Enhance safety and security by providing situation awareness for law enforcement and Metro Security to view CCTVs via tablet/smartphones		X			
Increase patrolling of the bus network at strategic locations		X		X	
Customer Amenities					
Attract concessionaires that provide convenience services at rail stations (e.g. dry cleaners, watch repair, fast food, farmers markets, child care, etc.)		X			X
Design facilities and equipment based on the customer preference first, including TVM and faregate orientation, information case placement, etc.		X			
Improve bus shelters (Metro Rapid)		X			
Improve customer content and sound quality on Transit Passenger Information Systems (TPIS) and Public Address (PA) Announcements		X		X	
Improved wait experience at freeway rail stations, including sound barriers, platform barrier doors, better schedule coordination between the Green and Blue, and Green and Silver Lines		X			
Systemwide comprehensive signage makeover		X			
Fare Subsidies					
Partner with Metro Joint Development and other high density residential, mixed-use and affordable housing units to include a transit pass as part of Home Owner Association (HOA) fees	X		X		X

ATTACHMENT C

RIDERSHIP INITIATIVES - OTHER RIDERSHIP INCREASE STRATEGIES

Action Item	Goals				
	Attract New Markets	Customer Focused Service	Remove Barriers to Transit Use	Get the Word Out	Partnerships
Marketing, Outreach, and Promotions					
Media partnerships to promote Metro				X	
New rider encouragement program to promote services to new residents and employees	X			X	
Social media promotions, including transportation makeover videos, giveaways for participating, promotions ahead of events, etc.				X	
Create an Art Night on the Red Line with temporary art installations at each station in tandem with DTLA Art Walk dates or Art Night Pasadena				X	
Develop an "Amazing Race" type of event, using transit to access locations along a scavenger hunt				X	
Host travelling rail car concert to highlight a specific rail line				X	
Launch fitness themed events (e.g. Metro Bootcamp) that encourages incorporating transit into fitness routines/active lifestyle				X	
Produce rush hour concerts at multiple locations within the system, like the Colburn School				X	
Similar to Speed Dating on the Metro Red Line, activate Metro Mingle with an organized 'Meet-Up' theme				X	
Partnerships					
Partner with ridehailing companies such as Uber or Lyft to allow payment for their services through TAP			X		X

**Attachment D
Prior Board Motions on Increasing Ridership**

Director	Date	Motion	Status
Customer Safety and Experience			
O'Connor, La Bonge	2/25/2010	(Item 53) O'Connor Motion that the Metro Board direct staff to work with the Planning and Programming Committee in conjunction with the Ad Hoc Congestion Pricing Committee to examine the problems confronting the Artesia Transit Center with input from the South Bay Sector Council, the South Bay Cities COG and members of the transit riding public in an effort to address the resolution of providing public restroom facilities at select Metro transit centers. LaBonge requested Board discussion at Operations Comm. re removal of restrooms at El Monte Station & restoration of restroom facility at San Fernando Station. Also suggested looking into toilets w/advertising as well as the use of food vendors to increase revenue.	Completed
Yaroslavsky	1/17/2011	(Item 2) Yaroslavsky requested a full report/history on the gating program (EMC).	Completed
Knabe and DuBois	4/28/2011	(Item 23) Knabe-DuBois Motion Analyze potential impact of removing train seats, including standing time, vendor mitigation, bicycle demand, bicyclist alternatives such as station bikes, rentals, shared bikes.	Completed
Board Meeting	8/4/2011	Public Comment - Based on a comment received: Board requested a report back on ITAP negotiations.	Completed
O'Connor	11/16/2011	(Item 14) Prioritization and transfer process of state-owned park and ride lots: O'Connor requested an update, status, and timeline of the Artesia Transit Center.	Completed
Yaroslavsky	2/16/2012	(Item 26) Fare gate locking at selected Metro Rail stations - Yaroslavsky: Report back in one month with a plan that would implement gate locking within 5-6 months.	Completed
Fasana	2/16/2012	(Item 46) Fasana: Consider using cell phone technology for next bus information instead of expensive equipment on platforms.	Completed
Yaroslavsky	7/26/2012	Yaroslavsky Motion: that the CEO convene a Metro Blue Line Task Force with staff and safety/rail experts to investigate and report to the Operations Committee/Board in November 2012 on: 1) Causes for accidents along the Blue Line, including but not limited to adequacy of current safety procedures, operational concerns, structural concerns, signage, and traffic conditions; 2) Potential suicide prevention strategies; 3) Solutions to the issues that are identified as well as plans for implementing those solutions.	Completed
Ridley-Thomas	8/6/2012	(Item 5) Blue Line: Timely Reporting of Accidents and Breakdowns - Ridley-Thomas: Establish public information protocols to report accident and service disruption information when incidents occur. Detailed factual information shall be posted via appropriate websites and social media as available and news media shall be notified. Report back to the board in September.	Completed
Board Meeting	2/20/2013	(Item 13) Budget themes and performance metrics: Wilson - Recommendation for improving the 10% fare evasion.	Completed
Fasana	2/21/2013	(Item 40) Budget themes and performance metrics - Fasana: GO METRO, what are the pros & cons to establish a better target telephone wait time than 2 minutes.	Completed
Fasana	3/21/2013	(Item 37) Fasana: How many operators have had 2 or more red light violations?	Completed
Antonovich	6/27/2013	(Item 77) Antonovich Motion: that the MTA Board of Directors adopts as a standing policy the conducting of an annual independent Safety Culture review of the agency. This review shall: Be procured under the authority of and overseen by the System Safety and Operations Committee with the goal of maintaining independence of the report within the agency; include recommendations for considerations by the Board to improve Safety Culture within the agency. Include a review of roles and responsibilities of the Board to provide top-down leadership in implementing Safety Culture within the agency; Be presented to the System Safety and Operations Committee and Full Board every January for consideration by the Board.	Completed
DuPont-Walker	10/17/2013	(Item 31) LASD Emergency Response Time - DuPont-Walker: What percent of calls are answered by other agencies. Asked that the report would date back to July 2012. Total	Completed
DuPont-Walker	10/17/2013	(Item 42) Gate Latching Schedule - DuPont-Walker: Asked the cost to redesign projects currently in progress.	Completed

