

Metro

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



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Agenda - Final

Thursday, June 23, 2016

9:00 AM

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

Board of Directors

Mark Ridley-Thomas, Chair

John Fasana, 1st Vice Chair

Eric Garcetti, 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

Phillip A. Washington, Chief Executive Officer

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

PUBLIC INPUT

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

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

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

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

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

INFORMATION RELATING TO AGENDAS AND ACTIONS OF THE BOARD

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

CALL TO ORDER**ROLL CALL**

APPROVE Consent Calendar Items: 2, 11, 14, 15, 16, 17, 18, 19, 21, 22, 23, 24, 25, 26, 27, 31, 32, 33, 38, 39, 40, 41, 42, 45, 46, 47, 50 and 51.

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 26, 2016.** [2016-0488](#)

Attachments: [May 26, 2016 Minutes](#)

AD HOC SUSTAINABILITY COMMITTEE MADE THE FOLLOWING RECOMMENDATION (4-0):

11. APPROVE program criteria for **Urban Greening Demonstration projects.** [2016-0412](#)

FINANCE, BUDGET AND AUDIT COMMITTEE MADE THE FOLLOWING RECOMMENDATION (3-0)

14. ADOPT: [2016-0318](#)
- A. Findings and Recommendations (Attachment A) for **allocating fiscal year (FY) 2016-17 Transportation Development Act (TDA) Article 8 funds estimated at \$25,188,543** as follows:
1. In the City of Avalon there are no unmet transit needs that are reasonable to meet, therefore TDA Article 8 funds (Attachment B) in the amount of \$150,107 may be used for street and road projects, or transit projects, as described in Attachment A;
 2. In the Cities of Lancaster and Palmdale, 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 \$6,285,096 and \$6,137,530 (Lancaster and Palmdale, respectively) may be used for street and road purposes and/or transit, as long as their transit needs continue

to be met;

3. In the City of Santa Clarita, 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 \$8,335,265 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 encompassing 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 \$4,280,545 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- FY17proposedfindingsandrecommendations](#)
[B- TDA8ApportionmentAttachmentB](#)
[C- FY2016-17TDAarticle8resolutionC](#)
[D- HistoryanddefinitionsTDA8D](#)
[E - TDA Article 8 Public HearingprocessE](#)
[F- Summary of Comments](#)
[G - City Letters](#)
[H - ProposedRecommendationofSSTAC](#)

FINANCE, BUDGET AND AUDIT COMMITTEE MADE THE FOLLOWING RECOMMENDATION (3-0):

15. CONSIDER:

[2016-0454](#)

- A. **APPROVING \$1.8 billion in FY2017 Transit Fund Allocations for Los Angeles County jurisdictions, transit operators and Metro operations** as shown in Attachment A. 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 \$73.4 million as shown in Attachment A, page 2 Line 37.

2. Bus Transit Subsidies of State and Local funds in the amount of \$934.9 million as shown in Attachment A, page 3.
 3. Allocation of Federal Formula Grants in the amount of \$349.1 million as shown in Attachment A, pages 12-13.
 4. Proposition A Incentive Programs in the amount of \$15.3 million as shown in Attachment A, pages 19-21.
 5. Proposition A Local Return, Proposition C Local Return, Measure R Local Return, TDA Article 3 (Pedestrian and Bikeways) and TDA Article 8 (Streets and Highways) for \$496.4 million as shown in Attachment A, pages 22-24.
- B. AUTHORIZING the Chief Executive Officer to adjust FY2017 Federal Section 5307 (Urbanized Formula), Section 5339 (Bus and Bus Facilities) and Section 5337 (State of Good Repair) allocations upon receipt of final apportionment from the Federal Transit Authority and amend FY2017 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' FY2017 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 \$11.5 million of Metro's share of Federal Section 5307 with municipal operators' shares of Federal Sections 5339 and 5337.
- F. ADOPTING a resolution designating Transportation Development Act (TDA) and State Transit Assistance (STA) fund allocations in compliance to the terms and conditions of the allocation (Attachment C); and
- G. Upon approval, AUTHORIZE the Chief Executive Officer to negotiate and execute all necessary agreements to implement the above funding programs.

Attachments: [Attachment A - FY 2017 Transit Fund Allocations](#)
 [Attachment B- Summary of Significant Information, Methodologies and Assump](#)
 [Attachment C - TDA and STA Resolution](#)

FINANCE, BUDGET AND AUDIT COMMITTEE MADE THE FOLLOWING RECOMMENDATION (3-0):

16. AUTHORIZE the Chief Executive Officer to negotiate and execute all necessary agreements between Los Angeles County Metropolitan Transportation Authority (LACMTA) and the Cities for their Capital Reserve Accounts as approved; and: [2016-0254](#)
- A. ESTABLISH **Measure R Local Return funded Capital Reserve Account for the City of Beverly Hills**, as described in Attachment A;
 - B. ESTABLISH **Proposition A and Proposition C Local Return funded Capital Reserve Account for the City of Burbank**, as described in Attachment A;
 - C. APPROVE three year extension of **Proposition C Local Return Capital Reserve Account for the Cities of Beverly Hills, El Monte, Lynwood and Manhattan Beach**, as described in Attachment A.

Attachments: [ATTACHMENT A](#)

FINANCE, BUDGET AND AUDIT COMMITTEE MADE THE FOLLOWING RECOMMENDATION (3-0):

17. AUTHORIZE the Chief Executive Officer to **negotiate and award excess liability insurance policies** with up to \$300 million in limits at a cost not to exceed \$4.25 million for the 12-month period effective August 1, 2016 to August 1, 2017. [2016-0406](#)

Attachments: [Attachment A - Freight Railroads Shared Use Agreement.pdf](#)
 [Attachment B - Options, Premiums and Loss History.pdf](#)

FINANCE, BUDGET AND AUDIT COMMITTEE MADE THE FOLLOWING RECOMMENDATION (3-0):

18. CONSIDER: [2016-0433](#)
- A. APPROVING the **Southern California Regional Rail Authority's (SCRRA) FY 2016-17 (FY17) Annual Work Program** pursuant to their April 29, 2016, budget transmittal (Attachment A).
 - B. APPROVING the Los Angeles County Metropolitan Transportation Authority's (LACMTA) share of SCRRA FY17 Metrolink funding totaling \$88,825,701 for programs detailed in Table 1.

- C. EXTENDING the lapsing dates for funds previously allocated to SCRRRA for the Rehabilitation and Renovation Program as follows:

FY 2010-11 from June 30, 2016 to June 30, 2017 - \$1,774,223

FY 2011-12 from June 30, 2016 to June 30, 2017 - \$2,830,282

FY 2012-13 from June 30, 2016 to June 30, 2017 - \$5,024,401

- D. APPROVING the FY17 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 Chief Executive Officer to negotiate and execute all necessary agreements between LACMTA and the SCRRRA for the approved funding.

- F. RECEIVING AND FILING update to March 24, 2016 Board Motion 40.1 on Equitable Governance on Southern California Regional Rail Authority.

Attachments: [Transmittal to Member Agencies for FY17 Budget - dated 04.29.16 \(6\)](#)

FINANCE, BUDGET AND AUDIT COMMITTEE MADE THE FOLLOWING RECOMMENDATION (3-0):

19. APPROVE local funding request for **Access Services** (Access) in an amount not to exceed \$84,124,902 for FY17. This amount includes:

[2016-0449](#)

- A. \$74M in Operating and Capital funds from Proposition C 40% Discretionary (PC 40%);
- B. \$8M in Operating and Capital unspent carry-over PC 40% funds from FY16; and
- C. \$2.1M in funds paid directly to Metrolink for its participation in Access' Free Fare Program from Proposition C 10% Commuter Rail (PC 10%)

Attachments: [ATTACHMENT A - Metro Board Item-AccessFY17Budget](#)

PLANNING AND PROGRAMMING COMMITTEE MADE THE FOLLOWING RECOMMENDATION (4-0):

21. CONSIDER:

[2016-0320](#)

- A. APPROVING the updated **project list and changes in the funding levels for the Measure R Highway Subregional Program (MRHSP) in Arroyo Verdugo, Las Virgenes Malibu,**

South Bay, North County, and Gateway Cities Subregions as shown in Attachment A.

- B. AUTHORIZING the Chief Executive Officer (CEO) to negotiate and execute all necessary agreements for approved projects.

Attachments: [FINAL MRHSP.pdf](#)

PLANNING AND PROGRAMMING COMMITTEE MADE THE FOLLOWING RECOMMENDATION (4-0):

22. AUTHORIZE the Chief Executive Officer to: [2016-0444](#)

- A. EXECUTE Modification No. 1 to Task Order No. PS3420000 under Contract No. PS4010-3041-F-XX, with Cambridge Systematics, Inc. for the **Long Range Transportation Plan (LRTP) Development to conduct several additional travel demand model runs and technical analysis associated with the Potential Ballot Measure and LRTP update**, in the amount of \$497,209 increasing the total Task Order value from \$968,947.45 to \$1,466,156.45;
- B. INCREASE Contract Modification Authority (CMA) specific to Task Order No. PS3420000, LRTP Development, in the amount of \$100,000, increasing the total authorized CMA amount from \$100,000 to \$200,000 to support potential need to forecast the regional economic impact of LRTP and additional modeling, if necessary, for the LRTP update; and
- C. APPROVE amendment to FY17 Budget for Cost Center 4220 of \$497,209 to fund Modification No. 1 to Task Order No. PS3420000, LRTP Development.

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

[Attachment B - Task Order Log.pdf](#)

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

PLANNING AND PROGRAMMING COMMITTEE MADE THE FOLLOWING RECOMMENDATION (4-0):

23. CONSIDER: [2016-0489](#)

- A. RECEIVING AND FILING report on **approach to incorporating First/Last Mile elements into the Purple Line Extension Section 2.**
- B. APPROVING **Motion 14.2 by Directors Butts, DuBois, Knabe and Solis** to amend Motion 14.1 under subsection B-6 to specify that,

henceforth, Metro would negotiate in a standardized MOU with the respective contributing jurisdiction(s) that up to 100% of a local jurisdiction's 3% local contribution can go towards underwriting Active Transportation Program (ATP), First/Last Mile, bike and pedestrian and street safety projects that contribute to the accessibility and success of the stations in the respective jurisdictions, inclusive of the framework provided in Attachment C.

- C. DIRECTING staff to commence with the development of guidelines to implement the potential use of local jurisdictions' 3% capital contribution to underwrite ATP and First/Last Mile investments within the framework included as Attachment C.

Attachments: [Attachment A - Motion 14.1.pdf](#)
 [Attachment B - Motion 14.2.pdf](#)
 [Attachment C - Motion Response Framework.pdf](#)

CONSTRUCTION COMMITTEE MADE THE FOLLOWING RECOMMENDATION (4-0-1):

24. CONSIDER:

[2015-1716](#)

- A. AUTHORIZING the Chief Executive Officer (CEO) to issue a Modification to Contract No. C0988 with Walsh/Shea Corridor Constructors (WSCC), to begin **construction on accommodations so as not to preclude a future Light Rail Transit (LRT) Station at 96th Street, Airport Metro Connector (AMC)**, in an amount not to exceed \$7,400,000 increasing the total contract value from \$1,294,476,149.38 to \$1,301,876,149.38; and
- B. APPROVING an increase in Contract Modification Authority (CMA) for Contract No. C0988 in the amount of \$7,400,000 increasing the total CMA from \$134,699,993 to \$142,099,993.

Attachments: [Attachment A - Procurement Summary](#)
 [Attachment B - Contract Modification_Change Order Log](#)
 [Attachment C - Design Option 3](#)
 [Attachment D - DEOD Summary](#)
 [Attachment E - AMC Accelerate Funding 20141113rbmitem56](#)

CONSTRUCTION COMMITTEE MADE THE FOLLOWING RECOMMENDATION (4-0-1):

25. CONSIDER:

[2016-0230](#)

- A. AUTHORIZING the CEO to execute a Contract Modification to Contract No. C0988 with Walsh/Shea Corridor Constructors (WSCC), to **design and construct a bus transfer facility** for \$2,200,000, increasing the total contract price from

\$1,294,476,149.38 to \$1,296,676,149.38 for the **Crenshaw/LAX Transit Project**;

- B. APPROVING an increase in Contract Modification Authority (CMA) for Contract No. C0988, in the amount of \$2,200,000, increasing the total CMA from \$134,699,993 to \$136,899,993;
- C. ADOPTING a Life-of-Project (LOP) Budget of \$2,200,000 for the Bus Transfer Facility; and
- D. AUTHORIZING the execution of this Contract Modification subject to final execution of the 3% Local Match funding agreement between Metro and the City of Inglewood.

Attachments: [Attachment A - Procurement Summary](#)
[Attachment B - Contract Modification](#)
[Attachment C - La Brea Bus Transfer Facility](#)
[Attachment D - DEOD Summary](#)

CONSTRUCTION COMMITTEE MADE THE FOLLOWING RECOMMENDATION (5-0):

26. APPROVE the **transfer and reallocation of State Proposition 1B Intercity Rail Improvement Program (ICR1B) funds for the Van Nuys North Platform Project from Metro to the Southern California Regional Rail Authority (SCRRA)** [2016-0428](#)

Attachments: [Attachment A - SCRRA Organizational Structure with Focus on Capital Project](#)
[Attachment B - Van Nuys North Platform Project Rolls and Responsibilities](#)
[Attachement C - Van Nuys](#)

CONSTRUCTION COMMITTEE MADE THE FOLLOWING RECOMMENDATION (5-0):

27. CONSIDER: [2016-0434](#)

- A. INCREASING Life of Project (LOP) budget in the amount of \$6,560,142 for a total LOP of \$15,000,000 for the **Bob Hope Airport/Hollywood Way Metrolink Station Project (Project)**;
- B. PROGRAMMING an additional \$6,560,142 of Measure R3% - Metrolink Commuter Rail funds towards this project;
- C. AMENDING the FY 2016-17 (FY17) budget in the amount of \$4,265,492 for project 460090; and
- D. AUTHORIZING the Chief Executive Officer (CEO) to enter into an Operations and Maintenance (O&M) agreement with the cities of

Los Angeles and Burbank.

Attachments: [Attachment A - Uses and Sources of Funds.pdf](#)
[Attachment B - Burbank Airport Authority Letter of Contributions to Project](#)

SYSTEM SAFETY, SECURITY AND OPERATIONS COMMITTEE MADE THE FOLLOWING RECOMMENDATION (5-0):

31. AWARD an Indefinite Delivery Indefinite Quantity Contract, No. [2016-0185](#)
MA5246200 to Modine Manufacturing Company, the lowest responsive
and responsible bidder, for **Electric Cooling Fan Systems** for an amount
not-to exceed \$2,758,124.00.

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

SYSTEM SAFETY, SECURITY AND OPERATIONS COMMITTEE MADE THE FOLLOWING RECOMMENDATION (5-0):

32. APPROVE nominees for **membership on Metro's Service Councils.** [2016-0207](#)

Attachments: [Attachment A - Listing of Qualifications 6-2016](#)
[Attachment B - Nomination Letters 6-2016](#)

SYSTEM SAFETY, SECURITY AND OPERATIONS COMMITTEE MADE THE FOLLOWING RECOMMENDATION (5-0):

33. AUTHORIZE the Chief Executive Officer to execute Modification No. 9 to [2016-0395](#)
Contract No. OP30002227 for **Uniform Rental Services with Prudential**
Overall Supply for the not-to-exceed amount of \$650,000, increasing the
total contract not-to-exceed value from \$4,515,029.28 to \$5,165,029.28.
This modification also extends the period of performance by nine (9)
months, from July 1, 2016, through March 31, 2017.

This contract provides on-going uniform rental services, vehicle seat covers, and laundry services for hand towels and floor mats.

Attachments: [Attachment A - Procurement Summary](#)
[Attachment B - DEOD Summary](#)
[Attachment C - Contract Modification-Change Order Log](#)

EXECUTIVE MANAGEMENT COMMITTEE MADE THE FOLLOWING RECOMMENDATION**(3-0):****38. CONSIDER:**[2016-0437](#)

- A. AUTHORIZING the Chief Executive Officer to execute Contract Modification No.1 to the **Labor Compliance Bench (The Bench)** Contract Numbers PS-21307700 A-J, for labor compliance monitoring services, to exercise the first one-year option and extend the contract term from June 30, 2016 to June 30, 2017 increasing the total authorized not-to-exceed amount by \$1,578,584 from \$13,478,064 to \$15,056,648;
- B. AUTHORIZING the award of a task order with Padilla & Associates, Inc. for Contract No. PS-21307700-E to perform labor compliance monitoring services on the South Western Light-Rail Vehicle Yard Project for a fixed price of \$772,575.87, increasing the total contract amount from \$78,413.23 to \$850,989.87;
- C. APPROVING Labor Compliance Monitoring Services task orders for the I-405 Sepulveda Pass Widening Project with Parsons Corporation (Task Order #1) for the fixed price amount of \$1,640,930.76; for the Crenshaw/LAX Project with the Solis Group (Task Order #32) for the fixed price amount of \$3,646,745; for the Regional Connector Transit Corridor Project with Perceptive Enterprises, Inc. (Task Order #45) for the fixed price amount of \$2,915,465.43; and for the Westside Subway Extension Section 1 Design/Build Project with Metro Compliance Services, JV (Task Order #48R) for the fixed price amount of \$3,952,560.03; and
- D. AUTHORIZING the Chief Executive Officer to award and execute task orders with the total authorized amount of \$15,056,648.

Attachments: [Attachment A -Procurement Summary](#)
[Attachment B - Labor Compliance Task Orders](#)
[Attachment C - DEOD Summary](#)
[Attachment D - LC Monitoring Bench 6-11-11](#)

EXECUTIVE MANAGEMENT COMMITTEE MADE THE FOLLOWING RECOMMENDATION**(4-0):**

- 39. AUTHORIZE** the Chief Executive Officer to execute an amendment to the **Exclusive Negotiations and Planning Agreement with A Community of Friends** to extend its term for an additional 12 months, for the joint development of Metro-owned property at 1st and Lorena Street along the

[2016-0310](#)

Metro Gold Line Eastside Extension.

Attachments: [Attachment A - Site Map.pdf](#)
 [Attachment B - Director's Determination.pdf](#)
 [Attachment C - Project Scope.pdf](#)

**EXECUTIVE MANAGEMENT COMMITTEE MADE THE FOLLOWING RECOMMENDATION
(3-0):**

40. CONSIDER: [2016-0316](#)

- A. ADOPTING the **Development Guidelines for the joint development** of 1.77 acres of Metro-owned property and 1.66 acres of County-owned property at the **Expo/Crenshaw Station**;

- B. ADOPTING the **Development Guidelines for the joint development** of 1.44 acres of County-owned property at the **Fairview Heights Station**; and

- C. AUTHORIZING an **Agreement with the County of Los Angeles for administering the Metro Joint Development process** for the County-owned properties at the **Expo/Crenshaw and Fairview Heights Stations**.

Attachments: [Attachment A - Location Maps](#)
 [Attachment B - County Agreement Term Sheet](#)
 [Attachment C - Expo Crenshaw Development Guidelines](#)
 [Attachment D - Fairview Heights Development Guidelines](#)
 [Presentation](#)

**EXECUTIVE MANAGEMENT COMMITTEE MADE THE FOLLOWING RECOMMENDATION
(4-0-2):**

41. AUTHORIZE the Chief Executive Officer to enter into a six-month **Short Term Exclusive Negotiation Agreement and Planning Document** (Short Term ENA), with an option to extend up to three additional months, with Trammell Crow Company and Greenland USA, for the development of Metro-owned property at the **North Hollywood Station (Site)**. [2016-0386](#)

Attachments: [Attachment A - Procurement Summary.pdf](#)
 [Attachment B - Depiction of North Hollywood Development Sites.pdf](#)
 [Attachment C – Site Plan and Rendering of Proposed Development Project](#)
 [Attachment D – Summary of the Proposed Development](#)

PLANNING AND PROGRAMMING COMMITTEE MADE THE FOLLOWING RECOMMENDATION (4-0):

42. CONSIDER: [2016-0421](#)

- A. SUPPORTING the establishment of the **proposed Venice Beach Business Improvement District (“BID) in the City of Los Angeles** and the resulting assessments on properties within the District boundaries owned by Metro; and
- B. AUTHORIZING the Chief Executive Officer (“CEO”) or his delegate to sign any necessary petitions and cast any subsequent ballots in support of the BID and property assessments.

Attachments: [Attachment A- Map of Venice Beach Business Improvement District Boundaries](#)
[Attachment B - Evaluation of Venice Beach BID Benefit to METRO](#)
[Attachment C- Summary of METRO owned parcels included in the Venice Beach](#)

PLANNING AND PROGRAMMING COMMITTEE MADE THE FOLLOWING RECOMMENDATION (4-0):

45. CONSIDER authorizing the Chief Executive Officer to: [2016-0419](#)

- A. AWARD a five-year firm fixed price Contract No. PS527590024649 to Parking Sense USA in the amount of \$3,599,934 for a **Parking Guidance System**; and
- B. APPROVE a \$2,000,000 Life of Project (LOP) Budget increase for Project 210143-Parking Guidance System which increases the project budget from \$3,025,000 to a revised LOP of \$5,025,000.

Attachments: [Attachment A Procurement Summary](#)
[Attachment B DEOD Summary](#)

EXECUTIVE MANAGEMENT COMMITTEE MADE THE FOLLOWING RECOMMENDATION (5-0):

46. ADOPT staff recommended positions: [2016-0490](#)

- A. **AB 1640 (Stone)** - Retirement: Public Employees **WORK WITH AUTHOR**

Attachments: [AB 1640 \(Stone\) - Attachment A-](#)

**EXECUTIVE MANAGEMENT COMMITTEE MADE THE FOLLOWING RECOMMENDATION
(6-0):**

47. **MOTION by Kuehl, Knabe, Solis and Antonovich** that the Board direct the Chief Executive Officer to work with Access Services to convene an annual county-wide forum to address improvements in coordination and integration of services to older adults and the disabled. The forum shall include consultant specialists in gerontology and mental health as well as local governmental and non-governmental providers of transportation and social services to older adults and the disabled. Metro shall encourage municipal operators and local jurisdictions to participate in the annual forum. Each forum should occur no later than 90 days after the release of the annual report.