**Attachment D
Prior Board Motions on Increasing Ridership**

Director	Date	Motion	Status
Krekorian	10/24/2013	(Item 47) Universal City Station Pedestrian Bridge - Krekorian: Informational signage on the bridge indicating the historical significance of the site, insure regular graffiti abatement, graffiti proofing for stairs, elevators & bridge. Add additional vegetation and landscaping for softened visual impact. Continue to reach out to the community and include them in the design process.	Completed
Fasana	1/15/2014	(Item 6) Report for Orange Line Safety/Security - Fasana suggested adding a "green" light indicating the TAP went through. Requested the findings be added to Yaroslavsky's Motion.	Completed
Knabe	1/23/2014	(Item 55) Knabe Motion that the MTA Board instruct the CEO to report back to the Board in March 2014, at a minimum to the EMC Committee and the full Board, with a "top ten" list of ten or more innovative ways to use technology to enhance the customer experience and improve customer access to the Metro bus and rail system, including an evaluation of how these innovations would advance Metro's strategic goals and improve customer service.	Completed
Yaroslavsky and Krekorian	1/23/2014	(Item 6) Yaroslavsky/Krekorian Motion that staff develop options to gate or partially gate all Orange Line Stations and/or other actions as appropriate, that an educational/media campaign regarding TAP be explored, and that signage be placed on or adjacent to the SAVs informing patrons of the need to TAP and the associated fine. Staff should report back at the March Finance, Budget and Audit Committee meeting with a plan of action and status. WE FURTHER MOVE that staff report back to the Board at the March meeting on the status of gating the Exposition Line, Foothill Extension and Crenshaw Line which are currently under construction/design.	Completed
Yaroslavsky and O'Connor	1/23/2014	(Item 70) Motion by Directors Yaroslavsky and O'Connor that Metro prepare a parking utilization study of all our current parking facilities/lots whether owned or leased by Metro and report these findings to the Metro Board within 90 days; and that once the study is complete, Metro develop recommendations on the following: A. how should parking be available and at what cost on a daily, monthly basis; B. which facilities/lots should continue to be used for parking or what portion; and C. where we can expand and create facilities.	Completed
Yaroslavsky and Krekorian	2/27/2014	(Item 70) Yaroslavsky and Krekorian Motion on the Universal City/Studio City Station Overflow Lot that the Board direct staff to: A. implement any temporary safety improvements that Metro can make on its own to the crossing or along the path to the crossing as soon as possible; B. coordinate with City of Los Angeles and other relevant entities to implement further safety improvements to the crossing as soon as possible; C. evaluate the lighting of parking lots at the above-mentioned stations for potential improvements; and D. report back to the Board in 60 days.D) Return at the December Board with an independent review using an outside contractor that includes the following: customer satisfaction survey of Access patrons, review and analysis of projected demand for Access for the next five years, listing of all federal and state funds eligible for Access and their projected uses, funding plan, including cost and demand mitigation strategies, performance and financial review a of Access, including review of their eligibility certification criteria, Access service provided compared to the ADA requirements; longer term strategy and options to apply future service changes to current Access clients. E) Work with Access to incorporate findings and recommendations of the above review into Access operations and budget request for Fiscal Year 2015.	Completed

**Attachment D
Prior Board Motions on Increasing Ridership**

Director	Date	Motion	Status
EMC	3/20/2014	(Item 37) status report on a "top 10" list of innovative ways to use technology to improve the customer experience and improve customer access to the Metro Bus and Rail Systems - Garcetti and Knabe Motion that the MTA Board of Directors Direct the CEO to: A. Implement a platform to provide real-time inter-modal navigation for mobile devices, including but not limited to: 1. The ability for third-party applications to receive real-time transit data (e.g. bus and train arrivals); 2. Indoor and outdoor navigation (e.g. triangulated Wi-Fi underground and Global Positioning System augmentation); 3. Proximity awareness that support concierge services, the physically disabled, and other use cases; B. Evaluate and implement wireless broadband Internet connectivity services across all transportation modes and stations for mobile devices with cellular and Wi-Fi; C. Develop alternative mobile-based payment and concierge services beyond NFC to take touch-less proximity awareness and payments from mobile devicesD. Reallocate existing funding previously awarded to similar technology programs outlined above and in MTA's receive-and-file staff report due to the lack of significant regional impact and uncertainty of implementation; this includes the following projects awarded to the City of Los Angeles: 1. Gold Line Wi-Fi; 2. Downtown L.A. Alternatives Green Transit Modes Trial Program; 3. Experience L.A.'s Historic Cultural Neighborhood Connections; E. Incorporate the above into the Board adopted technology investment strategy that is currently being developed; and F. Report back by July 2014, and quarterly thereafter, on the implementation of all of the above.	Completed
DuBois	7/16/2014	(Item 28) response to the December 5, 2013 Board Motion San Fernando Valley Red Line Parking, Multi-Modal Transit Improvements and the January 14, 2014 Motion on Parking Utilization. DuBois requested a report back on the progress regarding the Multi-Modal Transit Improvements in October 2014.	Completed
Solis	1/15/2015	(Item 37) report on System Safety, Security and Operations: Solis asked for more info on outreach to various languages.	In Process
Garcetti, Antonovich and Kuehl	3/26/2015	(Item 55) Garcetti, Antonovich and Kuehl Motion that the Board instruct the CEO to: Task Force A. formalize a multi-departmental Safe Space Task Force, including but not limited to the Communications, Community Relations, Ethics, Human Resources, Information Technology, Operations, Security, and Planning departments. B:Community Input- convene a community roundtable on issues of safe space and sexual harassment to better connect MTA with its customers and inform MTA's response to these issues. C. work with the American Public Transportation Association (APTA) to review national and international best practices for safe space in transit.	In Process

**Attachment D
Prior Board Motions on Increasing Ridership**

Director	Date	Motion	Status
Improved Bus and Rail Service			
DuBois	6/18/2009	(Item 54) Receive and file report on FY2009 Third Quarter performance monitoring data. Director Dubois requested: 1) Plan for improving On-Time-Performance; 2) report on what is being done to improve ridership on poor performing lines and; 3) if reducing headways leads to denigration and truncation of ridership which leads to cancellation of a line.	Completed
Villaraigosa	5/20/2010	(Item 45) Villaraigosa Motion that the MTA Board direct the Chief Executive Officer to: A) Meet with the municipal operators and Metrolink to develop a weekly and daily EZ pass usable on all transit services operated within Los Angeles County; B) Develop an enhanced distribution system so that passes are more readily available to the public; C) Create a customer-oriented website and smart phone/personal digital assistant applications that enable patrons to receive rider information, schedule trips, etc. for all transit services operated within Los Angeles County; D) Meet with the municipal operators and Metrolink to identify service duplication, recommend to the MTA Board service restructuring that maintains service in the most cost effective manner, and identify other service restructuring that will make the transit system more convenient.	In process, partially completed
Antonovich	5/27/2010	(Item 79) B.) Analysis of current Metro fare media and fare collection technology to assess potential for implementing a distance/time-based fare policy C.) Assessment of Metro organizational structure, personnel and other strategic changes that would be necessary to implement a distance/time-based fare policy in an effective manner. Analysis of distance/time-based fare policies adopted by other major transit properties in the United States, and their applicability to our Metro bus and rail system D.) Literature review of academic journals since 2000 that have explored the topic of public transit distance/time-based fares E.) At least three models for how a distance/time-based fare policy on the Metro bus and rail system would be implemented, including the spectrum of pros and cons associated with each model F.) A timeline for implementing a distance/time-based fare policy for the Metro bus and rail system, both overall and in pieces G.) Analysis of coordination necessary with other transit agencies and public agencies to implement a distance/time-based fare policyAntonovich Amending Motion as amended by Director Robinson that the MTA Board direct the CEO to return to the Board during the September 2010 Board cycle with a presentation and recommendations on the potential for distance/time-based fares for the Metro bus and rail system, including but not limited to the following elements:	Completed
Villaraigosa, Dubois, Najarian	11/17/2010	(Item 7)Villaraigosa's Motion - Regarding student free fares: Dubois - What is the cost, responsibility, and safety? Najarian - What are the capacity problems for paying customers.	Completed
Villaraigosa, Molina and Wilson	3/24/2011	(Item 20) Motion by Villaraigosa, Molina, and Wilson on Bus Service Changes - Molina requested a report back in April on the following: 1.) Recent service changes; 2.) Future service changes and 3.) Service levels 4.) Service quality 5.) Cost effectiveness; and 6.) Service enhancements.O'Connor requested a confirmation that all major hospitals, schools, and shopping centers are still being serviced.	Completed
Villaraigosa, Molina and Wilson	4/28/2011	(Item 25) Villaraigosa, Molina, and Wilson Motion for additional information pertaining to past, present and future service changes, part 1. Katz: report on feasibility of performing service assessments and adjustments more frequently than every 6 months?	Completed

**Attachment D
Prior Board Motions on Increasing Ridership**

Director	Date	Motion	Status
Villaraigosa	5/26/2011	(Item 16) FY2012 Budget. VILLARAIGOSA requested a quarterly report assessing impact of bus cuts over time in terms of degradation of bus system.	Completed
Board Meeting	5/26/2011	(Item 19) Temporary roll-back of the regular Day Pass from \$6 to \$5 for a period of one year and return to the Board in six months with a report.	Completed
Wilson	6/16/2011	(Item 7) Past, present, and future service changes, part 2. Wilson asked about the reinvestment of the \$30 million savings from service cuts	Completed
Knabe and Ridley Thomas	6/23/2011	(Public Comment) Knabe/Ridley-Thomas asked the CEO to take another look at Line 442 and report back.	Completed
Wilson	6/23/2011	Wilson asked about the Impacts of bus size on passenger loads and headways.	Completed
Antonovich	7/20/2011	(Item 26) Antonovich would like the analysis of price vs. demand. The CEO would like the analysis to include Metrolink.	Completed
Villaraigosa	8/4/2011	(Item 62) VILLARAIGOSA BUS MOTION: Strategy and timeline for the TAP card by October 2011 Board meeting. Requested monthly report from compliance manager and recommendations for six corridors for BRT.	Completed
Antonovich	8/4/2011	(Item 63) ANTONOVICH MOTION regarding Free Easy Transit passes to foster youth to be implemented no later than March 1, 2012.	Completed
Ridley-Thomas and Knabe	9/22/2011	(Item 54) Ridley-Thomas and Knabe Motion - Amended to include in the study Line 201 into Glen Oaks Canyon, on a cost neutral basis.	Completed
Board Meeting	10/27/2011	(Item 56) Response to the various elements of the August 2011 Villaraigosa Motion regarding Customer-Oriented, Integrated Bus Service Enhancements and Innovations - Najarian and Wilson Motion: MTA staff report back to the January Operations Committee with a report on the success of the Bay Area Program, including the equipment currently in use, and the feasibility of rolling out this program incrementally in Los Angeles County; and MTA staff provide monthly updates beginning February using the attached matrix on the signature process of the draft reimbursement MOU and any new additions of municipal operators accepting TAP.	Completed
Board Meeting	12/15/2011	(Item 62) VILLARAIGOSA BUS MOTION: B) Provide to the Board by December 2011 a plan to convert the schedule displays in our system stations to provide a countdown timer in lieu of the current arrival schedule, including timeline and cost to accomplish this goal.	Completed
Villaraigosa	1/19/2012	(Item 28) Report of the Chief Communications Officer - Villaraigosa: How do we increase ridership on the lines that are lagging?	Completed
Ridley-Thomas	1/19/2012	(Item 64) Metro Silver Line - Ridley-Thomas: Report back with an analysis of the Silver Line fare structure. In particular, should the fare be on par with other Metro Rail and dedicated bus routes (i.e. Orange Line). Report back on park and ride lot improvements. Fasana: Include issues regarding hazmat.	Completed
Huizar	2/16/2012	(Item 48) Huizar Motion: The CEO establish a working group comprised of six municipal operators of which three are TAP enabled and three that are not TAP enabled along with high level executive MTA staff. The working group shall address the 7 overarching items identified in the Municipal Operator letter dated January 30, 2012. Total	Completed
Villaraigosa	3/22/2012	(Item 36) Civil Rights Progress Update - Villaraigosa: Wants to see the cumulative impact to service cuts.	Completed
EMC	5/17/2012	(Item 30) Implement the Gate Locking Plan and convert all TVM's throughout the Metro Rail system to operate in a TAP only environment - Villaraigosa: Create a working group on how we are going to accelerate and fix this and Light Rail should be included.	Completed