[2016-0501](#)

FURTHER MOVE that the Board direct the Chief Executive Officer to report back to the Metro Board in October 2016 with an action plan to better address the transportation needs of older adults and people with disabilities. The plan shall include the following elements:

- A. An overview of the agency-wide efforts to serve older adults and people with disabilities with a specific focus on those activities that go beyond meeting ADA requirements and with an objective to ensure coordination in planning and implementing necessary initiatives.
- B. Recommended metrics to measure challenges and successes.
- C. A roadmap and timeline to enhance community partnerships and the participation of non-profits and other stakeholders to ensure full public participation.
- D. An evaluation of the feasibility of enhancing Access Services to expand the area of services beyond the ADA minimum, including but not limited to, changing next day service to same day service, changing the requirement that clients must live within $\frac{3}{4}$ mile from a public transit line to $1 \frac{1}{2}$ mile.
- E. An analysis of Electric Personal Assistive Mobility Devices (EPAMD) and other power-driven devices as defined by the California Vehicle Code and the U.S. Department of Justice, Civil Rights Division, Disability Rights Section. Analysis shall include, but not be limited to:
 - 1. Existing Metro policies and/or the need to create a specific policy;
 - 2. Advancements in technology and ability to reduce greenhouse gas emissions;
 - 3. Opportunity for expanding our countywide, ride-share program beyond bike-share and car-share to include EPAMD's and similar

devices.

4. Assessment of the infrastructure necessary to accommodate EPAMD's such as Class-I and Class-IV bike paths, enhanced sidewalks, etc.
5. Legislative and policy challenges and prospects for promoting a mode-shift toward these and similar devices especially in conjunction with transit at the federal, state and local levels.

ADDITIONALLY MOVE that the Board direct the Chief Executive Officer to prepare an annual accessibility report, which will include, at a minimum, the following elements:

- A. All planned and implemented programs and projects, including timelines, in the Coordinated Plan including those utilizing 5310 federal funds as well as additional initiatives that are supported through other federal, state and local resources.
- B. Assessment of first mile/last mile accessibility, connectivity, and opportunities to, from and at transit stations and bus stops. This assessment should include, as well, an analysis of relevant policies and programs, such as those outlined in the Active Transportation Strategic Plan, and the ways that they are enhancing accessibility for older adults and people with disabilities.
- C. Analysis of the utilization of local return funds in order to determine the allocation towards accessibility and services that are specifically targeted for older adults and people with disabilities.
- D. Steps taken to improve outreach and education of older adults and people with disabilities so that they are more informed about available services and how to best utilize them.
- E. Identification of other metrics to evaluate how Metro and partnering agencies (governmental and non-governmental) are serving older adults and people with disabilities.
- F. Efforts made to expand the training of Metro staff to increase responsiveness to the needs of older adults and people with disabilities.
- G. Summary of the results of the annual forum and any resulting actions.

- 50. RECEIVE AND FILE update for Item 30: Metro Blue Line (MBL) Motion by Mayor Garcetti, Supervisor Knabe, Director Dubois, and Director Dupont-Walker.**

[2016-0471](#)

- Attachments:** [Attachment A - Blue Line Station Safety Motion](#)
[Attachment B - MBL Current and Planned Projects](#)
[Attachment C - MBL Security Data](#)

51. RECEIVE AND FILE **Financial Forecasting Model Information for the Potential Ballot Measure Expenditure Plan.** [2016-0359](#)

- Attachments:** [Attachment A - April 14, 2016 Construction Committee Motion by Directors Knal](#)
[Attachment B - LRTP Financial Forecast Update Link](#)
[Attachment C - Comparison of LRTP Financial Forecast Model with Exp Plan.RI](#)

(CARRIED OVER FROM MAY REGULAR BOARD)

NON-CONSENT

3. Report by the **Chair.** [2016-0508](#)
4. Report by the **Chief Executive Officer.** [2016-0509](#)
5. ELECTION of **2nd Vice Chair.** [2016-0506](#)

CONSTRUCTION COMMITTEE FORWARDED WITHOUT RECOMMENDATION THE FOLLOWING:

43. AUTHORIZE the Chief Executive Officer (CEO) to: [2016-0328](#)
- A. NEGOTIATE and execute a 48-month, firm fixed price Contract No. AE5204200 with HDR Engineering Inc., in an amount not-to-exceed \$34,030,555 for **Architectural and Engineering (A&E) services for the preparation of the Project Approval and Environmental Document (PA&ED) on Interstate 605/State Route 60 Interchange**; and
- B. APPROVE Contract Modification Authority specific to Contract No. AE5204200 in the amount of \$5,104,583.

- Attachments:** [Attachment A Procurement Summary.pdf](#)
[Attachment B DEOD Summary.pdf](#)
[Attachment C - Location Map](#)
[605-60 PAED Board Presentation 20160620 Final \(3\).pdf](#)

CONSTRUCTION COMMITTEE FORWARDED WITHOUT RECOMMENDATION THE FOLLOWING:**44. CONSIDER:**[2016-0379](#)

- A. ESTABLISHING a Full Funding Grant Agreement (FFGA) Budget of \$2,410,544,879 as described in Attachment A for the **Westside Purple Line Extension (WPLE) Section 2 project**, consistent with direction from the Federal Transit Administration (FTA);
- B. AUTHORIZING up to \$54.5 million in funds expected from the City of Beverly Hills as their 3% contribution to be advanced from Measure R funds from the Westside Subway Extension line item in the Measure R Expenditure Plan, in support of the FFGA requirements of the FTA;
- C. APPROVING the Measure R Cost Management Process and Policy analysis and funding strategy in Attachment B to use up to \$191.81 million Measure R funds from the Westside Subway Extension line in the Measure R Expenditure Plan to meet the new cost and revenue assumptions in the Short Range Transportation Plan;
- D. DIRECTING the CEO to assume that all savings from the Exposition Light Rail Phase 2 project will be redirected to WPLE Section 2 project at such time as the Expo project is closed out and the necessary actions of the Metro Board of Directors can be secured to free up these funds; and
- E. APPROVING the resolution in Attachment C updating the FTA on these actions as they relate the Metro's WPLE Section 2 Financial Plan from August 2015.

Attachments:[Attachment A - FFGA.pdf](#)[Attachment B - Measure R Cost Management Process and Policy Analysis.pdf](#)[Attachment C - Los Angeles County Metropolitan Transportation Authority Reso](#)**PLANNING AND PROGRAMMING COMMITTEE (5-0) AND EXECUTIVE MANAGEMENT COMMITTEE (6-0) MADE THE FOLLOWING RECOMMENDATION:****49. CONSIDER:**[2016-0319](#)

- A. ADOPTING the **Ordinance, including Expenditure Plan**, to implement Los Angeles County's Traffic Improvement Plan through a transportation sales tax measure;
- B. ADOPTING the Resolution requesting the Los Angeles County

- Board of Supervisors place the Ordinance on the ballot with specific ballot language for the November 8, 2016 countywide general election; and
- C. AMENDING the Fiscal Year (FY) 2017 budget to add \$10.9 million to fund election related and public information costs.

Attachments: [Attachment A - Ordinance..8.1.pm](#)
[Attach B - Resolution 2016 LA County Traffic Improvement Plan Measure - Draf](#)
[Attachment C - Systemwide Connectivity](#)
[Attach E - Schedule to Inclusion on Ballot](#)
[Attachment F - Major Transit and Highway Construction Project Descriptions 61](#)

52. MOTION by Solis, Kuehl, Fasana that the Board direct the Chief Executive Officer to report back to the Metro Board in October 2016 with an action plan to better connect communities to parks and open space. The plan shall include the following elements: [2016-0511](#)

Executive Officer to report back to the Metro Board in October 2016 with an action plan to better connect communities to parks and open space. The plan shall include the following elements:

- A. An overview of existing transit system connections to parks and open space and identification of opportunities to increase access to parks and open space. This assessment should draw upon, but not be limited to, data from the following agencies:

1. the County of Los Angeles Department of Parks and Recreation;
2. the National Park Service;
3. U.S. Forest Service;
4. California State Parks;
5. the Santa Monica Mountains Conservancy;
6. the Mountains Recreation and Conservation Authority; and
7. Southern California Association of Governments.

- B. Identification of funding sources for transit to parks and open space including, but not limited to:

1. Federal Grants and Programs like the Federal Lands Access Program, the Federal Lands Transportation Program, the Transportation Alternatives Program, and the National Parks Service Challenge Cost Share Program;
2. Existing eligible local revenue like Proposition A, Proposition C and Measure R;

3. Nongovernmental and private partnerships; and
 4. Other Creative funding opportunities
- C. Methods to support the implementation of programs to connect communities to parks and open space, such as offering technical assistance and grants to jurisdictions.
- D. Recommendations to promote the usage of current services and the building of the new service including:
1. Shuttle services from transportation infrastructure such as MTA Metro Rail stations, busway stations, bus stops, and regional rail stations as connector hubs for direct shuttles to parks and open space.
 2. Prioritized services for communities with 20% lowest per capita open space acreage in the county; communities that have less than 3 acres of parkland per 1000 people, making them park poor, and incomes below \$48,706 median household income, making them income poor.
 3. Connections to parks and opens space through active transportation corridors such as bike lanes, walkways and greenways.
 4. Potential extensions of existing public transit bus lines to park and open space.

ADDITIONALLY WE MOVE that the Board direct the Chief Executive Officer to engage with other agencies with related planning processes such as the California Collaborative Regional Transportation Plan and the Southern California Association of Governments Regional Transportation Plan and the United States Forest Service San Gabriel Mountains National Monument.

SOLIS AMENDMENT: Include rivers and mountains conservancy and water conservation authority.

END OF NON-CONSENT ITEMS

53. CLOSED SESSION:

[2016-0507](#)

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

1. Tamara Baskin v. LACMTA, LASC Case No. BC529700

2. Leona Swedenhjelm v. LACMTA, LASC Case No. BC544313
- B. Conference with Real Property Negotiator - G.C. 54956.8
1. Property Description: 540 Santa Fe Avenue, Los Angeles, CA
Agency Negotiator: Velma C. Marshall
Negotiating Party: Trace Chalmers, Chalmers-Santa Fe, LLC
Under Negotiation: Price and Terms
 2. Property Description: 659-665 So. La Brea Avenue, Los Angeles, CA
Agency Negotiator: Carol A. Chiodo
Negotiating Party: Nourafshan, LLC
Under Negotiation: Price and Terms
 3. Property Description: 5318-5340 Wilshire Blvd., Los Angeles, CA
Agency Negotiator: Carol A. Chiodo
Negotiating Party: Wilshire Group, LLC
Under Negotiation: Price and Terms
 4. Property Description: 8485 Wilshire Blvd., Beverly Hills, CA
Agency Negotiator: Carol A. Chiodo
Negotiating Party: Gilbert Foundation
Under Negotiation: Price and Terms
- C. Public Employee Performance Evaluations - G.C. 54957

Chief Executive Officer
General Counsel
Board Secretary
Chief Ethics Officer
Inspector General

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

Metro

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



Metro

Board Report

File #: 2016-0488, **File Type:** Minutes

Agenda Number: 2.

**REGULAR BOARD MEETING
JUNE 23, 2016**

APPROVE Minutes of the Regular Board Meeting held May 26, 2016.

Metro

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



MINUTES

Thursday, May 26, 2016

9:00 AM

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

Directors Present:

Mark Ridley-Thomas, Chair

John Fasana, 1st Vice Chair

Eric Garcetti, 2nd Vice Chair

Michael Antonovich

Mike Bonin

James Butts

Diane DuBois

*Jacquelyn Dupont-Walker**

Don Knabe

Paul Krekorian

Sheila Kuehl

Ara Najarian

Hilda Solis

Shirley Choate, non-voting member

Phillip A. Washington, Chief Executive Officer

**Via Telephone*

The Westin, Kansas City

1 East Pershing Road, Kansas City, MO 64108

CALLED TO ORDER at 9:17 a.m.

ROLL CALL

1. **APPROVED** Consent Calendar Items: 2, 9, 12, 18, 20, 21, 22, 23, 26, 30, 31, 32, 33 and 37.

Consent Calendar items are approved by one motion except item 30 which was held by a Director for discussion and/or separate action.

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

2. **APPROVED ON CONSENT CALENDAR Minutes of the Regular Board Meeting held April 28, 2016.** 2016-0396

3. **RECEIVED Report by the Chair.** 2016-0460

Presented Director Ara Najarian with his 10-year service pin.

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

4. **RECEIVED Report by the Chief Executive Officer.** 2016-0461

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

9. **ADOPTED ON CONSENT CALENDAR the FY17 Proposed Audit Plan.** 2016-0344

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

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

12. APPROVED ON CONSENT CALENDAR:

2016-0329

- A. CONSOLIDATING up to \$96.0 million in repurposed Los Angeles County Federal transportation earmarks on State Route 71, freeing up a corresponding amount of funds for Los Angeles County sponsors;
- B. AUTHORIZING the Chief Executive Officer to:
 - 1. NEGOTIATE AND EXECUTE agreements with participating local agencies for the funds shown in Attachment A, so as to ensure that the exchanged funds being made available are properly administered, used in a timely fashion, and are expended within three years of executing the agreements;
 - 2. PROVIDE 97% replacement funding to Los Angeles County project sponsors for repurposed federal earmarks from the local funds currently planned for State Route 71, unless the sponsor affirmatively opts out of the program by June 30, 2016;
 - 3. Use three percent (3%) of the earmarked amount that LACMTA would retain to administer the exchange program; and
- C. CONSOLIDATING up to \$2.4 million in potentially repurposed Metro-controlled Federal transportation earmarks to allocate on the Airport Metro Connector Project without freeing up any funds.

14. ADOPTED AS AMENDED the Active Transportation Strategic Plan.

2016-0108

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

14.1 APPROVED AS AMENDED Motion by Garcetti, Bonin, Kuehl, Solis, DuBois and Najarian that the Board adopt the Active Transportation Strategic Plan (Item 14); and,

2016-0442

WE FURTHER MOVE that the Board direct the CEO to:

- A. Designate streets within the Active Transportation Strategic Plan’s 661 transit station areas as the Countywide First-Last Mile Priority Network;
- B. To support regional and local transit ridership and facilitate build-out of the Countywide First-Last Mile Priority Network, including, but not limited to, ADA-compliant curb ramps, crosswalk upgrades, traffic signals, bus stops, carshare, bikeshare, bike parking, context-sensitive bike infrastructure (including Class IV and access points for Class I bike infrastructure), and signage/wayfinding:

(Continued on next page)

(Item 14.1 – continued from previous page)

1. Provide technical and grant writing support for local jurisdictions wishing to deliver First-Last Mile projects on the Countywide First-Last Mile Priority Network, including providing technical assistance and leadership to jurisdictions to help and encourage the implementation of subregional networks that serve the priority network;
2. Prioritize funding for the Countywide First-Last Mile Priority Network in MTA grant programs, including, but not limited to, the creation of a dedicated First-Last Mile category in the Call for Projects;
3. Create, and identify funding for, a Countywide First-Last Mile Priority Network Funding Match Program, separate from existing MTA funding and grant programs, for local jurisdictions wishing to deliver First-Last Mile projects on the Countywide First-Last Mile Priority Network;
4. To support the Active Transportation Strategic Plan, dedicate funding for the Countywide First-Last Mile Priority Network in the ongoing Long-Range Transportation Plan update, including a review of First-Last Mile project eligibility for all Prop A, Prop C, and Measure R capital funding categories;
5. Building on MTA's underway effort to conduct First-Last Mile studies for Blue Line stations, conduct First-Last Mile studies and preliminary design for First-Last Mile facilities for all MTA Metro Rail stations (existing, under construction, and planned), all busway stations, the top 100 ridership Los Angeles County bus stops, and all regional rail stations;
6. Incorporate Countywide First-Last Mile Priority Network project delivery into the planning, design, and construction of all MTA transit projects ~~starting with the Purple Line Extension Section 2 project~~. These Countywide First-Last Mile Priority Network elements shall not be value engineered out of any project; and staff to report back at the June Planning and Programming Committee on the Purple Line Extension Section 2 Project.

C. Report on all the above during the ~~November~~ October 2016 MTA Board cycle.

AMENDMENT by Solis to include Foothill Gold Line Phase 2B Extension to Claremont.

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

14.2 REFERRED TO JUNE PLANNING AND PROGRAMMING **2016-0451**
COMMITTEE approving Motion by Butts, DuBois, Knabe and Solis to amend Motion 14.1 under subsection B-6 to specify that, henceforth, Metro would negotiate in a standardized MOU with the respective contributing jurisdiction(s) that up to ~~100%~~ 50% of a local jurisdiction's 3% local contribution can go towards underwriting ATP, First-Last Mile, bike and pedestrian and street safety projects that contribute to the accessibility and success of the stations in the respective jurisdictions.

15. AUTHORIZED the Chief Executive Officer (CEO) to award a one-year firm **2016-0116**
fixed price Contract No. AE470670022889 to Cityworks Design in the amount of \$2,003,317 for the Rail to Rail Active Transportation Corridor Environmental Review, Clearance and Design - Segment A Project.

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

*Selected with Rule of Necessity

18. APPROVED ON CONSENT CALENDAR Motion by Knabe that the MTA **2016-0456**
 Board directs the CEO to complete the technical year completion date for the Airport Metro Connector Project, by adjusting the Expenditure Plan (including Attachment A to the March 24, 2016 report for Agenda Item 4.1, Groundbreaking Sequence) to correctly show 2021 - 2023 as the "Expected Completion Date 3-year Range, in order for Metro to commit to the calendar year 2023 delivery date.

20. AUTHORIZED ON CONSENT CALENDAR the CEO to execute Contract **2016-0334**
Modification No. 24 to Contract No. E0119 with the Connector Partnership Joint Venture (CPJV) Inc. to continue providing Design Support Services during Construction through FY17 for the Regional Connector Transit Corridor Project (Project), in the amount of \$5,565,000 increasing the total contract value from \$62,742,374 to \$68,307,374. This action does not increase Life of Project Budget.

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

21. AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer **2016-0326**
 to execute Amendment No. 1 to the existing Memorandum of Understanding between **Metro and the Los Angeles County Museum of Natural History, including the Page Museum at the La Brea Tar Pits, for the preservation and storage of paleontological and archaeological resources associated with the Westside Purple Line Extension Section 1 Project.**

22. AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to execute: 2016-0101

- A. Modification No. 3 to Contract No. PS8610-2879, with Hill International, Inc. for Program Control Management and Support Services, to exercise the final one-year option thereby extending the period of performance from June 28, 2016 to June 28, 2017, and increase the total contract not-to-exceed amount \$6,210,946 from \$18,482,598 to \$24,693,544; and
- B. individual Contract Work Orders (CWOs) and Contract Modifications within the Board approved not-to-exceed contract value.

23. APPROVED ON CONSENT CALENDAR: 2016-0365

- A. INCREASING the Life of Project budget for Project 809081, Red Line Segment 2 Close-out in the amount of \$635,000 increasing the previous authorization amount of \$31,847,1000 to \$32,482,100;
- B. AMENDING the FY16 budget to add \$635,000 to Project 809081, Red Line Segment 2 Close-out;
- C. INCREASING the Life of Project 809082, Red Line Segment 3 Close-out in the amount of \$211,670, increasing the previous authorization amount of \$4,195,900 to \$4,407,570; and
- D. AMENDING the FY16 budget to add \$211,670 to Project 809082, Red Line Segment 3 Close-out.

26. APPROVED ON CONSENT CALENDAR nominees for membership on Metro's San Fernando Valley, San Gabriel Valley, and Westside Central Service Councils. 2016-0283

29. AUTHORIZED the Chief Executive Officer to award contract No. PS21904205074 to Reliable Monitoring Systems (RMS), in the amount of \$1,159,860, to provide a Gas Detection System (GDS) for Metro Red Line (MRL) and Metro Gold Line (MGL). 2016-0171

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

30. AUTHORIZED AS AMENDED the Chief Executive Officer to award a **2016-0357** firm fixed price Contract No. OP4978800, a sole source procurement, to **American Power Systems, LLC. (APS)**, in the amount of **\$1,003,974**, to furnish and install a replacement back-up power system for the Blue Line.

AMENDING Motion by **Garcetti, Knabe, DuBois and Dupont-Walker** that the Board direct the CEO to report back on the following:

- A. Provide an update at the June 2016 MTA Board meeting on all Blue Line Safety and Security and State of Good Repair capital projects and enhancement efforts, including, but not limited to, the following:
 - 1. Grade crossing gates
 - 2. Pedestrian safety gates
 - 3. Fare enforcement and security
 - 4. Station maintenance
 - 5. Station fare gate installation
- B. Initiate a feasibility study to improve safety and security for the Blue Line Wardlow Station and a pilot fare gate program at 4 (four) downtown Long Beach stations.
- C. Prioritize the Wardlow Grade Separation project to receive new funding and/or grants and assign this project to be included in MTA's State of Good Repair, Safety Improvements, and Aging Infrastructure program.
- D. Include the Wardlow Station as part of MTA's "Transit Oriented Communities" pilot projects.
- E. Identify Transit Oriented Development and other land use and development opportunities to maximize the use of Wardlow Station.

Provide a response and report back on items B through E at the August 2016 MTA Board meeting.

AMENDMENT by Fasana to include the artwork along the Blue Line.

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

31. AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to **2015-1785** award a firm fixed unit rate Contract No. OP4260900 for **commercial and industrial door repair and preventive maintenance services with Specialty Doors + Automation**, for a not-to-exceed amount of \$1,116,405 for the three-year base period, \$372,135 for the first option year, and \$372,135 for the second option year, for a combined total of \$1,860,675, effective July 1, 2016, through June 30, 2021.

32. AWARDED ON CONSENT CALENDAR a cost plus fixed fee contract for **2016-0052 Technical Support Services for the Heavy Rail Vehicle (HRV) Acquisition, Contract No. OP16523-30433487, to LTK Engineering Services**, in the not-to-exceed amount of \$13,028,744 for a period of 62 months from issuance of a Notice-to-Proceed (NTP) for the 64 HRV Base Order.

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

33. APPROVED ON CONSENT CALENDAR **Motion by Najarian and Antonovich** that the Board direct the CEO to: **2016-0411**

- A. create a comprehensive study of all communities/cities impacted by the BNSF locomotive noise factor;
- B. direct staff to work with Metrolink staff to prioritize those cities most in need of a quiet-zone; and
- C. report back to the MTA Board in 90 days on the results of this study.

35. APPROVED programming \$600,000 in **Measure R 3% Funds in the FY 17 budget for Metrolink Station Location Studies for the El Monte, Northridge and Rio Hondo Stations.** **2016-0392**

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

35.1 APPROVED **amendment by Solis and Garcetti** that the MTA Board direct **2016-0455** the CEO to program an additional \$300,000 in Measure R 3% funds in the FY17 budget to include the feasibility of relocating the Montebello/Commerce Metrolink station to the Citadel Outlets as part of the Metrolink Stations Location Feasibility Studies.