**Attachment D
Prior Board Motions on Increasing Ridership**

Director	Date	Motion	Status
Antonovich	7/26/2012	(Item 79) Antonovich Motion: MTA Board adopts as a policy goal the coordination and synchronization among transit agencies serving Los Angeles County of service change schedules and transfers between transit services to improve our regional transportation system. MTA Board direct the CEO to take at minimum the following actions by September 15th to meet this goal: 1.) Convene the transit agencies that serve Los Angeles County to discuss implementing this goal, 2.) Develop a prioritized list of Metrolink stations, transit hubs and transfer points between agencies to guide decisions on coordinating schedules, 3.) Develop an implementation plan to complete this goal by December 31, 2012, and 4.) Develop an MOU or similar agreement to coordinate when transit agencies schedule their service changes. I FURTHER MOVE that the MTA Board direct the CEO to report back to the Board in September at the System Safety and Operations Committee and Executive Management Committee on the progress toward completing this goal.	Completed
Board Staff Briefing	11/8/2012	Track impact of ExpressLanes on Silver Line ridership and service quality and schedule field trip for Board Staff to examine stations, buses and rail for cleanliness, safety, operations, and maintenance.	Completed
Knabe, Antonovich, and Katz	6/27/2013	(Item 75) Knabe, Antonovich, and Katz Motion - Instruct the CEO to: A) Ensure that any future discussions regarding changes to any fixed-route service include a thorough cost benefit analysis of the impact to our ADA paratransit services. B) Closely coordinate with local transit providers, including municipal dial-a-rides and other paratransit service to assist patrons. C) Identify supplemental federal and state funds, including grants, to augment the Access budget that can be used in the near-term to Grandfather-In current Access clients that now find themselves out of the service area. Total	Completed
Fasana, O'Connor and Bonin Motion	11/20/2013	(Item 7) Fasana, O'Connor and Bonin Motion that the Metro Board directs the CEO to report back in February 2014 with the following: A) identification of two stations for each line which would benefit from implementation of First/Last Mile improvements based on recommendations outlined in Metro's First/Last Mile Study. B) identification of funding to implement the improvements including working with jurisdictions to utilize and/or supplement existing Call Funding without impact to other transit lines. C) coordination and further development of design concepts to prototype a seamless regional First/Last Mile vision for potential implementation at other transit line stations including Crenshaw, Regional Connector and the Westside Subway. O'CONNOR AND DUBOIS AMENDMENT: A) include jurisdictions with rail lines already authorized for construction or presently in operation; and B) allow "sub-regional funding" to be an eligible local source of funding for projects that are eligible under sub-regional fund guidelines and meet the First/Last Mile funding eligibility criteria.	Completed
Krekorian, Garcetti and Yaroslavsky	12/5/2013	(Item 74) Krekorian, Garcetti and Yaroslavsky Motion that the MTA Board instruct the Chief Executive Officer to report back to the board in March 2014 on a long term strategic plan for the North Hollywood and Universal City/Studio City stations that analyzes the following: A) explore options and provide recommendations both long-term and short-term to increase parking availability at the Red Line North Hollywood and Universal City/Studio City stations (at the North Hollywood station, the options to be explored should include but not be limited to the creation of additional parking lots on vacant land, construction of a multi-level parking garage, and providing public parking as part of a joint-development); B) Provide recommendations for potential bicycle and pedestrian improvements at those stations and surrounding areas; C) Evaluate existing connections to the stations from Metro transit as well as other transit lines and make recommendations to either, add, adjust or modify existing services in order to maximize ridership; D) Identify available/potential funding sources for parking facilities, bicycle and pedestrian improvements. AMENDMENT by Fasana: Requested a broader report back including the full range of options for First/Last Mile including policy strategies.	Completed

Attachment D
Prior Board Motions on Increasing Ridership

Director	Date	Motion	Status
Yaroslavsky and Najarian	1/15/2014	(Item 71) Yaroslavsky and Najarian Motion - That MTA work with both UCLA and USC to develop commemorative TAP cards that can be purchased, loaded and ready to use when a ticket(s) is bought through the university. WE FURTHER MOVE that these cards be ready to purchase in time for the Fall 2014 football season and that the option be available for other athletic events.	Completed
Yaroslavsky	3/24/2014	(Introduced Motion) Yaroslavsky Motion - that the Board direct staff to: 1. Prepare studies, tests and analysis for launching Line 588, an express bus connecting the San Fernando Valley and the Westside via the I-405 HOV lanes; and 2. Report back on the status and progress of the preparations at the May 2014 full Board meeting.	Completed
Yaroslavsky motion as amended by Knabe and O'Connor	4/24/2014	(Item 41) Yaroslavsky Motion as amended by KNABE and O'CONNOR that the Board direct staff to: A. prepare studies, tests and analysis for launching Line 588, an express bus connecting the San Fernando Valley and the Westside via the I-405 HOV lanes, as well as a proposed South Bay to Westside express; and B. report back on the status and progress of the preparations at the June 2014 full Board meeting.	Completed
Board Meeting	5/22/2014	(Item 3) Antonovich: 3. Report back to the Board in May 2015 with assessments regarding whether additional funding should be allocated to meet growing demand. B. Direct the Chief Executive Officer to temporarily freeze student fares at their current pricing levels until July 2015 with such a freeze being subject to further evaluation by the APTA-coordinated Transit Ridership Best Practices Task Force. Staff must come back to the board for authorization to unfreeze student fares. Report back at the next meeting on the costs associated with expanding the fare hike freeze to seniors and disabled passengers. C. Direct the Chief Executive Officer to take the following steps in order to decriminalize youth fare evasion on Metro's system. D. Postpone consideration of the proposed 2017 and 2020 fare increases until after the Chief Executive Officer convenes a Transit Ridership Best Practices Task Force, in coordination with the American Public Transportation Association, to provide guidance on fare structuring strategies that optimize MTA's financial performance while minimizing the burden on the system's lowest income riders. The panel should be asked to consider alternative revenue generation strategies as well as provide recommendations on opportunities to expand ridership; and report back to the Board by July 2015 with their recommendations. Formal adoption of the 2017 and 2020 increases should be contingent upon validation of the fare restructuring by the APTA-coordinated Transit Ridership Best Practices Task Force, no other potential revenue streams for bus and rail operations being identified, and a public hearing.	Completed
Bonin and Molina	6/26/2014	(Item 70) Bonin and Molina Motion to launch in August 2014, a multi-lingual advertising campaign promoting fare subsidy programs on Metro buses, on Metro rail cars, and at Metro stations prior to the increase in Metro fares; and to report at the July 2014 Board with a status report on when the full public relations campaign will launch, and with a demonstration of what the promotions will look like; and report back in September 2014, as previously directed, on other potential strategies to increase awareness of and use of the subsidy programs, and with recommendations on how to make the application process easier and more accessible to the transit-dependent. Report back in September 2014, as previously directed, on other potential strategies to increase awareness of and use of the subsidy programs, and with recommendations on how to make the application process easier and more accessible to the transit-dependent.	Completed
Garcetti, O'Connor and Bonin Motion	7/24/2014	(Item 28) Garcetti, O'Connor and Bonin Motion: that the MTA Board direct the CEO to: A. develop pre-certification criteria for qualified carshare operators; B. work with a qualified carshare operator to immediately initiate a carshare pilot program at a minimum of five select Park & Ride lots; C. in conjunction with the Comprehensive Parking Assessment, develop and initiate a long-term carshare program at appropriate Park & Ride lots, including those that currently exist, are under construction, and are planned; and D. report back at the October 2014 MTA Board meeting on all the above.	Completed

Attachment D
Prior Board Motions on Increasing Ridership

Director	Date	Motion	Status
Garcetti	7/24/2014	(Item 71) Garcetti Motion that the MTA Board direct the CEO to: A. convene a one-day roundtable in October 2014 of industry leaders from all sectors to discuss lessons learned on the utilization of technology to improve the customer experience for all travel modes; this includes, but should not be limited to experts and/or representatives from the transit, technology, academic, bikesharing, carsharing, and automotive industries; B. immediately begin implementation of a pilot to allow for the loading of fare value to TAP cards via a smart phone through phone app technology and begin the development and testing phase by March 2015 with final pilot implementation by July 2015; and C. report back by September 2014 on the status of the technology initiative full-time employee position that was approved by the MTA Board in 2014-2015 fiscal year budget.	Completed
DuBois, Knabe, Fasana	11/13/2014	F. Establishing a TAP purchase program that provides passes to occupants of MTA joint developments. This purchase program could be modeled on MTA's Business TAP program, making passes available for purchase in whole or shared by entities including but not limited to occupants, property owners, and property managers. DUBOIS AMENDMENT: Instruct the CEO to pursue any appropriate opportunities to collaborate with local jurisdictions on pursuing Affordable Housing in advance of returning with this assessment. KNABE AMENDMENT: To provide cost estimates for C through F. FASANA AMENDMENT: As part of the Joint Development TAP Purchase Program, imbed the cost of TAP cards into the cost of affordable housing.	Completed
Garcetti, DuPont-Walker, Knabe and Butts	2/26/2015	(Item 21) Garcetti, DuPont-Walker, Knabe and Butts Motion that the Board direct the CEO to evaluate options for improving the connection between the Silver Line and service operating into South Bay communities via the Harbor/Gateway Transit Center, including: A. direct routing of Silver Line trips into Palos Verdes and San Pedro; B. improved frequencies on local services, including Lines 246 and 344, for better connections with the Silver Line; C. timed transfers and improved on time performance to ensure connections are met; D. evaluation should be based on the demand for the connection by time of day and day of week, and address fare pricing implications, resource and other requirements, ridership impacts, and implementation schedule; and E. report back with the findings on all the above by the June 2015 Regular Board meeting. Amended by Butts and DuPont-Walker: Instruct staff to coordinate these efforts with the South Bay Municipal Operators including Torrance, Gardena, Beach Cities Transit, and other relevant stakeholders to avoid the potential of service duplications, customer confusion and cost overruns.	Completed
Garcetti, Krekorian, Najarian and Solis Motion	3/26/2015	(Item 8) Garcetti, Krekorian, Najarian and Solis Motion that the Board instruct the CEO to: A. develop an action plan to address the downward trend in ridership. The plan should include: 1. evaluate existing travel demand and identify new ridership opportunities; 2. optimizing the existing transit network, including but not limited to: a) Improving bus service between rail service and key destinations, b) Establishing a frequent transit network, c) Developing new types of bus service to attract discretionary riders, and d) Better coordination with municipal operators and Metrolink; 3. develop a campaign to market, promote, and outreach to potential new and discretionary riders about MTA transit services, including but not limited to 1) a revenue-neutral residential TAP bulk purchase program, 2) an incentive to travel during times of excess capacity, and 3) exciting marketing programs such as MTA's recent Red Line Speed Dating event; 4. strategies to improve on-time performance, including but not limited to 1) testing all-door boarding, 2) installing stand-along TAP validators, and 3) working with local jurisdictions to implementing bus-only lanes in key locations and at key times; 3. evaluate the reliability of existing rail station countdown clocks and installing countdown clocks at additional rail stations and high-use bus stops; 4. develop and utilize a frequent network map; 5. other innovative strategies to increase ridership; and B. report to the MTA Board in 90 days on the action plan.	In process