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

36. AUTHORIZED the Chief Executive Officer (CEO) to:

2016-0250

- A. ADOPT a Design Life of Project Budget for \$11,078,366 for the **I-210 Barrier Replacement Project to develop a Risk Assessment Study, Environmental Clearance and Final Design documents** for future construction consideration;
- B. AMEND FY16 Budget by \$553,918 and AMEND FY17 Proposed budget by \$9,970,529 to fund aforementioned efforts;
- C. AWARD AND EXECUTE a fourteen-month labor hour Task Order No. 12 for Contract No. PS4730-3070. Highway Programs on-call support services, to CH2M Hill Inc. in an amount not-to-exceed \$4,799,967 for Architectural and Engineering (A&E) services for the preparation of the Project Report and Environmental Documents (Categorical Exemption) and the Plans, Specifications and Estimates for the Metro Gold Line Interstate 210 Barrier Replacement; and
- D. EXECUTE Modification No.1 to Contract No. PS4730-3070 to increase the not-to exceed value by \$4,799,967 from \$10,000,000 to \$14,799,967.

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

37. AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to **2016-0360** execute Modification No. 13 to Memorandum of Understanding (MOU) No. PS2610LASD with the **County of Los Angeles Sheriff's Department (LASD) to provide law enforcement services** for up to six (6) months for the period covering July 1, 2016 through December 31, 2016 in the amount of \$56,296,146, thereby increasing the total contract value from \$569,570,714 to \$625,866,860.

38. APPROVED:

2016-0372

- A. adopting the **FY17 Budget** as presented in the budget document (provided in a separate transmittal and posted on Metro.net) with the amendment of an additional -\$5.3 million reduction as a reconciliation item to the proposed budget as shown on Attachment A;
- B. the **Reimbursement Resolution declaring Metro's intention to issue debt in FY17 for capital projects** (provided in Attachment B). Actual debt issuance will require separate Board approval;
- C. an average 3% merit increase for non-represented employees which will be performance based; and
- D. an adjustment to management pay grades and salary bands for the top seven levels H1S through HFF to reflect typical market practice. There is no impact to the budget or to current employees' salaries (see Attachment C).

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

39. RECEIVED AND FILED **State and Federal Report.**

2016-0391

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

40. ADOPTED staff recommended positions:

2016-0393

- B. **AB 2542 (Gatto) - Streets And Highways: Reversible Lanes SUPPORT IF AMENDED**
- C. **SB 885 (Wolk) - Construction Contracts: Indemnity OPPOSE**

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

41. ADOPTED the **Universal College Student Transit Pass (U-Pass) Pilot Program.**

2016-0333

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

42. RECEIVED AND FILED status report on the mission and progress of the Office of Extraordinary Innovation. **2016-0337**

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

43. RECEIVED AND FILED the Chief Communications Officer's Quarterly Report. **2016-0286**

Report back at June Planning and Programming and Executive Management Committees with an analysis of possible changes to the Ballot Measure Expenditure Plan if a sunset provision is removed.

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

44. CARRIED OVER TO JUNE BOARD receiving and filing the Financial Forecasting Model Information for the Potential Ballot Measure Expenditure Plan. **2016-0359**

45. CLOSED SESSION: **2016-0459**

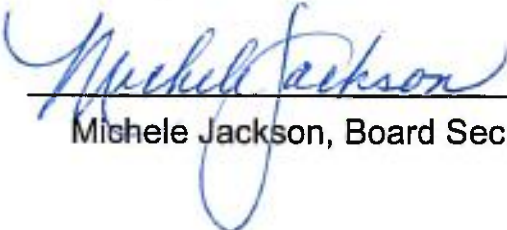
Conference with Legal Counsel - Existing Litigation - G.C. 54956.9(d)(1):

City of Beverly Hills v. LACMTA, LASC Case No. BS144164

NO REPORT.

ADJOURNED at 1:18 p.m.

Prepared by: Collette Langston, Board Specialist



 Michele Jackson, Board Secretary



Board Report

File #: 2016-0318, File Type: Resolution

Agenda Number: 14

**FINANCE, BUDGET AND AUDIT COMMITTEE
JUNE 15, 2016**

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

**ACTION: ADOPT FINDINGS, RECOMMENDATIONS AND RESOLUTION FOR FY 2016-17
TDA ARTICLE 8 UNMET TRANSIT NEEDS**

RECOMMENDATION

ADOPT:

- A. Findings and Recommendations (Attachment A) for **allocating fiscal year (FY) 2016-17 Transportation Development Act (TDA) Article 8 funds estimated at \$25,188,543** as follows:
1. In the City of Avalon there are no unmet transit needs that are reasonable to meet, therefore TDA Article 8 funds (Attachment B) in the amount of \$150,107 may be used for street and road projects, or transit projects, as described in Attachment A;
 2. In the Cities of Lancaster and Palmdale, 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 \$6,285,096 and \$6,137,530 (Lancaster and Palmdale, respectively) may be used for street and road purposes and/or transit, as long as their transit needs continue to be met;
 3. In the City of Santa Clarita, 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 \$8,335,265 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 encompassing 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 \$4,280,545 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 that 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 Metro to 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 2016-17 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 has 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 2015-16 (for the FY 2016-17 allocation estimates) and Attachment H is the proposed recommendations of the FY16-17 SSTAC. On April 1, 2016, 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 the 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 \$25,188,543 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 TDA Article 8 funds for FY 2016-17 are estimated at \$25,188,543 (Attachment B). The funding for this action is included in the FY17 Proposed Budget in cost center 0443, project number 410059 TDA Subsidies - Article 8.

TDA Article 8 funds are state sales tax revenues that state law designates for use by Los Angeles County local jurisdictions outside of Metro's service area. Metro allocates 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. FY17 Proposed Findings and Recommended Actions
- B. TDA Article 8 Apportionments: Estimates for FY2016-17
- C. FY2016-17 TDA Article 8 Resolution
- D. History of TDA Article 8 and Definitions of Unmet Transit Needs
- E. TDA Article 8 Public Hearing Process
- F. FY17 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 FY2016-17 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 2016-17 TDA ARTICLE 8

PROPOSED FINDINGS AND RECOMMENDED ACTIONS

CATALINA ISLAND AREA

- Proposed Findings - 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 - 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 – Antelope Valley Transit Authority (AVTA) address the following: 1) continue to evaluate funding opportunities for transit services.

SANTA CLARITA VALLEY AREA

- Proposed Findings - There are no unmet transit needs that are reasonable to meet; 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 - Santa Clarita Transit address the following: 1) continue to evaluate funding opportunities for transit services.

ATTACHMENT B

Los Angeles County Metropolitan Transportation Authority
FY 2017 TDA ARTICLE 8 APPORTIONMENTS
 (Transit/Streets & Highways)

AGENCY	POPULATION [1]	ARTICLE 8 PERCENTAGE	ALLOCATION OF TDA ARTICLE 8 REVENUE
Avalon	3,840	0.60%	\$ 150,107
Lancaster	160,784	24.95%	6,285,096
Palmdale	157,009	24.37%	6,137,530
Santa Clarita	213,231	33.09%	8,335,265
LA County [2]	<u>109,504</u>	<u>16.99%</u>	<u>4,280,545</u>
Unincorporated			
Total	644,368	100.00%	\$ 25,188,543
		Estimated Revenues: \$	25,188,543

[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 2016-17**

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 February 16, 2016, Santa Clarita on February 24, 2016 Palmdale on February 24, 2016, Lancaster on February 24, 2016, 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 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; and

ATTACHMENT C

(Page 2 of 3)

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, there are no unmet transit needs that are reasonable to meet. 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.

WHEREAS, staff in consultation with the Hearing Board recommends the finding that 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.

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 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.
- 3.0 The Board hereby finds that in the City of Santa Clarita, and the unincorporated portions of the Santa Clarita Valley, there are no unmet transit needs that are reasonable to meet. 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.
- 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 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.

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 23, 2016.

MICHELE JACKSON
LACMTA Board Secretary

DATED: June 23, 2016

History of Transportation Development Act (TDA) 8

The Mills-Alquist-Deddeh act, better known as the 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, AB1136 (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 needs were originally developed by the SSTAC and Hearing Board and adopted by Metro Board Resolution in May, 1997 as follows:

- Unmet Transit Need- any transportation need, identified through the public hearing process, that 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 Metro Board did approve the definitions of unmet transit need and reasonable to meet transit need at its meetings June 25, 1998 and June 24, 1999.

These definitions will continue to be used each year until further action by the Metro 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 2016-17 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 2016-17 Hearing Board: Steve Hofbauer, Mayor Pro Tem, City of Palmdale; Angela Underwood-Jacobs, Council member, 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, membership was formed on the FY 2017 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 G.

Hearing and Meeting Dates

The Hearing Board held public hearings in Avalon on February 16, Santa Clarita on February 24, Palmdale on February 24, and Lancaster on February 24, 2016. 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 F.

The SSTAC met on March 15, 2016. Attachment H contains the SSTAC's recommendations, which were considered by the Hearing Board at its April 1, 2016 meeting.

ATTACHMENT F

FY2016-17 TDA ARTICLE 8 UNMET NEEDS PUBLIC TESTIMONY AND WRITTEN COMMENTS
SUMMARY TABULATION SHEET - ALL HEARINGS

		Santa Clarita	Antelope Valley	Avalon
1	Overcrowding/Service Frequency			
1.1	AVTA Line 1 Buses are overcrowded and frequently unable to pick up extra passengers, forcing riders to wait long periods of time for subsequent buses to arrive.		5	
2	Scheduling Issues			
2.1	Buses on AVTA Lines 1,11 and 15 are usually late, up to 15 minutes.		1	
2.2	Existing services to ferry are unreliable and don't run on a schedule. Any new transportation services on the island should involve easier transportation to/from the ferry, and something that ideally runs on a schedule.			1
3	Service/Route Adjustments			
3.1	With route changes, trips between Palmdale and Lancaster that could be done with one bus ride now take 2 or 3 bus rides to complete, leading to far longer travel times.		2	
3.2	AVTA service to/from the Palmdale Metrolink station stops at 9:30 PM while Metrolink runs later, and those who arrive after AVTA that time have to walk their last mile or use expensive taxi/rideshare service, and its dangerous to walk the streets at that time, especially for children. Better connections with Metrolink also needed during weekends and holidays.		1	
3.3	Although ridership to areas such as Lake Los Angeles and Pearblossom may be lacking, routes to places like these allow residents in those areas to keep jobs in Palmdale/Lancaster and have freedom of movement if they don't own a car.		3	
3.4	AVTA lacks the capacity/funding to properly address all the transit needs of the area. Having Metro provide services to and within these areas would address these shortcomings.		1	
3.5	Even within Palmdale and Lancaster, it gets difficult moving around because of the lack of cohesion of the routes. Ms. Tarbora discussed how she was unable to take a job at the Red Cross in Palmdale because of a lack of transit servicing the area.		1	
3.6	Suggests the possibility of a limited service that would service the Palmdale Metrolink station to cut down on travel times.	1		
3.7	To get home on Sunday evenings, riders must depart from their starting locations much earlier than usual because evening service on Sundays is limited. For example, the last 6 bus from the Santa Clarita Transit Center leaves at about 7:50, and riders would benefit from service that lasts until maybe 10 or 11 pm.	1		
3.8	Inquired if the Santa Clarita Transit has any plans to reinstate the Commuter Express bus going to and from Van Nuys.	1		
3.9	On weekends when transferring from the route 6 to a Metrolink train I most often have to wait for up to an hour before I catch the train. My suggestion is to bring the line 6 trip that departs Shadow Pines at 9:10AM into service on weekends so that commuters will have less wait time at the Metrolink station - the train leaves toward Los Angeles at 10AM from the Santa Clarita station.	1		
3.99	Have a local route that runs when Metrolink is limited, between the McBean Transit Hub and Sylmar Station. Perhaps mid-morning, late evening, and late night. Not everyone (including Mr. Winner) wish to ride the commuter bus all the way to North Hollywood when our destination is somewhere in the north San Fernando Valley. He understands this was done in the past; perhaps it could be brought back as a pilot route.	1		

ATTACHMENT F

4	On-board Safety/Cleanliness/Conditions			
4.1	AVTA buses need to be cleared of trash and grime. Kids see certain things on the buses that children shouldn't be exposed to.		1	
4.2	Drivers seem exasperated in dealing with disabled riders. Having private citizens assist drivers in strapping in wheelchair-bound passengers is a liability issue. Drivers need to remind riders not to play loud music, interfere/stand too close to wheelchair-bound riders, etc.		1	
4.3	Some AVTA buses have skipped wheelchair-bound riders waiting at bus stops.		1	
4.4	Driver dropped rider off in a flower bed instead of on a concrete/flat area, causing damage to the rider's wheels. Another time, the bus' lifting mechanism damaged the rider's wheelchair battery.		1	
5	Metrolink Issues			
5.1	Lack of fencing along Metrolink tracks allows for people to easily access those tracks, and people who trespass and jump in front of trains cause serious delays.		1	
6	Transit Stop Conditions			
6.1	Palmdale 82nd street bus stop is unsafe and should be moved or reformatted.		1	
6.2	With summer coming, waiting without shade for the bus to come becomes unbearable. More shaded areas/shelters at the bus stops would provide much-needed relief from the heat, especially for children and the elderly.		1	
7	On-board Tech Issues			
7.1	Either the automatic stop announcement doesn't work or malfunctions and announces stops at the wrong times.		1	
7.2	Visually-impaired riders can have trouble hearing the audio announcements, and Santa Clarita's LED screens simply announce a stop ahead, while other agencies (such as BBB) are able to announce the actual stops in real time.	1		
8	TVM Issues			
8.1	Passengers would benefit from there being TVMs at Lancaster City Park and Palmdale Transit.		1	
9	Phone Applications			
9.1	Moovit has been integrated into SCT, but "Transit App" has helped in LA with accurate arrival times, connection times, and destination info.	1		
10	Taxi Services			
10.1	Don't take away our affordable, wonderful taxi transportation away. For years, these \$1.50 purple tickets to eligible residents, seniors, handicapped, etc. has been the best possible system. We call the taxi at 510-2500 and they arrive within a few minutes. From 7AM to late at night they take my husband to the Avalon Medical Center, to the "mole" where we board the boat to go to Long Beach or San Pedro, and to the casino building for low-cost matinee on Tuesdays. Since we don't have mail delivery to our homes, we make daily trips to the post office. Even when we have heavy groceries, friendly taxi drivers help us up our 34 steps to our home.			1
11	Transit Infrastructure			
11.1	Lack of bike paths in Lancaster. The City would do well to install more bike paths.		1	
Sub-total:			7	24
				2

ATTACHMENT F

TDA ARTICLE 8 UNMET NEEDS PUBLIC TESTIMONY

FY 17 - CODED COMMENTS - ANTELOPE VALLEY

No.	Comment	City/County	Name or Agency	Written / Verbal Comments
1	Overcrowding/Service Frequencies			
	Line 1 Buses are overcrowded and frequently unable to pick up extra passengers, forcing riders to wait long periods of time for subsequent buses to arrive.	Antelope Valley	William Hunter/ Melissa Corkern/ Leonard Mason/ Concetta Tarbora/ Guadalupe Raymundo	Verbal/ Written
2	Scheduling Issues			
	Buses on AVTA Lines 1,11 and 15 are usually late, up to 15 minutes.	Antelope Valley	Melissa Corkern	Written
3	Service/Route Adjustments			
	With route changes, trips between Palmdale and Lancaster that could be done with one bus ride now take 2 or 3 bus rides to complete, leading to far longer travel times.	Antelope Valley	Concetta Tarbora/ Melissa Corkern	Verbal/ Written
	AVTA service to/from the Palmdale Metrolink station stops at 9:30 PM while Metrolink runs later, and those who arrive after AVTA that time have to walk their last mile or use expensive taxi/rideshare service, and its dangerous to walk the streets at that time, especially for children. Better connections with Metrolink also needed during weekends and holidays.	Antelope Valley	Guadalupe Raymundo	Verbal
	Although the speakers acknowledge that ridership to these areas may be lacking, routes to places like these allow residents in those areas to keep jobs in Palmdale/ Lancaster and have freedom of movement if they don't own a car.	Antelope Valley	Guadalupe Raymundo/ Jerel Arbaugh/ Concetta Tarbora	Verbal
	Even within Palmdale and Lancaster, it gets difficult moving around because of the lack of cohesion of the routes. Ms. Tarbora discussed how she was unable to take a job at the Red Cross in Palmdale because of a lack of transit servicing the area.	Antelope Valley	Concetta Tarbora	Verbal
	AVTA lacks the capacity/funding to properly address all the transit needs of the area. Having Metro provide services to and within these areas would address these shortcomings.	Antelope Valley	Guadalupe Raymundo	Verbal
4	On-board Safety/Cleanliness/Conditions			
	Buses need to be cleared of trash and grime. Kids see certain things on the buses that children shouldn't be exposed to.	Antelope Valley	Guadalupe Raymundo	Verbal
	Drivers seem exasperated in dealing with disabled riders. Having private citizens assist drivers in strapping in wheelchair-bound passengers is a liability issue. Drivers need to remind riders not to play loud music, interfere/stand too close to wheelchair-bound riders, etc.	Antelope Valley	Thomas Filippi Sr.	Verbal
	Some AVTA buses have skipped wheelchair-bound riders waiting at bus stops.	Antelope Valley	Thomas Filippi Sr.	Verbal
	Driver dropped rider off in a flower bed instead of on a concrete/flat area, causing damage to the rider's wheels. Another time, the bus' lifting mechanism damaged the rider's wheelchair battery.	Antelope Valley	Thomas Filippi Sr.	Verbal
5	Metrolink Issues			
	Lack of fencing along Metrolink tracks allows for people to easily access those tracks, and people who trespass and jump in front of trains cause serious delays	Antelope Valley	William Hunter	Verbal
6	Transit Stop Conditions			
	82nd street bus stop is unsafe and should be moved or reformatted.	Antelope Valley	Jerel Arbaugh	Verbal
	With summer coming, waiting without shade for the bus to come becomes unbearable. More shaded areas/shelters at the bus stops would provide much-needed relief from the heat, especially for children and the elderly.	Antelope Valley	Guadalupe Raymundo	Verbal
7	On-board Tech Issues			
	Either the automatic stop announcement doesn't work or malfunctions and announces stops at the wrong times.	Antelope Valley	Jerel Arbaugh	Verbal
8	TVM Issues			
	Passengers would benefit from there being TVMs at Lancaster City Park and Palmdale Transit.	Antelope Valley	Guadalupe Raymundo	Verbal
9	Smartphone Applications			
	none			
10	Taxi Services			
	none			
11	Transit Infrastructure			
	Lack of bike paths in Lancaster. The City would do well to install more bike paths.	Antelope Valley	William Hunter	Verbal

ATTACHMENT F

TDA ARTICLE 8 UNMET NEEDS PUBLIC TESTIMONY

FY 17 - CODED COMMENTS - SANTA CLARITA VALLEY/AVALON

<u>No.</u>	<u>Comment</u>	<u>City/County</u>	<u>Name or Agency</u>	<u>Written/ Verbal Comments</u>
1	Overcrowding/Service Frequencies			
	none			
2	Scheduling Issues			
	Existing services to ferry are unreliable and don't run on a schedule. Any new transportation services on the island should involve easier transportation to/from the ferry, and something that ideally runs on a schedule.	Avalon	Patricia Moore	Verbal
3	Service/Route Adjustments			
	Suggests the possibility of a limited service that would service the Metrolink station to cut down on travel times.	Santa Clarita	Matt Winner	Verbal
	To get home on Sunday evenings, riders must depart from their starting locations much earlier than usual because evening service on Sundays is limited. For example, the last 6 bus from the Santa Clarita Transit Center leaves at about 7:50, and riders would benefit from service that lasts until maybe 10 or 11 pm.	Santa Clarita	Matt Winner	Verbal
	Inquired if the Santa Clarita Transit has any plans to reinstate the Commuter Express bus going to and from Van Nuys.	Santa Clarita	Susan Stewart	Written
	On weekends when transferring from the route 6 to a Metrolink train I most often have to wait for up to an hour before I catch the train. My suggestion is to bring the line 6 trip that departs Shadow Pines at 9:10AM into service on weekends so that commuters will have less wait time at the Metrolink station - the train leaves toward Los Angeles at 10AM from the Santa Clarita station.	Santa Clarita	Matt Winner	Written
	Have a local route that runs when Metrolink is limited, between the McBean Transit Hub and Sylmar Station. Perhaps mid-morning, late evening, and late night. Not everyone (including Mr. Winner) wish to ride the commuter bus all the way to North Hollywood when our destination is somewhere in the north San Fernando Valley. He understands this was done in the past; perhaps it could be brought back as a pilot route.	Santa Clarita	Matt Winner	Written
4	On-board Safety/Cleanliness/Conditions			
	none			
5	Metrolink Issues			
	none			
6	Transit Stop Conditions			
	none			
7	On-board Tech Issues			
	Visually-impaired riders can have trouble hearing the audio announcements, and Santa Clarita's LED screens simply announce a stop ahead, while other agencies (such as BBB) are able to announce the actual stops in real time.	Santa Clarita	Matt Winner	Verbal
8	TVM Issues			
	none			
9	Smartphone Applications			
	Moovit has been integrated into SCT, but "Transit App" has helped in LA with accurate arrival times, connection times, and destination info.	Santa Clarita	Matt Winner	Verbal
10	Taxi Services			
	Don't take away our affordable, wonderful taxi transportation away. For years, these \$1.50 purple tickets to eligible residents, seniors, handicapped, etc. has been the best possible system. We call the taxi at 510-2500 and they arrive within a few minutes. From 7AM to late at night they take my husband to the Avalon Medical Center, to the "mole" where we board the boat to go to Long Beach or San Pedro, and to the casino building for low-cost matinee on Tuesdays. Since we don't have mail delivery to our homes, we make daily trips to the post office. Even when we have heavy groceries, friendly taxi drivers help us up our 34 steps to our home.	Avalon	Patricia Meister	Written
11	Transit Infrastructure			
	none			



City of
SANTA CLARITA
TRANSIT

Santa Clarita Valley Area
TDA Article 8 Hearings
February 24, 2016
Presented by Cindy Valdivia, Administrative Analyst

Over the past 12 months, the City of Santa Clarita has continued to make enhancements with regards to capital improvements, technology and service reliability. As a result, last years' TDA Article 8 hearings produced just one recommended action:

1. Continue to evaluate funding opportunities for transit services.

As a general practice, the City of Santa Clarita explores all potential funding opportunities. 2015 was no exception as we were awarded \$3.3 million for the construction of the future Vista Canyon Metrolink Station. These funds represent the City's ongoing efforts to ensure transit services meet the demands of our growing community.

Since the last TDA Article 8 Hearings, Santa Clarita Transit's local fleet has become 100% CNG fueled and our commuter fleet now includes five first-of-their-kind CNG fueled coaches. The continued shift toward a fleet of clean burning and cost-effective alternative fuel vehicles represents our agency's commitment to our future, but more importantly our commitment to providing the most effective service possible to our patrons. Additionally, improvements to 25 local stops were completed in an effort to improve passenger comfort and accessibility at bus stops throughout the city. Finally, in 2015 the City awarded the design contract for its much-anticipated Vista Canyon transit center project.

Service changes since the last hearing were primarily focused on commuter routes to account for changing traffic patterns outside of Santa Clarita. Such adjustments included updated travel times for some commuter routes as well as a modest realignment within Century City. Said changes provide passengers with more accurate service schedules.

Santa Clarita Transit actively reviews the latest transit technology via trade shows and media outlets. This past year, with the encouragement of local patrons and the assistance of transit app development firm Moovit, Santa Clarita Transit joined the ranks of operators offering real-time trip planning with the needs of visually impaired



City of
SANTA CLARITA
TRANSIT

passengers in mind. The Moovit app provides easy to read trip instructions along with auditory cues based on real-time GPS data. The app utilizes data from our existing Transit Information Network and has proven successful locally with ongoing developer support and improvements.

The City strongly believes that in order to provide the most effective and efficient service possible, it must actively partner with local and regional stakeholders. As such, Santa Clarita Transit regularly communicates with, and frequently collaborates 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 a close working relationship with representatives at America's Job Center of California, active participation in the Chamber of Commerce, Transportation Advisory Committee, the promotion of corporate fare programs, as well as shuttle service using our trolley for various civic and economic promotional events.

The City of Santa Clarita continues to address the transit needs of our residents and 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,

Cindy Valdivia
Administrative Analyst
Santa Clarita Transit



ATTACHMENT G

February 24, 2016

Board of Directors

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Len Engel

TDA Article 8 Unmet Needs Hearing Board
c/o Armineh Saint, Program Manager
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, California 90012

Re: Fiscal Year 2016 TDA Article 8 Unmet Needs Hearings

Dear Ms. Saint:

The 2015 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 allows staff to analyze and develop service recommendations based on customer inquiries and/or feedback along with additional feedback from our coach operators and customer service departments.

This provides staff with the tools and information to make service enhancements and recommendations that are focused on the riders' needs. Public outreach and informational meetings are also held in both English and Spanish. Throughout the AVTA service area in order to further gauge the public reception to all proposed service

The following is a brief update on the service enhancements and programs implemented in Fiscal Year 2015/2016:

Route to Success Ten-Year Plan: Without a long-range plan, AVTA would continue to be reactive and not proactive with future growth and service 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.

At the February 2016 Board of Directors meeting, AVTA presented several service enhancement recommendations that were derived from the Route to Success short range plan. The recommendations focused on improving route directness, reducing travel time and improving service transferability, while maintaining and increasing frequencies and connectivity along most corridors. Service is also proposed to be removed from unproductive corridors. In March Staff will provide final recommendation based on the results of the outreach process.

Commuter Service 78517861787: Commuter express service travel times and service frequencies continue to be 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 August 2015, the final phase of the commuter service expansion was introduced and two 786 commuter trips were included on that service. In addition to service expansion the grant also provided AVTA with three new, Motor Coach Industries (MCI) Commuter buses to support the expanded service.

Intelligent transportation System (ITS): With almost one year from system acceptance, the turnkey solution has assisted and played a key role in monitoring service and communicating with our operators. The system has also greatly enhanced our customers' overall transit experience by allowing them to take advantage of bus departure predictions through their mobile devices and computers via our Track-it website, My Stop

mobile app and predictive departure scrolling LED signs at the both major transit centers.

The system has also allowed AVTA to improve service delivery by gathering stop by stop data in real time. Including ridership by stop, dwell times and running time based on actual real-world traffic patterns.

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 43 bus stops have been upgraded and enhanced to meet the Americans with Disabilities Act (ADA) requirements. Through the program, AVTA is working with the Antelope Valley Mall to help erect a new state-of-the-art, transit hub at two locations within the mall property allowing local service to connect to one of the most popular destinations within our service area. At the January Board of Directors Meeting the board approved engineering and design for a new state-of-the-art transit hub on the perimeter of the campus. AVTA continues to evaluate bus stops within the cities of Palmdale, Lancaster and the unincorporated areas of the Los Angeles County.

Zero Emissions Bus Fleet: AVTA has been aggressively seeking competitive grant funding for zero emission buses. In June 2015 AVTA was awarded \$24.4 million from the California State Transportation Agency to purchase 29 electric buses and install electric charging infrastructure for up to 85 vehicles. In a February special Board of Directors Meeting AVTA Awarded contract to Lancaster local BYD for the amount of \$72,410,000 over a five year term for the manufacture of up to 85 battery electric buses.

Coach Operator Audits: This is the third year that AVTA has continued the coach operator performance audits using secret riders on board AVTA buses. These performance audits allow staff to monitor the performance of the service provided by operations contractor, Transdev. The performance audits provide AVTA and Transdev with tools to monitor and evaluate operator performance and identify potential areas for improvement. All audits are conducted randomly throughout the AVTA service area including our commuter service.

Mobility Management Program: AVTA recognizes the need to educate residents who may be reluctant to use public transit because they lack knowledge of how the service operates. So far in FY16, AVTA has shared its travel training program with over 200 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. 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. And since then the program has

Fare Restructure: In FY15 Nelson Nygaard was contracted to assist the authority in analyzing our existing fare structure and assist in developing a simplified fare structure. An extensive outreach effort was conducted over a two month period to inform residents of the proposed fare changes. A comprehensive four-page brochure was widely distributed, detailing the proposal and public outreach presentations were made throughout the Antelope Valley. Although some residents expressed concern over the proposed fare increase, there was general agreement that more revenue was needed to increase service levels to improve travel convenience. The new fare structure was implemented on September 1, 2015.

Rider Relief Transportation Program: The Rider Relief Transportation Program (RRTP) was implemented in September 2015 coinciding with fare restructuring. The RRTP is a grant program provided through LA Metro to allow AVTA to provide discount coupons for monthly passes to both full fare and reduced fare customers, based on income qualifications. Staff is working with the South Antelope Valley Emergency Services (SAVES), Grace Resource Center, Work Source Center, and Antelope Valley College to help with the eligibility process.

Transit Safety: Our public safety is AVTA's top priorities. On June 2015 the AVTA Board of Directors approved a letter of understanding with the Los Angeles County Sheriff's Department (LAUSD) for Transit Law Enforcement

service. The service includes: Security presence Monday through Friday with staggered shifts for increased presence throughout the AVTA service area, Random fare and ridership audits on local and commuter services with two security assistants to assist with fare enforcement, Training and safety presentations to our coach operators, Random bomb and weapon checks of local and commuter vehicles utilizing a K9 partner, Interface with schools and city personnel regarding problematic behavior at specific stops along with other duties as assigned.

Coordinated Service: AVTA continues to work closely with local municipal operators such as 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, Lancaster Metrolink Station at Sierra Hwy. & Lancaster Blvd. 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) 729-2206

Best regards,

A handwritten signature in black ink that reads "Len Engel". The signature is written in a cursive, flowing style.

Len Engel
Executive Director

FY 2016-17 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 - There are no unmet transit needs that are reasonable to meet; 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.



Board Report

File #: 2016-0454, **File Type:** Formula Allocation / Local Return

Agenda Number: 15.

FINANCE BUDGET AND AUDIT COMMITTEE JUNE 15, 2016

SUBJECT: FISCAL YEAR 2017 TRANSIT FUND ALLOCATIONS

**ACTION: APPROVE FY2017 TRANSIT FUND ALLOCATIONS
AND RELATED ACTIONS**

RECOMMENDATION

CONSIDER:

- A. **APPROVING \$1.8 billion in FY2017 Transit Fund Allocations for Los Angeles County jurisdictions, transit operators and Metro operations** as shown in Attachment A. 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 \$73.4 million as shown in Attachment A, page 2 Line 37.
 2. Bus Transit Subsidies of State and Local funds in the amount of \$934.9 million as shown in Attachment A, page 3.
 3. Allocation of Federal Formula Grants in the amount of \$349.1 million as shown in Attachment A, pages 12-13.
 4. Proposition A Incentive Programs in the amount of \$15.3 million as shown in Attachment A, pages 19-21.
 5. Proposition A Local Return, Proposition C Local Return, Measure R Local Return, TDA Article 3 (Pedestrian and Bikeways) and TDA Article 8 (Streets and Highways) for \$496.4 million as shown in Attachment A, pages 22-24.
- B. **AUTHORIZING** the Chief Executive Officer to adjust FY2017 Federal Section 5307 (Urbanized Formula), Section 5339 (Bus and Bus Facilities) and Section 5337 (State of Good Repair) allocations upon receipt of final apportionment from the Federal Transit Authority and amend FY2017 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' FY2017 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 \$11.5 million of Metro's share of Federal Section 5307 with municipal operators' shares of Federal Sections 5339 and 5337.
- F. ADOPTING a resolution designating Transportation Development Act (TDA) and State Transit Assistance (STA) fund allocations in compliance to the terms and conditions of the allocation (Attachment C); and
- G. Upon approval, AUTHORIZE 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 FY2017 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 FY2017 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 three years Federal Section 5307 15% Discretionary fund to the Southern California Regional Transit Training Consortium (SCR TTC) through Long Beach Transit. This allocation ends in FY17. Funds will be exchanged with Metro's share of the Transportation Development Act (TDA) fund.

DISCUSSION

We developed the recommended FY2017 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 B**.

We have reviewed the recommended allocations and related methodologies and assumptions with Metro operations, transit operators, Los Angeles County local jurisdictions, The 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 FY2017 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.

OPTIONS

There is no alternative to approving the FY2017 Transit Fund Allocations because federal, state and local requirements, as well as prior LACMTA Board policies and guidelines require us to annually allocate funding to Los Angeles County jurisdictions, transit operators, and Metro Operations for programs, projects and services. Allocation methodologies and assumptions comply with federal, state and local requirements, as well as policies and guidelines previously approved by LACMTA Board.

FINANCIAL IMPACT

The FY2017 Transit Fund Allocations are included in the FY2017 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.

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

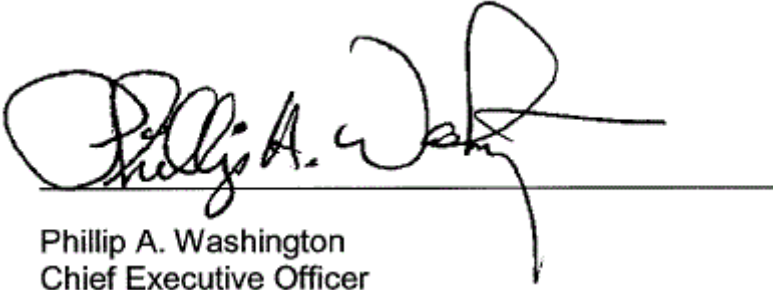
Attachment A - FY 2017 Transit Fund Allocations

Attachment B - Summary of Significant Information, Methodologies and Assumptions

Attachment C - TDA and STA Resolution

Prepared by: Carlos Vendiola, Transportation Planning Manager, (213)922-4527
Manijeh Ahmadi, Transportation Planning Manager III, (213)922-3083

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



Phillip A. Washington
Chief Executive Officer



Los Angeles County Metropolitan Transportation Authority

TRANSIT FUND ALLOCATIONS

Fiscal Year 2017

May 26, 2016

Proposed

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Bus Transit Subsidies

STATE AND LOCAL FUNDS

Proposed

REVENUE ESTIMATES								
STATE AND LOCAL			FY2017 Estimated Revenue	Carry-Over FY2015 Budget vs Actual	Interest FY2015 Actual	FY 2017 Total Funds Available	N O T E	FY 2016 Total Funds Available
Transportation Development Act:								
Planning & Administration:								
1	Planning - Metro		\$ 2,000,000	\$ -	\$ -	\$ 2,000,000		\$ 2,000,000
2	Planning - SCAG		2,983,875	51,684		3,035,559		2,895,529
3	Administration - Metro		3,516,125	(51,684)		3,464,441		3,604,471
4	Sub-total		8,500,000	-	-	8,500,000		8,500,000
5	Article 3 Pedestrian & Bikeways	2.0000%	7,787,000	137,824		7,924,824		7,551,412
6	Article 4 Bus Transit	91.6431%	356,812,522	6,315,314	1,539,596	364,667,432		347,794,161
7	Article 8 Streets & Highways	6.3569%	24,750,478	438,065		25,188,543		23,988,324
8	Total		397,850,000	6,891,203	1,539,596	406,280,799	a	387,833,897
Proposition A:								
9	Administration	5.0000%	39,785,000	572,732		40,357,732		38,608,497
10	Local Return	25.0000%	188,978,750	n/a		188,978,750	c	181,331,250
11	Rail Development	35.0000%	264,570,250	3,808,667		268,378,917		256,746,505
Bus Transit:								
12	95% of 40% Capped at CPI	1.8500%	234,828,073	n/a		234,828,073	b	230,562,663
13	95% of 40% Over CPI		52,419,627			52,419,627	d	45,060,837
14	Sub-total		287,247,700	-		287,247,700		275,623,500
15	5% of 40% Incentive		15,118,300	217,638		15,335,938		14,671,229
16	Total		795,700,000	4,599,037		800,299,037	a	766,980,981
Proposition C:								
17	Administration	1.5000%	11,935,500	171,482		12,106,982		11,583,923
18	Rail/Bus Security	5.0000%	39,188,225	563,032		39,751,257		38,033,880
19	Commuter Rail	10.0000%	78,376,450	1,126,064		79,502,514		76,067,760
20	Local Return	20.0000%	156,752,900	n/a		156,752,900	c	150,409,500
21	Freeways and Highways	25.0000%	195,941,125	2,815,160		198,756,285		190,169,401
22	Discretionary	40.0000%	313,505,800	4,504,255		318,010,055		304,271,041
23	Total		795,700,000	9,179,992		804,879,992	a	770,535,505
State Transit Assistance:								
24	Bus (PUC 99314 Rev Base Share)		24,595,469	4,575,497	106,362	29,277,328	e	54,516,125
25	Rail (PUC 99313 Population Share)		28,259,873	1,347,912	57,363	29,665,148		52,965,044
26	Total		52,855,342	5,923,409	163,725	58,942,476		107,481,169

REVENUE ESTIMATES (Continued)							
STATE AND LOCAL		FY2017 Estimated Revenue	Carry-Over FY2015 Budget vs Actual	Interest FY2015 Actual	FY 2017 Total Funds Available	N O T E	FY 2016 Total Funds Available
Measure R:							
27	Administration	1.5000%	11,935,500	175,782	290,489		11,682,630
28	Transit Capital - "New Rail"	35.0000%	274,317,575	4,040,063	231,302		269,249,002
29	Transit Capital - Metrolink	3.0000%	23,512,935	346,291	1,204,110		23,667,510
30	Transit Capital - Metro Rail	2.0000%	15,675,290	230,861	193,645		15,420,063
31	Highway Capital	20.0000%	156,752,900	2,308,608	2,951,123		153,620,868
32	Operations "New Rail"	5.0000%	39,188,225	577,152	619,352		38,481,287
33	Operations Bus	20.0000%	156,752,900	2,308,608	(103,014)		151,622,137
34	Local Return	15.0000%	117,564,675	n/a	(9,927)	c	112,807,125
35	Total		795,700,000	9,987,364	5,377,080	a	776,550,622
36	Total Funds Available		\$ 2,837,805,342	\$ 36,581,006	\$ 7,080,401		\$ 2,881,466,749
37	Total Planning & Admin Allocations: (Lines 4, 9, 17 and 27)		\$ 72,156,000	\$ 919,996	\$ 290,489		\$ 70,375,050

Notes:

- The revenue estimate is 3.3% over the FY2016 revenue estimate based on several economic forecasts evaluated by MTA.
- CPI of 1.85% represents the average estimated growth rate provided by Beacon applied to Prop A discretionary allocated to included operators.
- Local Return Subfunds do not show carryover balances. These funds are distributed in the same period received.
- 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.
- STA Revenue estimate from the State Controller's office is reduced by \$18M for the revenue based share and \$13M for the population based share due to anticipated shortfall of FY16 revenue.

STATE AND LOCAL FUNDS SUMMARY										
		Formula Allocation Procedure				Proposition C 5% Security	Proposition C 40% Discretionary	Measure R		Total State and Local Funds
		TDA Article 4 + Interest	STA + Interest	Proposition A 95% of 40 % Discretionary	Sub-Total FAP			20% Bus Operations	Clean Fuel & Facilities	
	Included Operators:									
1	Metro Bus Ops.	\$ 264,437,859	\$ 21,732,177	\$ 172,721,835	\$ 458,891,872	\$ 28,659,424	\$ 19,251,737	\$ 110,156,280	\$ -	\$ 616,959,314
	Municipal Operators:									
2	Arcadia	275,429	22,113	177,363	474,905	7,069	83,137	112,086	-	677,197
3	Claremont	176,891	14,202	113,909	305,002	3,157	45,923	71,986	-	426,069
4	Commerce	371,457	29,822	239,200	640,479	39,038	968,972	151,164	-	1,799,653
5	Culver City	5,165,678	414,727	3,326,445	8,906,850	313,167	2,033,553	2,102,170	-	13,355,740
6	Foothill Transit	22,940,811	1,841,803	16,081,241	40,863,856	918,025	9,743,849	9,335,751	-	60,861,481
7	Gardena	5,110,136	410,267	3,290,679	8,811,083	231,890	2,419,775	2,079,567	-	13,542,314
8	La Mirada	109,430	8,786	70,467	188,683	2,955	24,516	44,532	-	260,686
9	Long Beach	22,838,861	1,813,547	14,546,127	39,198,535	1,768,394	9,741,239	9,192,525	-	59,900,693
10	Montebello	8,132,135	652,889	5,236,699	14,021,723	480,191	3,595,675	3,309,368	-	21,406,956
11	Norwalk	2,913,330	233,897	2,155,535	5,302,761	96,160	800,101	1,185,578	-	7,384,600
12	Redondo Beach	703,281	56,463	452,879	1,212,623	25,361	204,756	286,200	-	1,728,940
13	Santa Monica	25,267,778	1,546,914	12,407,511	39,222,203	1,179,188	6,934,606	7,841,012	-	55,177,009
14	Torrance	6,224,354	499,722	4,008,181	10,732,258	255,284	3,484,821	2,532,998	-	17,005,361
15	Sub-Total	100,229,573	7,545,151	62,106,237	169,880,961	5,319,878	40,080,924	38,244,937	-	253,526,699
	Eligible Operators:									
16	Antelope Valley	-	-	4,193,858	4,193,858	222,293	1,940,930	2,356,535	-	8,713,617
17	LADOT	-	-	19,645,484	19,645,484	1,366,075	7,557,156	4,636,673	-	33,205,389
18	Santa Clarita	-	-	4,427,993	4,427,993	208,461	2,553,756	2,488,096	-	9,678,305
19	Foothill BSCP	-	-	4,558,875	4,558,875	-	1,013,558	1,075,973	-	6,648,406
20	Sub-Total	-	-	32,826,210	32,826,210	1,796,829	13,065,400	10,557,276	-	58,245,716
	Tier 2 Operators:									
21	LADOT Community Dash	-	-	4,780,654	4,780,654	-	-	-	-	4,780,654
22	Glendale	-	-	667,538	667,538	-	-	-	-	667,538
23	Pasadena	-	-	464,354	464,354	-	-	-	-	464,354
24	Burbank	-	-	87,454	87,454	-	-	-	-	87,454
25	Sub-Total	-	-	6,000,000	6,000,000	-	-	-	-	6,000,000
26	Lynwood Trolley	-	-	-	-	-	212,089	-	-	212,089
27	Total Excluding Metro	100,229,573	7,545,151	100,932,447	208,707,171	7,116,707	53,358,413	48,802,213	-	317,984,504
28	Grand Total	\$ 364,667,432	\$ 29,277,328	\$ 273,654,283	\$ 667,599,043	\$ 35,776,131	\$ 72,610,150	\$ 158,958,494	\$ -	\$ 934,943,818

BUS TRANSIT FUNDING PERCENTAGE SHARES											
		Vehicle Service Miles(VSM) [2]	Passenger Revenue (\$) [2]	Base Fare (\$) [2]	Fare Units	Fare Units Prior to Fare Increase	Fare Units Used in FAP ^[1]	Sum 50% VSM + 50% Fare Units	Proposition A Base Share	DAR Cap Adjustment [3]	TDA/STA Share
	Included Operators										
1	Metro Bus Ops. [4]	74,672,000	265,333,000	\$ 1.750	151,618,857	197,161,600	197,161,600	135,916,800	74.2287%	0.0000%	74.2287%
2	Arcadia	203,766	72,829	1.000	72,829		72,829	138,298	0.0755%	0.0000%	0.0755%
3	Claremont	95,800	78,300	2.500	31,320	81,840	81,840	88,820	0.0485%	0.0000%	0.0485%
4	Commerce	373,029	-	-	-		-	186,515	0.1019%	0.0000%	0.1019%
5	Culver City	1,514,335	3,585,261	1.000	3,585,261	3,673,208	3,673,208	2,593,772	1.4165%	0.0000%	1.4165%
6	Foothill	8,816,913	14,960,991	1.250	11,968,793	14,221,000	14,221,000	11,518,957	6.2909%	0.0000%	6.2909%
7	Gardena	1,428,166	2,616,597	1.000	2,616,597	3,703,600	3,703,600	2,565,883	1.4013%	0.0000%	1.4013%
8	La Mirada	74,805	35,088	1.000	35,088		35,088	54,947	0.0300%	0.0000%	0.0300%
9	Long Beach	6,712,017	16,454,265	1.250	13,163,412	15,972,456	15,972,456	11,342,237	6.1944%	0.0000%	6.1944%
10	Montebello	2,311,000	5,328,000	1.100	4,843,636	5,855,556	5,855,556	4,083,278	2.2300%	0.0000%	2.2300%
11	Norwalk	831,593	1,231,580	1.250	985,264	2,094,068	2,094,068	1,462,831	0.7989%	0.0000%	0.7989%
12	Redondo Beach DR	21,554	4,604	1.000	4,604		4,604	13,079	0.0071%	0.0000%	0.0071%
13	Redondo Beach MB	367,687	312,413	1.000	312,413		312,413	340,050	0.1857%	0.0000%	0.1857%
14	Santa Monica	4,688,000	13,231,000	1.000	13,231,000	14,661,333	14,661,333	9,674,667	5.2837%	0.0000%	5.2837%
15	Torrance	1,740,700	2,682,300	1.000	2,682,300	4,510,000	4,510,000	3,125,350	1.7069%	0.0000%	1.7069%
16	Sub-Total	103,851,365	325,926,228		205,151,374		262,359,595	183,105,480	100.0000%	0.0000%	100.0000%
	Eligible Operators										
17	Antelope Valley	2,668,892	4,240,418	1.500	2,826,945	3,543,241	3,543,241	3,106,067	1.5879%	0.0000%	1.5879%
18	Santa Clarita	2,845,685	3,713,259	1.000	3,713,259		3,713,259	3,279,472	1.6766%	0.0000%	1.6766%
19	LADOT Local	1,054,006	1,824,814	0.500	3,649,628	6,727,520	6,727,520	3,890,763	1.9891%	0.0000%	1.9891%
20	LADOT Express	1,288,514	3,639,982	1.500	2,426,655	3,152,832	3,152,832	2,220,673	1.1353%	0.0000%	1.1353%
21	Foothill - BSCP	1,207,120	1,604,441	1.250	1,283,553	1,650,000	1,650,000	1,428,560	0.7250%	0.0000%	0.7250%
22	Sub-Total	9,064,217	15,022,914		13,900,040		18,786,852	13,925,535			
23	Total	112,915,582	340,949,142		219,051,414		281,146,447	197,031,015			

[1] Fare units used are frozen to the level prior to fare increases in accordance with the Funding Stability policy adopted by the Board in November 2007.