**Attachment D
Prior Board Motions on Increasing Ridership**

Director	Date	Motion	Status
System Connectivity and Improved Transfers			
Antonovich	12/15/2011	(Item 48) Antonovich Motion: A) Develop a partnership with the theme parks (e.g. Six Flags Magic Mountain, Universal Studios, Knott's Berry Farm, Disneyland) and entertainment industry (i.e. Warner Brothers) to review and make recommendations on how MTA can provide a better customer experience when using our system, and report back to the board within 90 days on this effort. B) Provide to the Board by December 2011 a plan to convert the schedule displays in our system stations to provide a countdown timer in lieu of the current arrival schedule, including timeline and cost to accomplish this goal. C) Provide to the Board by January 2012 a review of all signage at our MTA stations with recommendations on how to enhance system signage to help our customers use the system more effectively and make transfers easier. E) Provide to the Board by January 2012 an update with recommendations on how purchasing fare media to use the MTA system could be made more customer friendly. F) Provide to the Board by March 2012 a review of other major transit properties in the country with recommendations on other ideas currently in place nationally that could improve the customer experience using the MTA bus and rail system.	Completed
Villaraigosa, DuBois, O'Connor, Wilson, and Huizar Motion	2/16/2012	(Item 31) Villaraigosa, DuBois, O'Connor, Wilson, and Huizar Motion: The MTA Board of Directors adopt and direct the CEO to use the following framework to improve existing and future stations along the MTA rail system: A.) Signage and Way-finding, B.) Station Park & Ride, C.) Noise Abatement, D.) Transit Oriented Development, E.) Funding. Improving/Enhancing Bus and Rail Stations - Knabe: Report back on how we could do a better job of notifying passengers about delays and other problems.	In Process
Antonovich and Molina	12/13/2012	Antonovich and Molina Motion: Report back in January regarding the performance of the Silver Line. 1.) What changes have been made to the service? 2.) What actions have been taken thus far? 3.) Those responsible be held accountable. 4.) What is the correction plan?	Completed
La Bonge	6/27/2013	La Bonge Motion: Asked that the Board instruct the CEO to develop a plan for increased wayfinding signage around the 7th/Metro station to communicate the location of the Metro Red Line to pedestrians in the area.	Completed
Bonin, O'Connor and Ridley-Thomas	10/24/2013	(Item 64) Bonin, O'Connor and Ridley-Thomas Motion: That the Board direct the CEO to convene a working group with Big Blue Bus and Culver City to: A) identify existing bus routes that will service Expo Phase 2 rail stations; B) evaluate how these routes and schedules can be augmented to seamlessly integrate bus service with the new rail line; and C) explore other methods for improving transit connections to the rail stations, such as wayfinding signage and bus stop location. WE FURTHER MOVE that staff present the findings and recommendations of the working group to the Board for consideration at the February 2014 Board meeting.	Completed
Yaroslavsky	11/20/2013	(Item 18) Yaroslavsky and Krekorian Motion that staff evaluate options for increased fare collections along the Orange Line and report back before the Board in 90 days and that all alternatives be studied including but not limited to : gating, installation of fare boxes, validators, increased signage: and FURTHER that staff report back to the Board at the January meeting on estimated fare evasion, exists.	Completed
Board Meeting	11/20/2013	LA Times article dated February 11, 2014 on fare evasion: Fasana requested more information on how the following contribute to "misuse" and what MTA can do to mitigate it: signage/wayfinding, constraints in optimal placement at stations of tap equipment, wait cues for TAPPING, and lack of visual feedback when TAPPING correctly.	Completed

Attachment D
Prior Board Motions on Increasing Ridership

Director	Date	Motion	Status
Attract New Riders			
Fasana	2/18/2010	(Item 26) Customer Preference Survey. Director Fasana suggested a focus group of non-users.	Completed
Fasana	11/18/2010	(Item 3) Metro Research Program: Fasana - requested future report on promising corridors/strategies for gaining ridership.	Completed
Cano/Staff Briefing	11/8/2012	TAP Update - includes item 12: Cano - Complete overview of strategic opportunities to integrate TAP into other cards including the Los Angeles Library ID card.	Completed
Wilson	11/14/2012	(Item 10)Wilson: Staff report on how ridership was affected last month when gas prices increased by 20%.	Completed
Yaroslavsky, Krekorian and O'Connor	9/18/2014	(Item 77) Yaroslavsky, Krekorian and O'Connor Motion that the Board direct staff to: A. rename Metro Express Bus Line 788 as the "Valley-Westside Express" B. develop a strategy to promote and advertise the line in coordination with the communities, businesses and institutions that will be affected by the service, using Metro's traditional methods and also taking advantage of social media outlets, on-site advertising and other creative methods of branding and public outreach; and C. report back with plans and a timetable for promoting the line at the November 2014 full Board meeting.	Completed
Najarian	11/13/2014	(Item 40) Najarian Motion: A. direct staff to explore establishing new bus service between the North Hollywood Red/Orange Line Stations, through Bob Hope Airport, and the Lake Avenue Pasadena Gold Line Station and report back at the January Board Meeting on the proposed route; and B. explore funding sources, including but not limited to Congestion Mitigation and Air Quality Improvement Program with startup service beginning in February 2015.	Completed
Bonin	2/26/2015	(Item 50) analysis of latest on-board customer satisfaction survey results including sexual harassment responses - Bonin asked that in future surveys a question be added asking people if they are aware of Metro's low income subsidy program.	Completed

**Board Report**

File #: 2015-0484, **File Type:** Contract**Agenda Number:** 67.

**CONSTRUCTION COMMITTEE
JUNE 18, 2015****SUBJECT: BRIGHTON TO ROXFORD DOUBLE TRACK PROJECT****ACTION: APPROVE CONTRACT FOR THE BRIGHTON TO ROXFORD DOUBLE TRACK PROJECT****RECOMMENDATION**

~~**WITHDRAWN:** authorizing the Chief Executive Officer to execute a cost plus fixed fee Contract No. PS2415-3412 with STV, Inc. for the **Brighton to Roxford Double Track Project** in the amount of \$12,500,000 \$13,594,016, inclusive of all design phases. This contract is for three years.~~

ISSUE

It is the intent of Metro Regional Rail to award a professional services contract to provide engineering services for completion of the environmental clearance documents, preliminary engineering documents, permitting, and final design engineering of the Brighton to Roxford Double Track Project. In addition the work includes the development of the necessary construction documents for the Project, as well as design support services during bid and construction.

DISCUSSION**Background**

Metro is developing the Brighton to Roxford Double Track project (Project) in Los Angeles, CA, between milepost (MP) 12.7 and MP 23.6 on the Valley Subdivision. At this time, Metro is proceeding with the environmental clearance and the development of Plans, Specifications, and Estimates (PS&E) for construction of the Project.

The Project includes approximately 10.4 miles of new double track beginning at Control Point (CP) Brighton, at MP 12.7, and ending at CP Roxford, at MP 23.6 on the Valley Subdivision of the Antelope Valley Line. At the east end of the Project near CP Brighton, the scope of work includes connecting the new double track to the Brighton Siding extension that is being developed as part of the Empire Avenue and Buena Vista Grade Separation Project. The scope of work also includes connection to the 6,109 foot existing Sun Valley Siding between CP McGinley and CP Sheldon. In addition, this Project includes construction of a second side platform at the future Metrolink Hollywood Way Station, Sun Valley Station, and Sylmar/San Fernando Station. Modifications to 15

grade crossings are necessary along the Project corridor. This Project also includes construction of three new railroad bridges, as well as three pedestrian at-grade crossings at the Hollywood Way, Sun Valley, & Sylmar/San Fernando Stations as well as improvements to the existing Astoria Street at-grade crossing.

The Project is located mostly within the city of Los Angeles, and partially within the cities of Burbank and San Fernando, California on Metro owned right-of-way. This corridor is operated and maintained by the Southern California Regional Rail Authority (SCRRA) for the Metrolink Commuter Rail Service. In addition, the Union Pacific Railroad (UPRR) provides freight service along this corridor.

The Project is located in close proximity to the Bob Hope Airport /Hollywood Way Station Project between MP 13.5 and MP 13.8. This Project and the Bob Hope Airport Station/Hollywood Way Station Project, represent two related projects that, in combination, will provide for overall operational flexibility along the Valley Subdivision. Both projects are contractually separate. This project adds capacity to Antelope Valley line and improves operations and passenger service while reducing travel times.

Funding Commitment

The Project is funded from Measure R 3% and state funds. This Project is the Number 2 ranked project on the Memorandum of Understanding (MOU) between the California High Speed Rail Authority (CHSRA) and several southern California agencies, including Metro. This MOU provides funding from Proposition 1A bonds and other sources for eligible projects.

FUNDING SOURCE	FINAL DESIGN
Proposition 1A	\$55 million
Measure R 3%	\$3 million
Other Sources	\$52 million
TOTAL	\$110 million

DETERMINATION OF SAFETY IMPACT

The Project will upgrade 15 at-grade crossings to current SCRRA design standards. In addition, the Project will incorporate SCRRA's new Positive Train Control standards.

Site-specific safety features will be identified through the FHWA's Manual on Uniform Traffic Control Devices grade crossing diagnostic process, whereby the LADOT, Metrolink, and the CPUC will review each crossing in accordance with Metrolink and CPUC best practices. The findings of the diagnostic review will be used to select safety improvement features such as pedestrian gates, emergency egress swing gates, and channelization handrails that will be included on the engineering drawings.

FINANCIAL IMPACT

The total funding from Measure R 3% is \$3 million, which is included in the FY16 budget in

department 2415, Regional Rail, Project No. 460074, Task 6.2.02.01. Since this is a multi-year contract, the cost center manager, and Executive Director, Engineering and Construction will be accountable and responsible for budgeting the cost of future fiscal year requirements.

Impact to Budget

Source of Funds: \$3,000,000 million in Measure R 3% funds.

ALTERNATIVES CONSIDERED

The Board could choose not to award the contract to STV and decide not to pursue the Brighton to Roxford Double Track Project. This alternative is not recommended due to the significant benefits that the Brighton to Roxford Double Track Project provides to commuter rail transportation and the SCRRA Antelope Valley subdivision. In addition, it should be noted that this project is currently on CHSRA/Metro MOU listed as second highest priority to receive funding and if not awarded Metro will lose that funding.

NEXT STEPS

Upon approval by the Board, staff will execute the contract, and begin the services for the Brighton to Roxford Double Track Project.

ATTACHMENTS

- A. Procurement Summary
- B. Brighton to Roxford Map

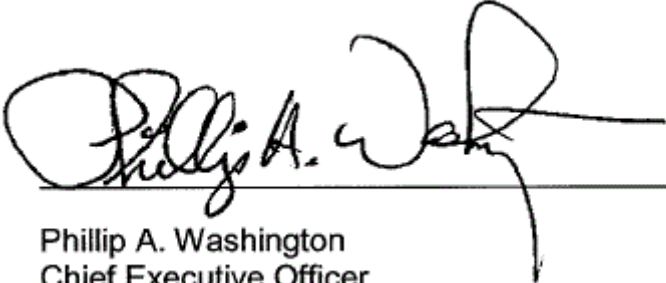
Prepared by: Don Sepulveda, Executive Officer, Regional Rail (213) 922-7491

Reviewed by:

Ivan Page, Executive Director, Vendor/Contract Management (213) 922-1005

Nalini Ahuja, Executive Director, Office of Management and Budget (213) 922-3088

Bryan Pennington, Executive Director, Engineering and Construction (213) 922-7449



Phillip A. Washington
Chief Executive Officer

ATTACHMENT B



PROCUREMENT SUMMARY

BRIGHTON TO ROXFORD DOUBLE TRACK PROJECT

1.	Contract Number: PS2415-3412	
2.	Recommended Vendor: STV, Inc.	
3.	Type of Procurement (check one): <input type="checkbox"/> IFB <input type="checkbox"/> RFP <input checked="" type="checkbox"/> RFP-A&E <input type="checkbox"/> Non-Competitive <input type="checkbox"/> Modification <input type="checkbox"/> Task Order	
4.	Procurement Dates:	
	A. Issued: 09/15/14	
	B. Advertised/Publicized: 09/15/14	
	C. Pre-proposal/Pre-Bid Conference: 09/22/14	
	D. Proposals/Bids Due: 10/14/14	
	E. Pre-Qualification Completed: 01/06/15	
	F. Conflict of Interest Form Submitted to Ethics: 11/13/14	
	G. Protest Period End Date: 04/06/15	
5.	Solicitations Picked up/Downloaded: 108	Bids/Proposals Received: 2
6.	Contract Administrator: Ben Calmes	Telephone Number: (213) 922-7341
7.	Project Manager: Don Sepulveda	Telephone Number: (213) 922-7491

A. Procurement Background

This Board Action is to approve Contract No. PS2415-3412 issued in support of the Brighton to Roxford Double Track Project for professional Architectural and Engineering (A&E) services.

The RFP was issued in accordance with Metro's Acquisition Policy and Procedure, and the contract type is cost-plus-fixed-fee.