[2] Operators' statistics exclude BSIP, TSE, Base Restructuring and MOSIP (including Metro's consent decree) services that are funded from PC 40% Discretionary. Also excluded are services funded from other sources (CRD, FTA, etc.)

[3] TDA cap of 0.25% is applied for DAR operators - Arcadia, Claremont, La Mirada and Redondo Beach DR.

[4] MTA Statistics include contracted services with LADOT for Lines 422, 601 and 602, Glendale and PVPTA.

INCLUDED AND ELIGIBLE OPERATORS ESTIMATED FUNDING LEVELS										
INCLUDED & ELIGIBLE OPERATORS ESTIMATED FUNDING LEVELS										
	TDA & STA % Shares	TDA Article 4 plus interest			STA	Prop A Disc % Shares	Proposition A	Total Formula Funds	Two Year Lag Funding [2]	
		Allocated	Fund Exchange	Net	Rev Base Share Plus Interest		Discretionary [1] [2]			
Included Operators										
1	Metro Bus Ops.	74.2287%	\$ 270,687,859	\$ (6,250,000)	\$ 264,437,859	\$ 21,732,177	74.2287%	\$ 172,721,835	\$ 458,891,872	\$ (1,587,968)
2	Arcadia	0.0755%	275,429		275,429	22,113	0.0755%	177,363	474,905	
3	Claremont	0.0485%	176,891		176,891	14,202	0.0485%	113,909	305,002	
4	Commerce	0.1019%	371,457		371,457	29,822	0.1019%	239,200	640,479	
5	Culver City	1.4165%	5,165,678		5,165,678	414,727	1.4165%	3,326,445	8,906,850	
6	Foothill	6.2909%	22,940,811		22,940,811	1,841,803	6.2909%	16,081,241	40,863,856	
7	Gardena	1.4013%	5,110,136		5,110,136	410,267	1.4013%	3,290,679	8,811,083	
8	La Mirada	0.0300%	109,430		109,430	8,786	0.0300%	70,467	188,683	
9	Long Beach	6.1944%	22,588,861	250,000	22,838,861	1,813,547	6.1944%	14,546,127	39,198,535	
10	Montebello	2.2300%	8,132,135		8,132,135	652,889	2.2300%	5,236,699	14,021,723	
11	Norwalk	0.7989%	2,913,330		2,913,330	233,897	0.7989%	2,155,535	5,302,761	
12	Redondo Beach DR	0.0071%	26,048		26,048	2,091	0.0071%	16,773	44,912	
13	Redondo Beach MB	0.1857%	677,233		677,233	54,372	0.1857%	436,105	1,167,711	
14	Santa Monica	5.2837%	19,267,778	6,000,000	25,267,778	1,546,914	5.2837%	12,407,511	39,222,203	
15	Torrance	1.7069%	6,224,354		6,224,354	499,722	1.7069%	4,008,181	10,732,258	
16	Sub-Total	100.0000%	364,667,432	-	364,667,432	29,277,328	100.0000%	234,828,073	628,772,833	
Eligible Operators										
Formula Equivalent Funded from Proposition A 95% of 40% Growth over CPI										
17	Antelope Valley	1.5879%	-		-	464,909	1.5879%	3,728,949	4,193,858	
18	Santa Clarita	1.6766%	-		-	490,864	1.6766%	3,937,129	4,427,993	
19	LADOT Local	1.9891%	7,253,664		7,253,664	582,361	1.9891%	4,671,007	12,507,032	
20	LADOT Express	1.1353%	4,140,066		4,140,066	332,385	1.1353%	2,666,001	7,138,453	
21	Foothill - BSCP	0.7250%	2,643,996		2,643,996	212,273	0.7250%	1,702,605	4,558,875	
22	Sub-Total		14,037,727	-	14,037,727	2,082,792	7.1140%	16,705,691	32,826,210	
23	Total FAP		\$ 364,667,432		\$ 364,667,432	\$ 29,277,328	107.1140%	\$ 234,828,073	\$ 661,599,043	\$ (0)
Proposition A Discretionary (95% of 40%) Growth Over CPI:										
24	Revenue								\$ 52,419,627	
Uses of Fund:										
25	Eligible Operators - Formula Equivalent Funds								32,826,210	
26	Tier 2 Operators								6,000,000	
27	Total Uses of Funds								38,826,210	
28	Proposition A Discretionary (95% of 40%) GOI Surplus (Shortfall)								13,593,417	
29	Backfill from (Transfer to) PC40% Discretionary								(13,593,417)	
									\$ -	

[1] Prop. A Discretionary funds, (95% of 40%) allocated to Included Operators have been capped at 1.85% CPI for FAP allocation.

[2] **The two-Year Lag Column is for information only. THESE AMOUNTS ARE ALREADY INCLUDED IN PROPOSITION A DISCRETIONARY COLUMN**

[3] These funds are allocated by formula to Eligible Operators in lieu of Section 9, TDA, STA and Prop A 40%Discretionary funds. Fund source is Proposition A 95% of 40% growth over CPI.

PROPOSITION C 5% TRANSIT SECURITY FUNDING ALLOCATION							
	Operators	FY 2015 Unlinked Passengers	Percent of Total Unlinked Passengers	Total Funding Allocation	Direct Allocation to Muni	Allocation to Partnership	Total
1	Antelope Valley	3,534,448	0.6213%	\$ 222,293	\$ 222,293	\$ -	\$222,293
2	Arcadia	112,398	0.0198%	7,069	7,069	-	7,069
3	Claremont	50,200	0.0088%	3,157	3,157	-	3,157
4	Commerce	620,696	0.1091%	39,038	39,038	-	39,038
5	Culver City	4,979,334	0.8754%	313,167	313,167	-	313,167
6	Foothill	14,596,534	2.5660%	918,025	918,025	-	918,025
7	Gardena	3,687,034	0.6482%	231,890	231,890	-	231,890
8	LADOT Local/Express	21,720,502	3.8184%	1,366,075	-	1,366,075	1,366,075
9	La Mirada	46,982	0.0083%	2,955	2,955	-	2,955
10	Long Beach	28,117,340	4.9429%	1,768,394	1,768,394	-	1,768,394
11	Montebello	7,635,000	1.3422%	480,191	480,191	-	480,191
12	Norwalk	1,528,931	0.2688%	96,160	96,160	-	96,160
13	Redondo Beach DR/MB	403,231	0.0709%	25,361	25,361	-	25,361
14	Santa Clarita	3,314,511	0.5827%	208,461	208,461	-	208,461
15	Santa Monica	18,749,000	3.2960%	1,179,188	1,179,188	-	1,179,188
16	Torrance	4,059,000	0.7136%	255,284	255,284	-	255,284
17	Subtotal	113,155,141	19.8923%	7,116,707	5,750,632	1,366,075	7,116,707
18	Metro Bus Ops.	455,682,821	80.1077%	28,659,424	-	28,659,424	28,659,424
19	Total	568,837,962	100.0000%	\$ 35,776,131	\$ 5,750,632	\$ 30,025,499	\$35,776,131

- Total funding is 90% of Prop C 5% Transit Security:
 Estimated Revenue: \$ 39,751,257
 90% Thereof: \$ 35,776,131
- Metro operations data includes unlinked passengers for bus and rail .

PROPOSITION C 40% DISCRETIONARY PROGRAMS

		MOSIP		MOSIP Amount	Zero-fare Compensation [1]	Foothill Transit Mitigation	Transit Service Expansion	Discretionary Base Restruct.	BSIP Overcrowding Relief	Prop 1B Bridge Funding		TOTAL
		Prop A % Share	% Share							PTMISEA	SECURITY	
INCLUDED OPERATORS												
1	Metro Bus Ops.			\$ -	\$ -	\$ 7,894,486	\$ -	\$ -	\$ 11,357,251	\$ -	\$ -	\$ 19,251,737
2	Arcadia	0.0755%	0.2297%	53,674	-	8,033	-	-	21,431	-	-	83,137
3	Claremont	0.0485%	0.1475%	34,471	-	5,159	-	-	-	3,186	3,107	45,923
4	Commerce	0.1019%	0.3097%	72,387	640,479	10,833	-	245,273	-	-	-	968,972
5	Culver City	1.4165%	4.3075%	1,006,649	-	150,655	236,417	-	165,209	402,419	72,204	2,033,553
6	Foothill	6.2909%	19.1298%	4,470,534	-	-	327,222	1,963,620	914,207	1,784,518	283,749	9,743,849
7	Gardena	1.4013%	4.2612%	995,825	-	149,035	679,548	-	172,465	356,817	66,085	2,419,775
8	La Mirada	0.0300%	0.0913%	21,325	-	3,191	-	-	-	-	-	24,516
9	Long Beach	6.1944%	18.8363%	4,401,948	-	658,794	2,243,518	-	809,811	1,383,233	243,935	9,741,239
10	Montebello	2.2300%	6.7812%	1,584,730	-	237,170	-	1,120,117	213,765	366,203	73,690	3,595,675
11	Norwalk	0.7989%	2.4294%	567,728	-	84,966	-	-	55,308	78,475	13,624	800,101
12	Redondo Beach DR/MB	0.1929%	0.5864%	137,050	-	20,511	-	-	3,926	33,787	9,482	204,756
13	Santa Monica	5.2837%	16.0669%	3,754,760	-	561,936	-	-	783,496	1,558,334	276,080	6,934,606
14	Torrance	1.7069%	5.1903%	1,212,956	-	181,530	795,677	712,731	236,562	288,859	56,506	3,484,821
15	Subtotal Included	25.7713%	78.3672%	18,314,036	640,479	2,071,813	4,282,381	4,041,741	3,376,180	6,255,832	1,098,463	40,080,924
ELIGIBLE OPERATORS												
16	Antelope Valley	1.5879%	4.8287%	1,128,454	-	11,729	370,518	-	47,026	326,683	56,519	1,940,930
17	Santa Clarita	1.6766%	5.0983%	1,191,454	-	12,384	193,792	-	50,302	935,288	170,536	2,553,756
18	LADOT Local/Express	3.1244%	9.5009%	2,220,325	-	310,527	2,661,900	-	147,446	1,904,961	311,998	7,557,156
19	Foothill BSCP	0.7250%	2.2048%	515,242	-	-	-	-	-	429,605	68,710	1,013,558
20	Subtotal Eligible	7.1140%	21.6328%	5,055,475	-	334,640	3,226,211	-	244,774	3,596,537	607,763	13,065,400
21	City of Lynwood Trolley						212,089	-	-			212,089
22	Total Municipal Operators	32.8853%	100.0000%	23,369,511	640,479	2,406,453	7,720,681	4,041,741	3,620,954	9,852,368	1,706,226	53,358,413
23	TOTAL	32.8853%	100.0000%	\$23,369,511	\$ 640,479	\$10,300,939	\$7,720,681	\$4,041,741	\$14,978,205	\$ 9,852,368	\$ 1,706,226	\$ 72,610,150
				Last Year			\$7,580,442	\$3,968,327	\$14,706,142			
				% Increase	3.00%		1.850%	1.850%	1.850%			
				Current Year	\$23,369,511		\$7,720,681	\$4,041,741	\$14,978,205			

[1] Allocated as part of FAP to Commerce as compensation for having zero passenger revenues.

BRIDGE FUNDING FOR PROPOSITION 1B PTMISEA FUND								
FY 2011 4th of 4 Installments								
		[A]	[B]	[C]	[D] (C-A)	[E]	[F] (A+E)	[G] (E) / 4
		State STA Allocation Basis	FAP FY11 Allocation%	FAP Allocation	FAP Allocation Over (Under) STA Allocation Basis	FY11 Bridge Funding Allocation	Total Funds Available	FY11 Bridge Funding Allocation (4th of 4 Installments)
	Included Operators							
1	Arcadia	\$ 251,401	0.0747%	\$ 186,968	\$ (64,433)	\$ -	\$ 251,401	\$ -
2	Claremont	76,805	0.0358%	89,549	12,744	12,744	89,549	3,186
3	Commerce	533,440	0.0674%	168,764	(364,676)	-	533,440	-
4	Culver City	1,651,856	1.3030%	3,261,534	1,609,678	1,609,678	3,261,534	402,419
5	Foothill	8,177,915	6.1190%	15,315,987	7,138,072	7,138,072	15,315,987	1,784,518
6	Gardena	1,917,856	1.3364%	3,345,124	1,427,268	1,427,268	3,345,124	356,817
7	La Mirada	202,498	0.0387%	96,858	(105,640)	-	202,498	-
8	Long Beach	9,275,621	5.9163%	14,808,554	5,532,933	5,532,933	14,808,554	1,383,233
9	Montebello	3,791,562	2.1000%	5,256,374	1,464,812	1,464,812	5,256,374	366,203
10	Metro Bus Ops.	195,097,286	75.2506%	188,352,898	(6,744,388)	-	195,097,286	-
11	Norwalk	1,790,228	0.8406%	2,104,127	313,899	313,899	2,104,127	78,475
12	Redondo Beach	228,277	0.1452%	363,426	135,149	135,149	363,426	33,787
13	Santa Monica	6,675,717	5.1574%	12,909,051	6,233,334	6,233,334	12,909,051	1,558,334
14	Torrance	2,886,067	1.6147%	4,041,504	1,155,437	1,155,437	4,041,504	288,859
15	Subtotal Included	232,556,529	100.0000%	250,300,719	17,744,190	25,023,327	257,579,856	6,255,832
	Eligible Operators							
16	Antelope Valley	2,394,099	1.4786%	3,700,832	1,306,733	1,306,733	3,700,832	326,683
17	Santa Clarita	-	1.4947%	3,741,150	3,741,150	3,741,150	3,741,150	935,288
18	City of Los Angeles	-	3.0443%	7,619,843	7,619,843	7,619,843	7,619,843	1,904,961
19	Foothill BSCP	-	0.6865%	1,718,420	1,718,420	1,718,420	1,718,420	429,605
20	Subtotal Eligible	2,394,099	6.7040%	16,780,246	14,386,147	14,386,147	16,780,246	3,596,537
21	Total all Operators	234,950,628	106.7040%	267,080,965	32,130,337	39,409,473	274,360,101	9,852,368
22	SCRRRA	15,350,091	-	-	-	-	15,350,091	-
23	Grand Total	\$ 250,300,719	106.7040%	\$ 267,080,965	\$ 32,130,337	\$ 39,409,473	\$ 289,710,192	\$ 9,852,368

BRIDGE FUNDING FOR PROPOSITION 1B SECURITY FUND							
		Allocation Basis - FY2014 FAP					
		[A]	[B]	[C]	[D] (C-A)	[E]	[F] (A+E)
Operators		State STA Allocation Basis	FAP FY14 Allocation%	FAP Allocation	FAP Allocation Over (Under) STA Allocation Basis	FY14 Bridge Funding Allocation	Total Funds Available
Included Operators							
1	Arcadia	\$ 10,058	0.0784%	\$ 7,851	\$ (2,207)	\$ -	\$ 10,058
2	Claremont	3,073	0.0617%	6,180	3,107	3,107	6,180
3	Commerce	21,343	0.0752%	7,529	(13,814)	-	21,343
4	Culver City	66,090	1.3810%	138,294	72,204	72,204	138,294
5	Foothill	327,193	6.1007%	610,942	283,749	283,749	610,942
6	Gardena	76,732	1.4261%	142,818	66,085	66,085	142,818
7	La Mirada	8,102	0.0317%	3,174	(4,928)	-	8,102
8	Long Beach	371,112	6.1416%	615,047	243,935	243,935	615,047
9	Montebello	151,698	2.2506%	225,388	73,690	73,690	225,388
10	Metro Bus Ops.	7,805,715	74.2746%	7,438,134	(367,581)	-	7,805,715
11	Norwalk	71,626	0.8513%	85,250	13,624	13,624	85,250
12	Redondo Beach	9,133	0.1859%	18,615	9,482	9,482	18,615
13	Santa Monica	267,091	5.4239%	543,172	276,080	276,080	543,172
14	Torrance	115,470	1.7173%	171,976	56,506	56,506	171,976
15	Subtotal Included	9,304,435	100.0000%	10,014,368	709,933	1,098,463	10,402,898
Eligible Operators							
16	Antelope Valley	95,786	1.5209%	152,305	56,519	56,519	152,305
17	Santa Clarita	-	1.7029%	170,536	170,536	170,536	170,536
18	City of Los Angeles	-	3.1155%	311,998	311,998	311,998	311,998
19	Foothill BSCP	-	0.6861%	68,710	68,710	68,710	68,710
20	Subtotal Eligible	95,786	7.0254%	703,549	607,763	607,763	703,549
21	Total all Operators	9,400,221	107.0254%	10,717,917	1,317,696	1,706,226	11,106,447
22	SCRRRA	614,147	-	-	-	-	614,147
23	Grand Total	\$ 10,014,368	107.0254%	\$ 10,717,917	\$ 1,317,696	\$ 1,706,226	\$ 11,720,594

MEASURE R 20% BUS OPERATIONS AND CAPITAL ALLOCATIONS						
20% Bus Operations					Clean Fuel Bus Capital Facilities and Rolling Stock Fund	
	Proposition A Base Share %	Percentage Share	Bus Operations Allocation	Federal Section 5307 Capital Allocation Formula Share	Allocation Amount	
Included Operators:						
1	Metro Bus Ops.	74.2287%	69.2988%	\$110,156,280	67.0922%	\$ -
2	Arcadia	0.0755%	0.0705%	112,086	0.1423%	-
3	Claremont	0.0485%	0.0453%	71,986	0.0593%	-
4	Commerce	0.1019%	0.0951%	151,164	0.3207%	-
5	Culver City	1.4165%	1.3225%	2,102,170	1.3738%	-
6	Foothill	6.2909%	5.8731%	9,335,751	7.8600%	-
7	Gardena	1.4013%	1.3082%	2,079,567	1.2499%	-
8	La Mirada	0.0300%	0.0280%	44,532	0.0725%	-
9	Long Beach	6.1944%	5.7830%	9,192,525	6.2001%	-
10	Montebello	2.2300%	2.0819%	3,309,368	1.9925%	-
11	Norwalk	0.7989%	0.7458%	1,185,578	0.5629%	-
12	Redondo Beach DR	0.0071%	0.0067%	10,600		-
13	Redondo Beach MB	0.1857%	0.1734%	275,600	0.2619%	-
14	Santa Monica	5.2837%	4.9327%	7,841,012	4.6633%	-
15	Torrance	1.7069%	1.5935%	2,532,998	1.3734%	-
Eligible Operators:						
16	Antelope Valley	1.5879%	1.4825%	2,356,535	1.7797%	-
17	Santa Clarita	1.6766%	1.5652%	2,488,096	1.8625%	-
18	LADOT Local	1.9891%	1.8570%	2,951,875		-
19	LADOT Express	1.1353%	1.0599%	1,684,798	3.1331%	-
20	Foothill BSCP	0.7250%	0.6769%	1,075,973		-
21						
22	Total Municipal Operators	32.8853%	30.7012%	48,802,213	32.9078%	-
23	Total Funds Allocated	107.1140%	100.0000%	\$158,958,494	100.0000%	\$ -

Note: Clean Fuel Capital Facilities and Rolling Stock Funds are allocated every even year at \$10M.

TIER 2 OPERATORS ESTIMATED FUNDING LEVELS							
	% Shares Calculation	Vehicle Service Miles	Passenger Revenue	Base Fare	Fare Units (1)	50% VSM + 50% Fare Units	% Share
1	LADOT Community Dash	3,235,035	\$ 4,679,465	\$ 0.50	16,808,232	10,021,634	4.7811%
2	Glendale	610,870	1,068,904	1.00	2,187,836	1,399,353	0.6676%
3	Pasadena	855,136	818,778	0.75	1,091,704	973,420	0.4644%
4	Burbank	258,232	108,425	1.00	108,425	183,329	0.0875%
5	Sub-Total	4,959,273	6,675,572		20,196,197	12,577,735	6.0006%
6	Included and Eligible Operators	112,915,582	340,949,142		219,051,414	197,031,015	93.9994%
7	Total	117,874,855	\$ 347,624,714		239,247,611	209,608,750	100.0000%
			% Share	TDA Article 4 + Interest	STA Revenue Base Share + Interest	Proposition A Discretionary	Total
8	Funds Allocated to Included Operators			\$ 364,667,432	\$ 29,277,328	\$ 234,828,073	\$ 628,772,833
	Formula Equivalent Calculation						
9	LADOT Community Dash		4.7811%	\$ 17,435,166	\$ 1,399,782	\$ 11,227,398	\$ 30,062,347
10	Glendale		0.6676%	2,434,528	195,456	1,567,718	4,197,702
11	Pasadena		0.4644%	1,693,510	135,963	1,090,538	2,920,012
12	Burbank		0.0875%	318,946	25,607	205,386	549,939
13	Total		6.0006%	\$ 21,882,151	\$ 1,756,809	\$ 14,091,040	\$ 37,730,000
14	Funds Allocated to Tier 2 Operators		15.90% (2)	\$ 3,479,801	\$ 279,376	\$ 2,240,823	\$ 6,000,000
	Actual Allocation						
15	LADOT Community Dash			\$ 2,772,621	\$ 222,600	\$ 1,785,433	\$ 4,780,654
16	Glendale			387,150	31,082	249,306	667,538
17	Pasadena			269,310	21,622	173,422	464,354
18	Burbank			50,720	4,072	32,661	87,454
19	Total			\$ 3,479,801	\$ 279,376	\$ 2,240,823	\$ 6,000,000
20		Prop A Incentive Allocation:		Before Tier 2 GOI Allocation	GOI Allocation Deduction	Net Prop A Incentive Allocation	
21		LADOT Community Dash		\$ 1,440,762	\$ (229,117)	\$ 1,211,645	
22		Glendale		310,302	(49,346)	260,956	
23		Pasadena		286,356	(45,538)	240,818	
24		Burbank		106,966	(17,010)	89,956	
25		Total		\$ 2,144,386	\$ (341,010)	\$ 1,803,376	
	(1) Funding Stability policy is applied in Glendale and LADOT Fare Units						
	(2) This percentage is applied as a deduction from the operators' Incentive Programs allocation.						

Bus Transit Subsidies

FEDERAL FORMULA GRANTS

Proposed

FEDERAL FORMULA GRANTS		
Los Angeles County Share of Los Angeles-Long Beach-Anaheim UZA		
Section 5307 Urbanized Area Formula Grants:		
Estimated Revenue		\$ 238,954,631
	Estimated Revenue	\$ 238,954,631
	Off the Top:	
	1% Enhancement Allocation	(2,389,546)
		\$ 236,565,085
	85% Formula Allocation	\$ 201,080,322
	15% Discretionary Allocation	35,484,763
		\$ 236,565,085
Section 5339 Bus and Bus Facilities Formula Grants:		
Estimated Revenue		\$ 23,688,339
Section 5337 State of Good Repair (LA County Share of LA UZA 2):		
High Intensity Fixed Guideway:		
	Directional Route Miles (DRM) Generated	\$ 29,384,123
	Vehicle Revenue Miles (VRM) Generated	51,350,026
		80,734,149
High Intensity Motorbus:		
	Directional Route Miles (DRM) Generated	\$ 2,507,526
	Vehicle Revenue Miles (VRM) Generated	3,246,899
		5,754,425
Section 5337 State of Good Repair Total Estimated Revenue		\$ 86,488,574
Total Federal Formula Funds Available		\$ 349,131,544

FEDERAL FORMULA GRANTS ALLOCATION SUMMARY

	Urbanized Formula Program (Section 5307)			Bus & Bus Facilities (Section 5339)			State of Good Repair (Section 5337)			Total Federal funds Allocation	
	FY17 \$Allocation	Fund Exchanges	Adjusted \$ Allocation	FY17 \$Allocation	Fund Exchange	Adjusted \$ Allocation	FY17 \$Allocation	Fund Exchange	Adjusted \$ Allocation		
Included Operators:											
1	Metro Bus Ops.	\$ 157,594,833	\$ (5,204,799)	\$ 152,390,035	\$ 16,375,053	\$ 7,313,286	\$23,688,339	\$ 82,347,061	\$4,141,513	\$ 86,488,574	\$ 262,566,948
Municipal Operators:											
2	Arcadia	294,743	34,722	329,466	34,722	(34,722)	-	-	-	-	329,466
3	Claremont	122,780	14,464	137,244	14,464	(14,464)	-	-	-	-	137,244
4	Commerce	664,434	78,274	742,708	78,274	(78,274)	-	-	-	-	742,708
5	Culver City	4,231,013	335,305	4,566,318	335,305	(335,305)	-	-	-	-	4,566,318
6	Foothill Transit	21,264,358	4,617,609	25,881,968	1,918,385	(1,918,385)	-	2,699,225	(2,699,225)	-	25,881,968
7	Gardena	5,501,799	357,304	5,859,102	305,059	(305,059)	-	52,245	(52,245)	-	5,859,102
8	La Mirada	150,106	17,683	167,790	17,683	(17,683)	-	-	-	-	167,790
9	Long Beach	16,080,940	1,425,665	17,506,605	1,513,251	(1,513,251)	-	162,414	(162,414)	-	17,506,605
10	Montebello	4,127,943	486,294	4,614,237	486,294	(486,294)	-	-	-	-	4,614,237
11	Norwalk	2,040,442	137,397	2,177,839	137,397	(137,397)	-	-	-	-	2,177,839
12	Redondo Beach	542,653	63,927	606,580	63,927	(63,927)	-	-	-	-	606,580
13	Santa Monica	15,554,960	(4,696,408)	10,858,552	1,138,154	(1,138,154)	-	165,438	(165,438)	-	10,858,552
14	Torrance	2,845,307	335,192	3,180,500	335,192	(335,192)	-	-	-	-	3,180,500
15	Sub-Total	73,421,478	3,207,430	76,628,909	6,378,109	(6,378,109)	-	3,079,321	(3,079,321)	-	76,628,909
Eligible Operators:											
16	Antelope Valley	147,326	449,883	597,209	17,356	(17,356)	-	432,527	(432,527)	-	597,209
17	LADOT	6,491,075	1,394,348	7,885,423	764,683	(764,683)	-	629,664	(629,664)	-	7,885,423
18	Santa Clarita	1,299,918	153,137	1,453,056	153,137	(153,137)	-	-	-	-	1,453,056
19	Foothill BSCP	-	-	-	-	-	-	-	-	-	-
20	Sub-Total	7,938,320	1,997,368	9,935,688	935,177	(935,177)	-	1,062,191	(1,062,191)	-	9,935,688
Tier 2 Operators:											
21	LADOT Community Dash	-	-	-	-	-	-	-	-	-	-
22	Glendale	-	-	-	-	-	-	-	-	-	-
23	Pasadena	-	-	-	-	-	-	-	-	-	-
24	Burbank	-	-	-	-	-	-	-	-	-	-
25	Sub-Total	-	-	-	-	-	-	-	-	-	-
26	Lynwood Trolley	-	-	-	-	-	-	-	-	-	-
27	Total Excluding Metro	81,359,798	5,204,799	86,564,596	7,313,286	(7,313,286)	-	4,141,513	(4,141,513)	-	86,564,596
28	Grand Total	\$ 238,954,631	\$ -	\$ 238,954,631	\$ 23,688,339	\$ -	\$23,688,339	\$ 86,488,574	\$ -	\$ 86,488,574	\$ 349,131,544

CAPITAL ALLOCATION % SHARE CALCULATION												
	MILEAGE CALCULATION					ACTIVE FLEET CALCULATION						
	OPERATOR	LOCAL VEH MILES [INPUT]	EXPRESS VEH MILES [INPUT]	TOTAL MILES WEIGHTED 60% Local/ 40% Express	1/3 Weight	ACTIVE FLEET* [INPUT]	PK BUS FIXED RTE** [INPUT]	ALLOWABLE PEAK BUS (PK+20%)	DAR SEATS*** [INPUT]	BUS EQVT (44)	TOTAL ACTIVE VEH	1/3 Weight
1	ANTELOPE VALLEY	2,427,727	867,421	1,803,605	0.7406%	75	62	74.4	0	0.0	74.4	0.6701%
2	ARCADIA	251,420	-	150,852	0.0619%	0	0	0.0	344	7.8	7.8	0.0704%
3	CLAREMONT	103,800	-	62,280	0.0256%	0	0	0.0	144	3.3	3.3	0.0295%
4	COMMERCE	418,953	-	251,372	0.1032%	18	14	16.8	50	1.1	17.9	0.1615%
5	CULVER CITY	1,708,506	-	1,025,104	0.4209%	54	45	54.0	0	0.0	54.0	0.4864%
6	FOOTHILL	8,674,688	6,566,776	7,831,523	3.2158%	330	278	330.0	0	0.0	330.0	2.9722%
7	GARDENA	1,723,499	-	1,034,099	0.4246%	65	43	51.6	0	0.0	51.6	0.4647%
8	LADOT	2,588,136	2,255,729	2,455,173	1.0082%	170	140	168.0	0	0.0	168.0	1.5131%
9	LA MIRADA	83,571	-	50,143	0.0206%	0	0	0.0	232	5.3	5.3	0.0475%
10	LONG BEACH	7,788,996	-	4,673,398	1.9190%	264	202	242.4	60	1.4	243.8	2.1955%
11	MONTEBELLO	2,563,000	79,000	1,569,400	0.6444%	75	62	74.4	40	0.9	75.3	0.6783%
12	METRO OPERATIONS	85,459,000	5,356,000	53,417,800	21.9346%	2,369	1,924	2,308.8	0	0.0	2,308.8	20.7948%
13	NORWALK	902,305	-	541,383	0.2223%	33	19	22.8	0	0.0	22.8	0.2054%
14	REDONDO BEACH	445,868	-	267,521	0.1099%	14	10	12.0	20	0.5	12.5	0.1122%
15	SANTA CLARITA	2,238,208	1,100,146	1,782,983	0.7321%	84	67	80.4	0	0.0	80.4	0.7241%
16	SANTA MONICA	4,810,000	534,000	3,099,600	1.2728%	188	157	188.0	0	0.0	188.0	1.6933%
17	TORRANCE	1,557,900	566,100	1,161,180	0.4768%	56	48	56.0	48	1.1	57.1	0.5142%
18	TOTAL	123,745,577	17,325,172	81,177,415	33.3333%	3,795	3,071	3,679.6	938	21.3	3,700.9	33.3333%

Include only MTA Funded Programs:

*Source: NTD Report Form A-30 "Vehicle Inventory Report (Mode MB), Number of Active Vehicles in Fleet". LADOT's total active vehicles is reported separately.

**Source: NTD Report Form S-10 "Service Non-Rail (Mode MB), Vehicles Operated in Annual Maximum Service". LADOT's figure is from TPM excluding Community Dash.

***Source: NTD Report Form A-30 "Vehicle Inventory Report (Mode DR), Seating Capacity". Redondo Beach's Seating Capacity is apportioned between FAP and non-FAP vehicles.

CAPITAL ALLOCATION % SHARE CALCULATION (Continued)

	OPERATOR	FARE UNITS			UNLINKED PASSENGERS		GROSS FORMULA SHARE	Re-Allocate AVTA And Santa Clarita's Non-LA2 UZA Share	LA UZA 2 NET FORMULA SHARE	
		PASSENGER REVENUE [INPUT]	BASE FARE [INPUT]	FARE UNITS	1/2 of 1/3 Weight	UNLINKED PASSENGER S [INPUT]				1/2 of 1/3 Weight
1	ANTELOPE VALLEY	\$4,766,186	\$ 1.500	3,177,457	0.2366%	3,534,448	0.1324%	1.7797%	-1.7064%	0.0733%
2	ARCADIA	76,484	1.000	76,484	0.0057%	112,398	0.0042%	0.1423%	0.0043%	0.1466%
3	CLAREMONT	78,300	2.500	31,320	0.0023%	50,200	0.0019%	0.0593%	0.0018%	0.0611%
4	COMMERCE	-	-	438,997	0.0327%	620,696	0.0233%	0.3207%	0.0097%	0.3304%
5	CULVER CITY	3,760,517	1.000	3,760,517	0.2800%	4,979,334	0.1865%	1.3738%	0.0417%	1.4155%
6	FOOTHILL	18,890,298	1.250	15,112,238	1.1252%	14,596,534	0.5468%	7.8600%	0.2384%	8.0984%
7	GARDENA	2,986,997	1.000	2,986,997	0.2224%	3,687,034	0.1381%	1.2499%	0.0379%	1.2878%
8	LADOT	6,208,941	1.500	4,139,294	0.3082%	8,104,486	0.3036%	3.1331%	0.0950%	3.2281%
9	LA MIRADA	35,088	1.000	35,088	0.0026%	46,982	0.0018%	0.0725%	0.0022%	0.0746%
10	LONG BEACH	17,331,149	1.250	13,864,919	1.0324%	28,117,340	1.0532%	6.2001%	0.1880%	6.3882%
11	MONTEBELLO	5,669,000	1.100	5,153,636	0.3837%	7,635,000	0.2860%	1.9925%	0.0604%	2.0529%
12	METRO OPERATIONS	268,512,000	1.750	153,435,429	11.4247%	345,401,000	12.9381%	67.0922%	2.0348%	69.1271%
13	NORWALK	1,309,730	1.250	1,047,784	0.0780%	1,528,931	0.0573%	0.5629%	0.0171%	0.5800%
14	REDONDO BEACH	332,956	1.000	332,956	0.0248%	403,321	0.0151%	0.2619%	0.0079%	0.2699%
15	SANTA CLARITA	3,787,999	1.000	3,787,999	0.2821%	3,314,511	0.1242%	1.8625%	-1.2160%	0.6465%
16	SANTA MONICA	13,362,000	1.000	13,362,000	0.9949%	18,749,000	0.7023%	4.6633%	0.1414%	4.8047%
17	TORRANCE	3,093,000	1.000	3,093,000	0.2303%	4,059,000	0.1520%	1.3734%	0.0417%	1.4150%
18	TOTAL	\$350,200,645		223,836,116	16.6667%	444,940,215	16.6667%	100.0000%	0.0000%	100.0000%

Commerce Fare Units are calculated as follows: ((Total Fare Units w/out MTA and Commerce) / (Total Unlinked Passengers w/out MTA and Commerce)) * Commerce's Unlinked Passengers.

FORM FFA10, SECTION 9 STATISTICS PASSENGER MILES IS USED TO CALCULATE AVTA AND SANTA CLARITA'S RE-ALLOCATION OF CAPITAL MONIES.						
	ANTELOPE VALLEY			SANTA CLARITA		
	Passenger Miles	%	Re-Allocated Share	Passenger Miles	%	Re-Allocated Share
Non-LA 2 UZA (AV 123 for AVTA, AV 176 for Santa Clarita)	64,301,680	95.8831%	1.7064%	14,504,569	65.2901%	1.2160%
UZA number LA 2	2,760,869	4.1169%	0.0733%	7,711,004	34.7099%	0.6465%
Total	67,062,549	100.0000%	1.7797%	22,215,573	100.0000%	1.8625%

FEDERAL SECTION 5307 URBANIZED FORMULA PROGRAM

	OPERATOR	LA UZA 2 NET FORMULA SHARE	85% FORMULA ALLOCATION	1% ENHANCEMENT ALLOCATION		15% DISCRETIONARY ALLOCATION		TOTAL	TDA Fund Exchange	\$5339/\$5337 Fund Exchange	Total Funds Available
				Project Title	Amount	Project Title	Amount				
1	ANTELOPE VALLEY	0.0733%	\$ 147,326					\$ 147,326		\$ 449,883	\$ 597,209
2	ARCADIA	0.1466%	294,743					294,743		34,722	329,466
3	CLAREMONT	0.0611%	122,780					122,780		14,464	137,244
4	COMMERCE	0.3304%	664,434					664,434		78,274	742,708
5	CULVER CITY	1.4155%	2,846,264	Bus Stops Impvts	250,000	Bus Repl (2) 40' CNG	798,257	4,231,013		335,305	4,566,318
				Bus Stops Impvts FY16 (1)	336,492						
6	FOOTHILL	8.0984%	16,284,358			Bus Repl (30) 40' CNG	4,980,000	21,264,358		4,617,609	25,881,968
7	GARDENA	1.2878%	2,589,517			Bus Repl (6) 40' Elec	2,912,282	5,501,799		357,304	5,859,102
8	LADOT	3.2281%	6,491,075					6,491,075		1,394,348	7,885,423
9	LA MIRADA	0.0746%	150,106					150,106		17,683	167,790
10	LONG BEACH	6.3882%	12,845,354			Regional Training	250,000	16,080,940	(5) (250,000)	1,675,665	17,506,605
						Bus Repl (10) 30' CNG/Electrc	2,985,586				
11	MONTEBELLO	2.0529%	4,127,943					4,127,943		486,294	4,614,237
12	METRO OPERATIONS	69.1271%	139,000,924	Rosa Park/Willow Brook Station impvt	976,527	Bus Repl (350) 40' CNG	17,617,382	157,594,833	6,250,000	(11,454,799)	152,390,035
13	NORWALK	0.5800%	1,166,308	Bike Lockers	40,000	Bus Repl (2) 40' CNG	834,134	2,040,442		137,397	2,177,839
14	REDONDO BEACH	0.2699%	542,653					542,653		63,927	606,580
15	SANTA CLARITA	0.6465%	1,299,918					1,299,918		153,137	1,453,056
16	SANTA MONICA	4.8047%	9,661,311	EXPO Bus Stop Impvnt	288,000	Bus Repl (14) 40' CNG	5,107,122	15,554,960	(4) (6,000,000)	1,303,592	10,858,552
				EXPO Bus Stop Impvnt FY16 (2)	100,000						
				Project TBD (3)	398,527						
17	TORRANCE	1.4150%	2,845,307					2,845,307		335,192	3,180,500
18	Unallocated							-		-	-
19	TOTAL	100.0000%	\$201,080,322		\$ 2,389,546		\$35,484,763	\$238,954,631	\$ -	\$ -	\$ 238,954,631

Other:

- (1) Culver City's FY16 allocation in the amount of \$336,492 was deferred in favor of Metro. This allocation is now allocated in FY2017 1% Enhancement fund.
- (2) \$100,000 of Santa Monica's FY16 allocation was deferred in favor of Metro. This allocation is now allocated in FY2017 1% Enhancement Fund.
- (3) Unsubscribed balance allocated to Santa Monica for a project pending identification
- (4) \$6M Santa Monica's formula share is exchange with Metro's TDA Share
- (5) Funds allocated to Southern California Regional Transit Training Consortium (SCR TTC) through Long Beach Transit is exchanged with Metro's TDA share.

FEDERAL SECTION 5339 BUS AND BUS FACILITIES					
(Estimated - to be Adjusted to Actual apportionment)					
	OPERATOR	LA UZA 2 NET FORMULA SHARE	Net Formula Share	Fund Exchange	Net Funds Available
1	ANTELOPE VALLEY	0.0733%	\$ 17,356	\$ (17,356)	\$ -
2	ARCADIA	0.1466%	34,722	(34,722)	-
3	CLAREMONT	0.0611%	14,464	(14,464)	-
4	COMMERCE	0.3304%	78,274	(78,274)	-
5	CULVER CITY	1.4155%	335,305	(335,305)	-
6	FOOTHILL	8.0984%	1,918,385	(1,918,385)	-
7	GARDENA	1.2878%	305,059	(305,059)	-
8	LADOT	3.2281%	764,683	(764,683)	-
9	LA MIRADA	0.0746%	17,683	(17,683)	-
10	LONG BEACH	6.3882%	1,513,251	(1,513,251)	-
11	MONTEBELLO	2.0529%	486,294	(486,294)	-
12	METRO OPERATIONS	69.1271%	16,375,053	7,313,286	23,688,339
13	NORWALK	0.5800%	137,397	(137,397)	-
14	REDONDO BEACH	0.2699%	63,927	(63,927)	-
15	SANTA CLARITA	0.6465%	153,137	(153,137)	-
16	SANTA MONICA	4.8047%	1,138,154	(1,138,154)	-
17	TORRANCE	1.4150%	335,192	(335,192)	-
18	TOTAL	100.0000%	\$ 23,688,339	\$ -	\$ 23,688,339

FEDERAL SECTION 5337 STATE OF GOOD REPAIR										
(Estimated - to be Adjusted to Actual apportionment)										
LOS ANGELES COUNTY SHARE (UZA 2)		Directional Route Miles (DRM) Allocation			Vehicle Revenue Miles (VRM) Allocation			Total \$ Allocation	Fund Exchange	Net Funds Available
OPERATOR	DRM	DRM%	DRM \$Allocation	VRM	VRM%	VRM \$Allocation				
High Intensity Fixed Guideway:										
1	METRO (Including Metrolink)	452.1	99.757%	\$ 29,312,802	24,994,871	98.358%	\$ 50,506,982	\$ 79,819,785	\$ 914,364	\$ 80,734,149
2	Long Beach Transit	0.5	0.110%	32,418	64,332	0.253%	129,995	162,414	(162,414)	-
3	Santa Monica	0.6	0.132%	38,902	62,620	0.246%	126,536	165,438	(165,438)	-
4	Foothill Transit	-	0.000%	-	290,253	1.142%	586,512	586,512	(586,512)	-
5	Sub-total	453.2	100.000%	29,384,123	25,412,076	100.000%	51,350,026	80,734,149	-	80,734,149
High Intensity Motorbus:										
6	ANTELOPE VALLEY	23.6	13.184%	330,601	92,790	3.139%	101,926	432,527	(432,527)	-
7	FOOTHILL	39.4	22.011%	551,936	1,420,880	48.070%	1,560,776	2,112,712	(2,112,712)	-
8	GARDENA		0.000%	-	47,562	1.609%	52,245	52,245	(52,245)	-
9	LADOT	35.1	19.609%	491,699	125,599	4.249%	137,965	629,664	(629,664)	-
10	METRO OPERATIONS	80.9	45.196%	1,133,290	1,269,040	42.933%	1,393,987	2,527,276	3,227,149	5,754,425
11	TORRANCE		0.000%	-		0.000%	-	-	-	-
12	Sub-total	179.0	100.00%	2,507,526	2,955,871	100.000%	3,246,899	5,754,425	-	5,754,425
13	Total LA County Share - UZA 2	632.20		\$ 31,891,649	28,367,947	200.000%	\$ 54,596,925	\$ 86,488,574	\$ -	\$ 86,488,574