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

- Amendment No. 1, issued on September 23, 2014, provided minutes of the Pre-Proposal Conference and attendee sign-in sheets;
- Amendment No. 2, issued on September 30, 2014, provided answers to questions received regarding the RFP.

A pre-proposal conference was held on September 22, 2014 and was attended by 38 participants. Seventeen questions were asked and answers were released prior to the proposal due date. Two proposals were received by the due date, October 14, 2014.

B. Evaluation of Proposals/Bids

A Proposal Evaluation Team (PET) consisting of staff from Regional Rail, Orange County Transportation Authority, City of Palmdale, and the Southern California Regional Rail Authority (Metrolink) was convened and conducted a comprehensive technical evaluation of the proposals received.

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

- Skill and Experience of the Team 35 percent
- Project Management Plan 25 percent
- Project Understanding 40 percent

The evaluation criteria are appropriate and consistent with criteria developed for other, similar A&E services. Several factors were considered when developing these weights, giving the greatest importance to the qualifications and experience of the personnel and the demonstrated understanding of the project.

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

Of the two proposals received, both were determined to be within the competitive range. The firms within the competitive range are listed below in alphabetical order:

1. HDR Engineering, Inc.
2. STV, Inc.

During the period October 15, 2014 to October 22, 2014, the PET evaluated and independently scored the technical proposals. The PET met on October 22, 2014 and determined that both proposers were in the competitive range. On October 29, 2014, the PET met to interview the firms and their proposed teams. The firm's proposed project managers and key personnel had an opportunity to present their team's qualifications and respond to the PET's questions.

Each team's presentation addressed the requirements of the RFP, experience with heavy rail engineering tasks, and proposed solutions. Each team was asked questions relative to each firm's qualifications and understanding of the project.

At the conclusion of the interviews, the PET met and completed their technical scores based on both written proposals and oral interviews.

Qualification Summary of the Recommended Firm:

STV, Inc. (STV) has provided continuous services to Metro and Metrolink for over 20 years including work in the Brighton to Roxford rail corridor such as Metro's East San Fernando Valley Transit Corridor project and Metrolink's Sun Valley Siding project. These projects include extensive experience with the stakeholders involved such as the Union Pacific Railroad, Amtrak, the Los Angeles Department of Transportation and the cities of Los Angeles and Burbank.

STV's proposed Project Manager has over 20 years of experience successfully delivering heavy rail projects from conceptual studies to final design, specifications, and construction bidding and administration. STV provides project experience with similar complex issues including Metrolink's Sun Valley Siding, San Gabriel Subdivision Track Improvements, Pomona to Montclair Second Main Track, and the Riverside County Transportation Commission's Perris Valley Line extension.

STV's project team includes Small Business Enterprises with a history performing similar services satisfactorily for Metro.

The final scoring, after the interviews, for the top ranked team is as follows:

1	FIRM	Average Score	Factor Weight	Weighted Average Score	Rank
2	STV, Inc.				
3	Skill and Experience of the Team	84	35.00%	29.40	
4	Project Management Plan	84	25.00%	21.00	
5	Project Understanding	80	40.00%	32.00	
6	Total		100.00%	82.40	1

The final scoring, after the interviews, for the second ranked team is as follows:

1	FIRM	Average Score	Factor Weight	Weighted Average Score	Rank
2	HDR Engineering, Inc.				
3	Skill and Experience of the Team	84	35.00%	29.40	
4	Project Management Plan	71	25.00%	17.75	
5	Project Understanding	80	40.00%	32.00	
6	Total		100.00%	79.15	2

C. Cost/Price Analysis

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

Proposer Name	Proposal Amount	Estimate	Negotiated Amount
STV, Inc.	\$16,580,291	\$11,103,750	\$13,594,016

D. Background on Recommended Contractor

The recommended firm, STV, Inc. (STV), headquartered in Douglassville, PA, with offices nationwide, including Los Angeles, has been in business for over 100 years. STV provides engineering services and consistently ranks in the top 25 firms in rail and mass transit.

Rail projects that STV has managed satisfactorily for Metro in the past five years include the San Fernando Valley Subregional Mobility Matrix, Metro Airport Connector draft Environmental Impact Statement (EIS) and Environmental Impact Report (EIR), the South Bay Green Line Extension EIS/EIR, Metro Blue, Green & Gold Lines Operations Capital Improvement Assessment, and Metro Red Line Station Canopies.

E. Small Business Participation

The Diversity and Economic Opportunity Department (DEOD) established a 25% Small Business Enterprise (SBE) goal for this solicitation. STV Incorporated exceeded the goal by making a 29.21% SBE commitment.

SMALL BUSINESS GOAL	25% SBE	SMALL BUSINESS COMMITMENT	29.21% SBE
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	SBE Subcontractors	% Committed
1.	Bullock & Associates, Inc.	3.02%
2.	Cornerstone Studios, Inc.	0.63%
3.	Diaz Yourman & Associates	2.86%
4.	Epic Land Solutions, Inc.	1.13%
5.	Lin Consulting	3.37%
6.	Pacific Railway Enterprise, Inc.	13.11%
7.	Ryan Snyder Associates, LLC	0.23%
8.	Wagner Engineering & Surveying, Inc.	4.86%
	Total Commitment	29.21%

F. Living Wage and Service Contract Worker Retention Policy Non-Applicability

The Living Wage and Service Contract Worker Retention Policy (LW/SCWRP) will not be applicable on this contract.

G. All Subcontractors Included with Recommended Contractor's Proposal

	Subcontractor	Services Provided
1.	Bullock & Associates, Inc.	Utility Engineering
2.	Cornerstone Studios, Inc.	Landscape Architecture
3.	Diaz Yourman & Associates	Geotechnical Services
4.	Epic Land Solutions, Inc.	Right of Way Consulting
5.	HNTB Corporation	Civil Engineering
6.	ICF Jones & Stokes, Inc.	Environmental Compliance Services
7.	J.L. Patterson & Associates, Inc.	Engineering Services
8.	LIN Consulting, Inc.	Traffic Engineering Services
9.	Pacific Railway Enterprises, Inc.	Signal & Communication Design
10	Ryan Snyder Associates, LLC	Bicycle, Transportation Planning
11	Wagner Engineering & Survey, Inc.	Surveying, Mapping