LOCAL SUBSIDIES

Proposed

PROPOSITION A 5% OF 40% DISCRETIONARY INCENTIVE PROGRAMS		
		FY17 Allocation
<u>PRIORITY I: EXISTING SUB-REGIONAL PARATRANSIT PROJECTS:</u>		
1	Agoura Hills	\$ 101,009
2	Antelope Valley, Elderly & Disabled	291,240
3	Beverly Hills Taxi & Lift Van	27,436
4	Culver City Community Transit and LA County	55,636
5	Gardena, Hawthorne and LA County	146,085
6	Glendale Paratransit and La Canada Flintridge	253,838
7	Inglewood Transit and LA County	173,065
8	LA County (Whittier et al)	193,095
9	LA County (Willowbrook)	47,204
10	Los Angeles Taxi & Lift Van, City Ride	398,928
11	Los Angeles Dial-a-Ride, City Ride	1,076,079
12	Monrovia D.A.R. and LA County	171,998
13	Palos Verdes PTA D.A.R.	49,879
14	Palos Verdes PTA - PV Transit	333,412
15	Pasadena Community Transit, San Marino and LA County	356,939
16	Pomona Valley TA - E&D (Get About)	614,440
17	Pomona Valley TA General Public (VC)	78,628
18	Redondo Beach Community Transit and Hermosa Beach	87,493
19	Santa Clarita D.A.R.	806,544
20	West Hollywood (DAR)	259,691
21	West Hollywood (Taxi)	68,734
22	Whittier (DAR)	305,601
23		
	1st Priority Sub-total	\$ 5,896,974
<u>PRIORITY II: SERVICES THAT RECEIVE GROWTH OVER INFLATION</u>		
(IF PROP A DISC. CANNOT FULLY FUND THESE SYSTEMS)		
24	City of L.A. - Bus Service Continuation Project/DASH/Central City Shuttle	\$ -
25	Santa Clarita - Local Fixed Route	-
26	Antelope Valley - Local Fixed Route	-
27	Foothill - Bus Service Continuation Project	-
28		
	2nd Priority Sub-total	\$ -
29	<u>PRIORITY III: APPROVED EXISTING EXPANDED PARATRANSIT</u>	\$ -
30	<u>PRIORITY IV: APPROVED NEW EXPANDED PARATRANSIT SERVICES</u>	\$ -

PROPOSITION A 5% OF 40% DISCRETIONARY INCENTIVE PROGRAMS				
	Priority V: VOLUNTARY NTD DATA REPORTING: FY15 NTD Report Year	Estimate	Tier 2 Deduction (1)	FY17 Net Allocation
31	City of Alhambra (MB and DR)	\$ 138,461		\$ 138,461
32	City of Artesia (DR)	6,809		6,809
33	City of Azusa (DR)	43,298		43,298
34	City of Baldwin Park (MB and DR)	124,272		124,272
35	City of Bell (MB/DR)	20,259		20,259
36	City of Bell Gardens (MB and DR)	63,705		63,705
37	City of Bellflower (MB and DR)	46,254		46,254
38	City of Burbank (MB)*	106,966	17,010	89,956
39	City of Carson (MB and DT)	194,001		194,001
40	City of Cerritos (MB)	71,105		71,105
41	City of Compton (MB)	55,639		55,639
42	City of Covina (DR)	27,620		27,620
43	City of Cudahy (MB and DR)	24,535		24,535
44	City of Downey (MB and DR)	93,166		93,166
45	City of Duarte (MB)	36,022		36,022
46	City of El Monte (MB and DR)	159,671		159,671
47	City of Glendora (MB and DR)	58,019		58,019
48	City of Glendale (MB)*	310,302	49,346	260,956
49	City of Huntington Park (MB)	45,148		45,148
50	City of Los Angeles -- Community DASH* (MB)	1,440,762	229,117	1,211,645
51	City of Los Angeles -- Department of Aging (DR)	197,662		197,662
52	LA County Dept. of Public Works -- Avocado Heights (MB)	15,543		15,543
53	LA County Dept. of Public Works -- East Valinda (MB)	23,833		23,833
54	LA County Dept. of Public Works -- East LA (MB and DR)	213,196		213,196
55	LA County Dept. of Public Works -- Willowbrook (MB)	8,753		8,753
56	LA County Dept. of Public Works -- King Medical (MB)	36,960		36,960
57	LA County Dept. of Public Works -- South Whittier (MB)	66,778		66,778
58	City of Lawndale (MB)	34,781		34,781
59	City of Lynwood (MB)	64,812		64,812
60	City of Malibu (DT)	21,641		21,641
61	City of Manhattan Beach (DR)	18,002		18,002
62	City of Maywood (DR)	4,346		4,346
63	City of Monterey Park (MB and DR)	108,736		108,736
64	City of Pasadena (MB)*	286,356	45,538	240,818
65	City of Pico Rivera (DR)	22,138		22,138
66	City of Rosemead (MB and DR)	76,030		76,030
67	City of Santa fe Springs (DR)	5,027		5,027
68	City of South Gate (DT and MB)	142,556		142,556
69	City of South Pasadena (DR)	13,080		13,080
70	City of West Covina (MB and DR)	103,818		103,818
71	City of West Hollywood (MB)	33,522		33,522
72	5th Priority Sub-Total	\$ 4,563,584	\$ 341,010	\$ 4,222,574

PROPOSITION A 5% OF 40% DISCRETIONARY INCENTIVE PROGRAMS			
<u>PRIORITY VI: SPECIAL DEMONSTRATION PROJECTS</u>			
73	Avalon Ferry Subsidy		\$ 650,000
74	Avalon Transit Services (Jitney and Dial-a-Ride)		250,000
75	Hollywood Bowl Shuttle Service		1,057,000
76		6th Priority Sub-total	\$ 1,957,000
77	Total Expenditures		\$12,076,548
78	Reserves for contingencies (2)		3,259,390
79	Sub-total		15,335,938
80	Estimated Revenue		15,335,938
81	Surplus (Deficit)		\$ -

NOTES:

(1) Tier 2 Operators' shares have been reduced by % of GOI Funding per Tier 2 Operators Funding Program.

(2) 5th Priority - locally funded systems which voluntarily reported NTD data for FY14 report year. Exact amounts TBD and may be higher, based upon actual FY 17 FTA 5307 apportionment unit values.

**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	
		2015 data	County	Estimate	Estimate	Estimate	[1]		Allocation	
1	AGOURA HILLS	20,767	0.2049%	\$ 387,165	\$ 321,143	\$ 240,840	\$ 13,772		\$ -	\$ 962,920
2	ALHAMBRA	85,545	0.8439%	1,594,840	1,322,878	992,086	56,680			3,966,484
3	ARCADIA	57,761	0.5698%	1,076,855	893,223	669,869	38,276			2,678,222
4	ARTESIA	16,849	0.1662%	314,121	260,555	195,402	11,177			781,254
5	AVALON	3,840	0.0379%	71,590	59,382	44,533	5,000	3,840	150,107	330,613
6	AZUSA	49,425	0.4876%	921,444	764,314	573,194	32,755			2,291,707
7	BALDWIN PARK	77,047	0.7601%	1,436,409	1,191,464	893,533	51,051			3,572,457
8	BELL	36,135	0.3565%	673,675	558,796	419,067	23,952			1,675,489
9	BELLFLOWER	78,106	0.7705%	1,456,152	1,207,840	905,815	51,753			3,621,560
10	BELL GARDENS	42,875	0.4230%	799,331	663,024	497,232	28,416			1,988,003
11	BEVERLY HILLS	34,833	0.3436%	649,402	538,661	403,967	23,089			1,615,119
12	BRADBURY	1,087	0.0107%	20,265	16,809	12,606	5,000			54,681
13	BURBANK	106,084	1.0465%	1,977,754	1,640,495	1,230,282	70,285			4,918,817
14	CALABASAS	24,212	0.2389%	451,391	374,417	280,793	16,054			1,122,655
15	CARSON	93,148	0.9189%	1,736,585	1,440,451	1,080,260	61,717			4,319,013
16	CERRITOS	49,968	0.4929%	931,568	772,711	579,491	33,114			2,316,884
17	CLAREMONT	36,282	0.3579%	676,416	561,069	420,771	24,049			1,682,305
18	COMMERCE	13,060	0.1288%	243,481	201,961	151,460	8,667			605,570
19	COMPTON	98,506	0.9718%	1,836,475	1,523,308	1,142,398	65,266			4,567,447
20	COVINA	48,876	0.4822%	911,209	755,824	566,827	32,391			2,266,251
21	CUDAHY	24,270	0.2394%	452,473	375,314	281,465	16,092			1,125,344
22	CULVER CITY	39,773	0.3924%	741,499	615,054	461,257	26,361			1,844,172
23	DIAMOND BAR	56,668	0.5590%	1,056,478	876,320	657,193	37,553			2,627,543
24	DOWNEY	113,900	1.1237%	2,123,470	1,761,363	1,320,926	75,462			5,281,221
25	DUARTE	21,839	0.2154%	407,151	337,721	253,272	14,482			1,012,626
26	EL MONTE	115,774	1.1421%	2,158,408	1,790,342	1,342,660	76,704			5,368,113
27	EL SEGUNDO	17,000	0.1677%	316,936	262,890	197,153	11,277			788,256
28	GARDENA	60,414	0.5960%	1,126,315	934,249	700,636	40,034			2,801,234
29	GLENDALE	199,182	1.9650%	3,713,407	3,080,173	2,309,963	131,952			9,235,495
30	GLENORA	51,463	0.5077%	959,439	795,830	596,829	34,105			2,386,203
31	HAWAIIAN GARDENS	14,545	0.1435%	271,167	224,926	168,682	9,651			674,425
32	HAWTHORNE	87,657	0.8648%	1,634,214	1,355,538	1,016,580	58,079			4,064,411
33	HERMOSA BEACH	19,772	0.1951%	368,615	305,756	229,301	13,113			916,785
34	HIDDEN HILLS	1,901	0.0188%	35,441	29,397	22,046	5,000			91,885
35	HUNTINGTON PARK	59,312	0.5851%	1,105,770	917,208	687,856	39,304			2,750,138

**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	
		2015 data	County	Estimate	Estimate	Estimate	[1]		Allocation	
36	INDUSTRY [3]	440	0.0043%	8,203	6,804	5,103	-			20,110
37	INGLEWOOD	112,333	1.1082%	2,094,256	1,737,130	1,302,754	74,424			5,208,564
38	IRWINDALE	1,473	0.0145%	27,462	22,779	17,083	5,000			72,323
39	LA CANADA-FLINTRIDGE	20,592	0.2031%	383,903	318,437	238,811	13,656			954,806
40	LA HABRA HEIGHTS	5,439	0.0537%	101,401	84,109	63,077	5,000			253,588
41	LAKEWOOD	81,601	0.8050%	1,521,311	1,261,887	946,347	54,068			3,783,613
42	LA MIRADA	49,521	0.4885%	923,234	765,798	574,307	32,818			2,296,158
43	LANCASTER	160,784	1.5862%	2,997,542	2,486,382	1,864,652	106,518	160,784	6,285,096	13,740,189
44	LA PUENTE	40,690	0.4014%	758,595	629,235	471,892	26,969			1,886,691
45	LA VERNE	33,042	0.3260%	616,011	510,965	383,196	21,903			1,532,076
46	LAWNDALE	33,403	0.3295%	622,742	516,548	387,383	22,142			1,548,814
47	LOMITA	20,733	0.2045%	386,531	320,617	240,446	13,749			961,344
48	LONG BEACH	472,779	4.6641%	8,814,153	7,311,108	5,482,935	313,181			21,921,377
49	LOS ANGELES CITY	3,957,022	39.0371%	73,771,886	61,191,838	45,890,560	2,976,578			183,830,861
50	LYNWOOD	71,381	0.7042%	1,330,776	1,103,844	827,823	47,298			3,309,741
51	MALIBU	12,935	0.1276%	241,151	200,028	150,010	8,584			599,774
52	MANHATTAN BEACH	35,763	0.3528%	666,740	553,043	414,752	23,705			1,658,240
53	MAYWOOD	27,884	0.2751%	519,849	431,201	323,378	18,486			1,292,915
54	MONROVIA	37,406	0.3690%	697,371	578,451	433,807	24,794			1,734,421
55	MONTEBELLO	64,104	0.6324%	1,195,109	991,312	743,430	42,478			2,972,329
56	MONTEREY PARK	62,063	0.6123%	1,157,058	959,749	719,760	41,126			2,877,693
57	NORWALK	107,166	1.0572%	1,997,926	1,657,227	1,242,831	71,002			4,968,986
58	PALMDALE	157,009	1.5489%	2,927,163	2,428,005	1,820,872	104,017	157,009	6,137,530	13,417,588
59	PALOS VERDES ESTATES	13,730	0.1355%	255,972	212,322	159,230	9,111			636,636
60	PARAMOUNT	55,302	0.5456%	1,031,011	855,196	641,351	36,648			2,564,206
61	PASADENA	141,510	1.3960%	2,638,211	2,188,327	1,641,126	93,751			6,561,415
62	PICO RIVERA	64,182	0.6332%	1,196,563	992,518	744,334	42,530			2,975,945
63	POMONA	152,419	1.5037%	2,841,591	2,357,025	1,767,641	100,977			7,067,233
64	RANCHO PALOS VERDES	42,564	0.4199%	793,533	658,215	493,625	28,210			1,973,583
65	REDONDO BEACH	68,095	0.6718%	1,269,514	1,053,029	789,715	45,122			3,157,379
66	ROLLING HILLS	1,904	0.0188%	35,497	29,444	22,081	5,000			92,022
67	ROLLING HILLS ESTATES	8,223	0.0811%	153,304	127,161	95,364	5,463			381,292
68	ROSEMEAD	55,017	0.5428%	1,025,698	850,789	638,046	36,459			2,550,991
69	SAN DIMAS	34,713	0.3425%	647,164	536,806	402,575	23,010			1,609,555
70	SAN FERNANDO	24,558	0.2423%	457,842	379,768	284,805	16,283			1,138,698

**PROPOSITION A, PROPOSITION C AND MEASURE R LOCAL RETURNS
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	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	
		2015 data	County	Estimate	Estimate	Estimate	[1]		Allocation	
71	SAN GABRIEL	40,517	0.3997%	755,370	626,559	469,886	26,854			1,878,669
72	SAN MARINO	13,414	0.1323%	250,081	207,436	155,565	8,901			621,984
73	SANTA CLARITA	213,231	2.1036%	3,975,326	3,297,428	2,472,892	141,258	213,231	8,335,265	18,222,171
74	SANTA FE SPRINGS	17,627	0.1739%	328,625	272,586	204,425	11,692			817,328
75	SANTA MONICA	93,283	0.9203%	1,739,101	1,442,539	1,081,826	61,806			4,325,272
76	SIERRA MADRE	11,133	0.1098%	207,556	172,162	129,112	7,391			516,220
77	SIGNAL HILL	11,585	0.1143%	215,982	179,152	134,354	7,690			537,178
78	SOUTH EL MONTE	20,841	0.2056%	388,545	322,288	241,698	13,821			966,352
79	SOUTH GATE	96,547	0.9525%	1,799,953	1,493,014	1,119,679	63,968			4,476,614
80	SOUTH PASADENA	26,174	0.2582%	487,969	404,758	303,546	17,354			1,213,627
81	TEMPLE CITY	36,275	0.3579%	676,285	560,961	420,690	24,044			1,681,980
82	TORRANCE	148,427	1.4643%	2,767,167	2,295,292	1,721,345	98,333			6,882,136
83	VERNON [4]	123	0.0012%	2,293	1,902	1,902	5,000			9,195
84	WALNUT	30,257	0.2985%	564,090	467,898	350,898	20,058			1,402,944
85	WEST COVINA	108,401	1.0694%	2,020,951	1,676,325	1,257,153	71,820			5,026,249
86	WEST HOLLYWOOD	35,825	0.3534%	667,896	554,002	415,471	23,746			1,661,115
87	WESTLAKE VILLAGE	8,423	0.0831%	157,032	130,254	97,684	5,595			390,566
88	WHITTIER	86,948	0.8578%	1,620,996	1,344,574	1,008,357	57,610			4,031,537
89	UNINCORP LA COUNTY	1,051,872	10.3770%	19,610,349	16,266,268	12,198,819	1,526,188	109,504	4,280,545	53,882,169
90	TOTAL	10,136,559	100.0000%	\$ 188,978,750	\$ 156,752,900	\$ 117,554,748	\$ 7,924,824	644,368	\$ 25,188,543	\$ 496,399,765

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.

Summary of Significant Information, Methodologies and Assumptions for

Revenue Estimates

- Sales tax revenue estimate is 3.3% over FY2016 budget based upon review of several economic forecasts.
- Consumer price index (CPI) of 1.85% 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 FY2016 allocation.
- Proposition A 95% of 40% growth over inflation (GOI) revenue of \$52 million is used to fund formula equivalents for eligible and Tier 2 operators.
- Proposition 1B PTMISEA Bridge funding allocation represents the 4th of four installments of FY2011 funding allocation.
- Proposition 1B Security Bridge funding allocation represents FY2014 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) based on directional route miles and vehicle revenue miles. Estimates are based on FY2017 estimated revenues. Operators' shares of sections 5339 and 5337 will be exchanged with Metro's share of section 5307 allocation.

Bus Transit Subsidies (\$667.6M)

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 FY2015 Transit Performance Measures

data for the FY2017 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 FY2017 for the amount of \$6 million.

Two-Year Lag Funding (\$1.6M)

Pursuant to the two-year lag funding policy adopted by the Board in 2006, a total of \$1,587,968 is being re-allocated from Metro to Foothill Transit and Norwalk Transit following the transfers of Lines 190/194 and 270 as approved by the Board at its April 28, 2016 meeting.

- **Line 190/194.** Service will be transitioned from Metro to Foothill effective June 28, 2016 for a total of 1,248,566 annual revenue miles.
- **Line 270 (Northern portion from Monrovia to El Monte Station).** Service will be transitioned from Metro to Foothill effective June 28, 2016 for a total of 81,290 annual revenue miles.
- **Line 270 (Southern Portion).** Service will be transitioned from Metro to Norwalk effective June 27, 2016 for a total 219,430 annual revenue miles.

The two year lag funding is paid through the FAP for two years beginning FY2017. After two years, the transitioned services operating data will become part of the FAP calculations.

Measure R 20% Bus Operations (\$159M)

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, the 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 (\$35.8M)

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 (\$72.6M)

- **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.
- **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 FY2017, Bridge Funding allocation for the Transit Modernization (PTMISEA) account represents the 4th of four installments the operators earned from FY2011 Proposition 1B allocation; Bridge Funding for the Security account represents the full funding earned from the FY2014 allocation.

Federal Funds

Section 5307 Urbanized Formula Program (\$239M)

The Urbanized Area Formula Funding program (49 U.S.C. 5307) makes Federal resources available to urbanized areas for transit capital and operating assistance in urbanized areas and for transportation related planning. Based on federal revenue estimates for FY2017, \$239 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 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)

Section 5339 is a grant program authorized by 49 United States Code (U.S.C) Section 5339 as specified under the Federal Reauthorization Moving Ahead for Progress in the 21st Century or "MAP 21". The Program provides capital funding to replace, rehabilitate and purchase buses, vans, and related equipment, and to construct bus-related facilities. Based on federal revenue estimates for FY2017, \$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 (\$86.5M)

Provides grants for new and expanded rail, bus rapid transit, and ferry systems that reflect local priorities to improve transportation options in key corridors. This program defines a new category of eligible projects, known as core capacity projects, which expand capacity by at least 10% in existing fixed guideway transit corridors that are already at or above capacity today, or are expected to be at or above capacity within five years. The program also includes provisions for streamlining aspects of the New Starts process to increase efficiency and reduce the time required to meet critical milestones. 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 FY2017, **\$80.7** 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 FY2017, **\$5.7** 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 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 (\$15.3M)

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 (\$496.4M)

- **Proposition A 25% Local Return (\$189M), Proposition C 20% (\$156.7M) Local Return and Measure R 15% Local Return (\$117.5M) 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 (\$7.9M).** 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 (\$25.8M)** 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 for Article 8 allocation is calculated based on the proportionate population of these areas to the total population of Los Angeles County.

Los Angeles County Metropolitan Transportation Authority
2017 Transit Fund Allocations

RESOLUTION OF THE LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY FOR FISCAL YEAR 2016-2017 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.

Los Angeles County Metropolitan Transportation Authority
2017 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 2016-17 to each claimant for each of the purposes as specified in Attachments A.
- 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

**Los Angeles County Metropolitan Transportation Authority
2017 Transit Fund Allocations**

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 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, 2016.

MICHELE JACKSON
Board Secretary

DATED:
(SEAL)



Board Report

File #: 2016-0254, File Type: Formula Allocation / Local Return

Agenda Number: 16.

FINANCE, BUDGET AND AUDIT COMMITTEE JUNE 15, 2016

SUBJECT: MEASURE R LOCAL RETURN CAPITAL RESERVE, AND PROPOSITION A AND PROPOSITION C CAPITAL RESERVE

ACTION: ESTABLISH NEW ACCOUNTS AND AMEND EXISTING CAPITAL RESERVE ACCOUNTS FOR CITIES

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to negotiate and execute all necessary agreements between Los Angeles County Metropolitan Transportation Authority (LACMTA) and the Cities for their Capital Reserve Accounts as approved; and:

- A. ESTABLISH **Measure R Local Return funded Capital Reserve Account for the City of Beverly Hills**, as described in Attachment A;
- B. ESTABLISH **Proposition A and Proposition C Local Return funded Capital Reserve Account for the City of Burbank**, as described in Attachment A;
- C. APPROVE three year extension of **Proposition C Local Return Capital Reserve Account for the Cities of Beverly Hills, El Monte, Lynwood and Manhattan Beach**, as described in Attachment A.

ISSUE

A local jurisdiction may need additional time to accumulate sufficient funding to implement a project or to avoid lapsing of funds. Board approval is required if there is a need to extend beyond the normal lapsing deadline for Local Return Funds. The local jurisdiction may request that funding be dedicated in a Capital Reserve Account. Once approved, a local jurisdiction may be allowed additional years to accumulate and expend its Local Return funds from the date that the funds are made available.

DISCUSSION

Measure R Local Return Guidelines require that Local Return funds be expended before a five-year

lapsing deadline. Proposition A and Proposition C Local Return Guidelines require that Local Return funds be expended before a four-year lapsing deadline (the year of allocation plus three years). However, Capital Reserve Accounts are permitted under both Local Return Guidelines, with approval from the Board of Directors, the accounts may be established so that Los Angeles County local jurisdictions may extend the life of their Local Return revenue to accommodate longer term financial and planning commitments for specific capital projects.

Some of the Measure R and Proposition A and Proposition C Local Return funds could lapse due to time constraints. According to the Local Return Guidelines, the lapsed funds then would be returned to LACMTA, so that the Board may redistribute the funds for reallocation to Jurisdictions for discretionary programs of county-wide significance, or redistribute to each Los Angeles County local jurisdiction by formula on a per capita basis.

DETERMINATION OF SAFETY IMPACT

Approval of the projects will allow for improvements to the streets and roads improvements and vehicle equipment replacement as listed on Attachment A.

FINANCIAL IMPACT

With our recommendation, there would be no impact on the LACMTA Budget, or on LACMTA's Financial Statements. The Capital Reserve Account funds originate from the portion of Measure R and Proposition A and Proposition C funds that are allocated to each Los Angeles County local jurisdiction by formula on a per capita basis.

ALTERNATIVES CONSIDERED

The cities have no other funds, and the projects could not be constructed in a timely manner.

NEXT STEPS

With Board approval of our recommendation, we will negotiate and execute all necessary agreements between LACMTA and the listed cities for their Capital Reserve Accounts as approved. We will monitor the account to ensure that the cities comply with the Local Return Guidelines and the terms of the agreement.

ATTACHMENTS

Attachment A - Project Summary for Proposed New or Amended Capital Reserve Accounts

Prepared by: Susan Richan, Program Manager (231) 922-3017
Kelly Hines, DEO Finance, Local Programming & TAP (213) 922-4569

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



Phillip A. Washington
Chief Executive Officer

ATTACHMENT A

PROJECT SUMMARY FOR PROPOSED NEW AND AMENDED
CAPITAL RESERVE ACCOUNTS

JURISDICTION	PROJECT	AMOUNT	FUND	AGREEMENT TERMINATION/ REVIEW DATE
City of Beverly Hills #1.05 (New)	North Santa Monica Blvd Improvement/Reconstruction <u>Justification:</u> The capital reserve will assist in the accumulation of funds and in the non-lapsing of funds to provide improvements on Santa Monica Blvd.	\$1,400,000	Measure R 15% Local Return	6/30/19
City of Burbank #01-380 (New)	Vehicle Equipment Replacement Fund <u>Justification:</u> The capital reserve will assist in the accumulation of funds and in the non-lapsing of funds to provide improvements.	\$125,000 \$500,000	Proposition A 25% Local Return Proposition C 20% Local Return	6/30/19
City of Beverly Hills #03-380 (Amended)	Santa Monica Blvd Improvement Project <u>Justification:</u> The capital reserve will assist in the accumulation of funds and in the non-lapsing of funds to provide improvements on Santa Monica Blvd.	\$2,500,000	Proposition C 20% Local Return	6/30/19
City of El Monte #01-380 (Amended)	El Monte Santa Anita Bridge Overcrossing <u>Project:</u> Street and Bridge Improvements <u>Justification:</u> The city is in the process of completing the El Monte Transit Village and Bus Station. The Transit Village and Bus Station plans to ease congestion on and along Santa Anita Avenue by diverting inbound and outbound local buses onto Ramona Blvd via grade separated busway	\$400,000	Proposition C 20% Local Return	6/30/19

JURISDICTION	PROJECT	AMOUNT	FUND	AGREEMENT TERMINATION/ REVIEW DATE
City of El Monte #02-380 (Amended)	Ramona Blvd at Valley Blvd Intersection Improvement <u>Project:</u> Consists of reconfiguration of existing roadway and addition of dedicated turn lanes <u>Justification:</u> This project will improve existing traffic conditions and allow for non-lapsing of funds	\$771,591	Proposition C 20% Local Return	6/30/19
City of El Monte #03-380 (Amended)	Ramona Blvd/Badillo St/Covina Blvd Improvements <u>Project:</u> Consists of Traffic Signal Synchronization, and Bus Speed Improvements <u>Justification:</u> This project will improve existing traffic conditions and allow for non-lapsing of funds	\$141,262	Proposition C 20% Local Return	6/30/19
City of Lynwood #57-380 (Amended)	Long Beach Blvd Improvement Project <u>Project:</u> Will provide for street improvements along Long Beach Blvd (Josephine Street to Tweedy Blvd) <u>Justification:</u> The capital reserve will assist in the non-lapsing of funds to provide improvements.	\$1,747,000	Proposition C 20% Local Return	6/30/19
City of Manhattan Beach #01-380 (Amended)	Sepulveda Boulevard Bridge Widening Project – Local Match <u>Project:</u> Engineering, design and construction of the Sepulveda Boulevard Bridge Widening <u>Justification:</u> Local Match to the 2007 Countywide Call for Projects program	\$3,500,000	Proposition C 20% Local Return	6/30/19

**Board Report**

File #: 2016-0406, **File Type:** Program**Agenda Number:** 17

**FINANCE, BUDGET AND AUDIT COMMITTEE
JUNE 15, 2016****SUBJECT: EXCESS LIABILITY INSURANCE PROGRAM****ACTION: PURCHASE EXCESS LIABILITY INSURANCE****RECOMMENDATION**

AUTHORIZE the Chief Executive Officer to **negotiate and award excess liability insurance policies** with up to \$300 million in limits at a cost not to exceed \$4.25 million for the 12-month period effective August 1, 2016 to August 1, 2017.

ISSUE

The excess liability insurance policies expire August 1, 2016. Staff typically brings this item to the Board for approval in July with final carriers and pricing, however because the Board is not meeting in July we are bringing this item in June. Insurance underwriters will not commit to final pricing until roughly six weeks before our current program expires on August 1. Consequently, we are requesting a not-to-exceed amount for this renewal pending final pricing and carrier identification. Metro is required by some shared use agreements with the freight railroads (Attachment A) to carry excess liability insurance. Without this insurance, Metro would be subject to unlimited liability for bodily injury and property damage claims resulting from, primarily, bus and rail operations.

DISCUSSION

Our insurance broker, Wells Fargo Insurance Services ("Wells"), is responsible for marketing the excess liability insurance program to qualified insurance carriers. Quotes are in the process of being received by our broker from carriers with A.M. Best ratings indicative of acceptable financial soundness and ability to pay claims. We typically approach the Board in July with final firm pricing and carriers identified.

In December 2015, H.R. 22, the Fixing America's Surface Transportation (FAST) Act, was passed, raising the liability cap for commuter rail transit providers for passenger liability from \$200 million to \$295 million. As such, our broker requested options at renewal to increase Metro's current \$250 million limit to \$300 million to comply with the new Federal statutory requirements. Along with the impact of the FAST Act increasing required liability caps, we expect higher premiums this year because of new Gold Line and Expo Line service.

After years of positive acceptance, the casualty insurance market for the transportation sector is

undergoing change with insurers revisiting their underwriting methods. High profile transportation related fatality accidents including the February 2015 Metrolink truck/train collision, January 2015 Washington Metropolitan Area Transit Authority subway fire, December 2013 Metro North high speed derailment in New York, April 2014 FedEx truck/bus collision in Northern California and, most recent, May 2015 Amtrak high speed derailment in Philadelphia, are proving problematic for the transportation sector. In addition, negative nationwide transportation risk perception is increasing the difficulty in placing primary insurance coverage with the domestic markets.

Staff and Wells developed a 2016/2017 excess liability insurance renewal strategy with the following objectives. First, our insurance underwriter marketing presentations emphasized the low risk of light rail and bus rapid transit services added over the past years in order to mitigate insurer's concerns with increased operating exposures. Second, we wanted to maintain a diversified mix of international and domestic insurers to maintain competition and reduce our dependence on any single insurance carrier. Thirdly, we desired to increase total limits to \$300 million while maintaining a \$7.5 million self-insured retention.

Wells Fargo is presenting the submission to several competing insurers in order to create competition in other layers of our insurance program. We met with markets personally in April. Insurance executives both nationally and internationally expressed continuing increased underwriting discipline in particular for transportation risks. In that context, insurers asked for detailed loss information on Metro risks. We are awaiting underwriter quotes from our broker.

We have been a beneficiary of soft pricing for several years. Last year, we obtained \$250 million in coverage with a \$7.5 million retention for \$3.6 million. This year's recommended program increases coverage to \$300 million and maintains a \$7.5 million retention for an estimated \$4.25 million. The premium increase represents a 19% increase in premium expense over the prior year renewal. To put this renewal in perspective, \$100 million in limits with a \$4.5 million retention cost \$5.1 million in 2005-2006.

Attachment B provides an overview of the current program, renewal options and estimated associated premiums, and the agency's loss history. The Recommended Program, Option B, increases total limits to \$300 million with \$7.5 million retention and provides terrorism coverage at all levels.

DETERMINATION OF SAFETY IMPACT

Approval of this recommendation will not impact the safety of Metro's patrons or employees.

FINANCIAL IMPACT

The funding for eleven months of \$4.2 million for this action is included in the FY17 budget in cost center 0531, Risk Management - Non Departmental Costs, under projects 300022 - Rail Operations - Blue Line, 300033 - Rail Operations - Green Line, 300044 - Rail Operations - Red Line, 300055 - Gold Line, 300066 - Rail Operations - Expo Line, 301012 - Metro Orange Line, 306001 - Operations Transportation, 320011 - Union Station, and 405533 - Commuter Rail in account 50602 (Ins Prem For Gen Liability). The remaining month of premiums will be included in the FY16 budget, cost center

0531, Risk Management - Non Departmental Costs, under projects under projects 300022 - Rail Operations - Blue Line, 300033 - Rail Operations - Green Line, 300044 - Rail Operations - Red Line, 300055 - Gold Line, 300066 - Rail Operations - Expo Line, 301012 - Metro Orange Line, 306001 - Operations Transportation, 320011 - Union Station, and 405533 - Commuter Rail in account 50602 (Ins Prem For Gen Liability). In FY16, an estimated \$3.6 million will be expensed for excess liability insurance.

Impact to Budget

Approval of this action has no impact on the FY17 budget. The sources of funds for this action are bus and rail operations eligible. No other sources of funds were considered because these are the activities that benefit from the insurance coverage.

ALTERNATIVES CONSIDERED

Various deductibles and limits of coverage options were considered as described in Attachment B. Our estimated penetration of the excess layer and premium history is also shown in this attachment. Option A maintains \$250 million limits with a SIR of \$7.5 million. This option is not recommended because maintaining current insurance limits does not conform to the minimum \$295 million liability cap as required by the FAST Act. Option B increases our limits to \$300 million limits while maintaining a SIR of \$7.5 million and will satisfy the increased liability requirements of the FAST Act.

NEXT STEPS

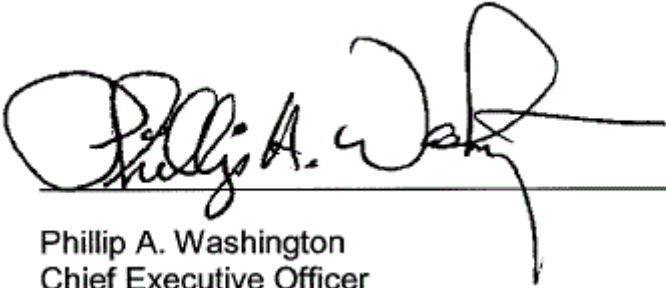
Upon Board approval of this action, we will advise Wells to proceed with placement of the excess liability insurance program outlined herein effective August 1, 2016.

ATTACHMENTS

- Attachment A - Shared Use Agreements with the Freight Railroads
- Attachment B - Options, Premiums and Loss History

Prepared by: Tim Rosevear, Risk Financing Manager, (213) 922-6354

Reviewed by: Greg Kildare, Executive Director, Risk, Safety and Asset Management, (213) 922-4971



Phillip A. Washington
Chief Executive Officer

ATTACHMENT A

SHARED USE AGREEMENTS WITH THE FREIGHT RAILROADS

Insurance excerpt from the Pasadena Subdivision, Los Angeles County Agreement with BNSF Railway effective March 31, 2011:

“ARTICLE 20. EAST END SEGMENT: INSURANCE

20.4 The Parties may renegotiate the limits of coverage of both Parties every 5 years upon 1 year notice, or if federal legislation limiting liability for passenger rail service is overturned, revoked or otherwise becomes ineffective as the result of a federal statutory change or a final, non-appealable, court ruling, or if federal legislation reduces liability limits. Except with respect to a change in insurance caused by the events regarding federal legislation described in the preceding sentence, any renegotiation shall be based on the national CPI-U and prevailing conditions in the liability insurance market, take into account any safety improvements or enhancements implemented by one or both parties or installed on one or more of the covered rail lines, and any dispute shall be resolved by arbitration in accordance with the procedures set forth in Article 12 of the SUA; such adjustments shall also apply to the self insured retention or deductible.

20.5 Agency shall not be required to maintain liability coverage above limits set by federal legislation applicable to passenger or commuter rail operations, but in no event shall Agency maintain coverage of less than \$200 million per occurrence, except as expressly provided in Section 20.1 above. Agency also shall not be required to maintain liability coverage in excess of \$200 million for any year that would result in its having to pay 125% of the prior year's premium amounts (except for the initial purchase pursuant to this Article 20).

ATTACHMENT B

Options, Premiums and Loss History

Current Insurance Premium and Proposed Options

	CURRENT PROGRAM	OPTIONS (Estimated)	
		A	B
Self-Insured Retention	\$7.5 mil	\$7.5 mil	\$7.5 mil
Limit of Coverage	\$250 mil	\$250 mil	\$300 mil
Terrorism Coverage	Yes	Yes	Yes
Not to Exceed Premium	\$3.65 mil	\$3.80 mil	\$4.25 mil

**Premium History for Excess Liability Policies
Ending in the Following Policy Periods**

	2007/2008	2008/2009	2009/2010	2010/2011	2011/2012	2012/2013	2013/2014	2014/2015	2015/2016
Self-Insured Retention	\$4.5 mil	\$4.5 mil	\$4.5 mil	\$4.5 mil	\$5.0 mil	\$5.0 mil	\$7.5 mil	\$7.5 mil	\$7.5 mil
Insurance Premium	\$4.9 mil	\$4.3 mil	\$3.8 mil	\$3.8 mil	\$3.9 mil	\$3.9 mil	\$3.6 mil	\$3.7 mil	\$3.6 mil
Claims in Excess of Retention	0	3	1	0	0	2 *	1	0 (est.)	0 (est.)
Estimated Amount in Excess of Retention	0	\$14.8 mil	\$1.0 mil	0	0	\$0.5 mil *	\$1.3 mil	unknown	unknown

* 1 pending, amount undetermined at present.



Board Report

File #: 2016-0433, **File Type:** Program

Agenda Number: 18

**FINANCE AND BUDGET COMMITTEE
JUNE 15, 2016**

SUBJECT: FY 2016-17 METROLINK ANNUAL WORK PROGRAM BUDGET

ACTION: APPROVE METROLINK'S FY 2016-17 ANNUAL WORK PROGRAM AND RELATED ACTIONS

RECOMMENDATION

CONSIDER:

- A. APPROVING the **Southern California Regional Rail Authority's (SCRRA) FY 2016-17 (FY17) Annual Work Program** pursuant to their April 29, 2016, budget transmittal (Attachment A).
- B. APPROVING the Los Angeles County Metropolitan Transportation Authority's (LACMTA) share of SCRRA FY17 Metrolink funding totaling \$88,825,701 for programs detailed in Table 1.
- C. EXTENDING the lapsing dates for funds previously allocated to SCRRA for the Rehabilitation and Renovation Program as follows:
 - FY 2010-11 from June 30, 2016 to June 30, 2017 - \$1,774,223
 - FY 2011-12 from June 30, 2016 to June 30, 2017 - \$2,830,282
 - FY 2012-13 from June 30, 2016 to June 30, 2017 - \$5,024,401
- D. APPROVING the FY17 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 Chief Executive Officer to negotiate and execute all necessary agreements between LACMTA and the SCRRA for the approved funding.
- F. RECEIVING AND FILING update to March 24, 2016 Board Motion 40.1 on Equitable Governance on Southern California Regional Rail Authority.

ISSUE

The SCRRA Joint Exercise of Powers Agreement (JPA) requires the member agencies to annually approve their individual share of Metrolink funding.

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.

The SCRRA overall FY17 Budget request for new programming from all Member Agencies consists of \$243.8 million for Commuter Rail operations, \$29.8 million for Rehabilitation and Renovation projects and \$1.3 million for New Capital projects.

LACMTA Contribution

TABLE 1
Requested FY17 LACMTA Share of Metrolink Programming

Proposition C 10% - Operations	Recommended Amount
Commuter Rail Operations	\$71,795,000
Enhanced L.A. County ROW Security	2,360,551
Antelope Valley Line Fare Reduction Program	730,000
Antelope Valley Line 100% Fare Enforcement Program	1,700,000
One-Time Special Events	100,000
Subtotal Proposition C 10%	\$76,685,551
Measure R 3% - Capital	
Rehabilitation and Renovation Program	\$10,000,000
Rotem Reimbursement	1,522,150
Capital Projects Study Reports	618,000
Subtotal Measure R 3%	\$12,140,150
Total New Metrolink Programming	\$88,825,701

Proposition C 10% Funds:**Metrolink Operations - \$71,795,000**

The FY17 Metrolink budget anticipates the operation of 172 weekday and 90 weekend trains, including new service with the 24 mile extension of the 91 Line to Perris Valley in Riverside County. New service consists of three new round trips from South Perris to Los Angeles Union Station and three Riverside intra-county round trips expected to begin June 6, 2016.

For FY17, SCRRA's operating expenses are projected to increase \$3.3 million (1.4%) over FY16 levels. Much of this increase is attributable to a full year of operations on the new Perris Valley Line service, increases in parts purchased for rolling stock, increased mechanical costs, and increased administrative salaries and related fringe benefits.

However, these increases have been offset by reduced insurance costs and decreased Maintenance of Way expenditures.

METROLINK OPERATIONS BUDGET SUMMARY (\$000)				
	FY16	FY17	DIFF.	CHANGE *
Expenses	\$ 240,513	\$ 243,815	\$ 3,302	1.4%
Revenues	\$ 101,457	\$ 102,246	\$ 789	0.8%
Member Agency Subsidy	\$ 139,055	\$ 141,569	\$ 2,514	1.8%
Metro Subsidy	\$ 71,796	\$ 71,794	\$ (2)	0%
Metro Share of Subsidy	51.6%	50.7%		

* Numbers may be subject to minor rounding

For FY17, Riverside County Transportation Commission (RCTC) will incur the majority of the \$2.5 million subsidy increase due to the new Perris Valley Line service. LACMTA’s contribution for FY17 Metrolink Operations will not increase but instead remain at the FY16 funding level.

It should be noted that the Metrolink operating subsidy request has dramatically increased over the past five years: an 88% increase in Metro’s subsidy since FY12. This trend is not sustainable and exceeds LACMTA’s LRTP projection.

Right-of-Way (ROW) Security Services to Be Provided by L.A. Sheriffs (LASD) - \$2,360,551

SCRRA contracts with the LASD to provide core security and fare enforcement services on board trains and at stations. In addition to core security 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) is to provide a dedicated security presence along LACMTA owned ROW, and to more quickly respond to incidents along the ROW within Los Angeles County.

Antelope Valley Line Fare Reduction Program - \$730,000

The Antelope Valley Line 25% Fare Reduction Program has been successful in attracting riders to the Metrolink system. The results through March 2016 show that the ridership is up 16% over FY15. However, the revenues are only down 10% which means the program is recovering 90% of the costs.

Metrolink is requesting \$730,000 to continue this program for FY17. This program was initially estimated to cost \$2,500,000 for FY16 and the actual expenditures have resulted in a \$1.8M savings.

Antelope Valley Line 100% Fare Enforcement Program - \$1,700,000

Along with the Fare Reduction program, the 100% Fare Enforcement program has also been successful. The L.A. County Sheriff’s report that fare evasion is at 0.5% or lower, down from the estimated 3.5% prior to the programs implementation. Metrolink is requesting \$1,700,000 to continue this program for FY17.

Special Event Services - \$100,000

An additional \$100,000 in funding is requested for the following special events:

- Los Angeles County Fair Trains
- Dodgers/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.

Measure R 3% Funds:

Rehabilitation and Renovation Program - \$10,000,000

The SCRRA's Rehabilitation and Renovation program funds State of Good Repair and improvements to infrastructure, the signal system, and the replacement and refurbishment of rolling stock in order to keep the railroad in a state of good repair.

For FY17, SCRRA is requesting programming authority from LACMTA of \$10,000,000 which is expected to be paid over a four year period. Please refer to Attachment A for a list of the FY17 rehabilitation projects.

LACMTA staff still has concerns with project delivery and SCRRA's identification of significant rehabilitation and renovation needs far exceeding the current funding capacities of the member agencies.

For FY16, the Board approved staff's recommendation to withhold SCRRA's \$20 million rehabilitation program funding request due to approximately \$40 million of unspent previously programmed and budgeted rehabilitation funds from LACMTA. Staff has regularly met with SCRRA over the last year and continues to see progress to resolve this issue.

To assist LACMTA in the assessment of Metro owned infrastructure and determining the highest priority rehabilitation and renovation project needs, LACMTA is procuring a consultant from the Regional Rail Bench to review, assess and work with SCRRA to prioritize and develop a scope of work and project delivery schedule to identify what rehabilitation projects can be delivered within the current fiscal year, in the next two years or what will actually require a four year program for all rehabilitation and capital projects. LACMTA staff will return to the Board with recommendations to maintain the state of good repair of the commuter rail system.

Staff will continue to collaborate and work closely with SCRRA to develop a realistic rehabilitation, renovation and state of good repair program that benefits Los Angeles County and the Metrolink system as a whole.

OCTA/Rotem Rolling Stock Acquisition - \$1,522,150

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 are being made towards a total LACMTA commitment of \$19,928,150. For the fifth annual and final commitment, in FY17, LACMTA will program \$1,522,150 in Measure R 3% funds to complete the programming of this reimbursement.

New Capital Projects - \$618,000

Metrolink is requesting \$618,000 to be used for preparing project study reports and initial design for enhancement and expansion (i.e. non-good state of repair projects).

Extend Lapsing Date of Rehabilitation/Renovation Funds

SCRRA programs rehabilitation/renovation 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 passenger car rehabilitation program, are expected to extend over several years. As a result, funds programmed over multiple years may not be completely invoiced prior to lapsing and LACMTA does not recognize project completion until we are invoiced.

In FY15 LACMTA extended the lapsing period to four years and extended the lapsing dates of several MOUs. LACMTA has been assured that the work is substantially complete or is in progress. SCRRA is hiring additional staff in FY17 to bring them current on their invoicing.

SCRRA's funding lapses on June 30, 2016, as follows:

FY 2010-11 from June 30, 2016 to June 30, 2017 - \$1,774,223
FY 2011-12 from June 30, 2016 to June 30, 2017 - \$2,830,282
FY 2012-13 from June 30, 2016 to June 30, 2017 - \$5,024,401

Staff is seeking Board authority to extend funding for one additional year to June 30, 2017, to allow SCRRA to continue the progress they have made with increased project delivery and to work through their accounting system issues.

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.

For FY17, staff is recommending the reimbursement rate remain at \$1.10, the same as for FY16, and that the existing EZ Transit Pass cap of \$5,592,000 be honored.

This rate has remained at the current rate for several years. However, with the recent advent of Metrolink's ticket compatibility on TAP and the changes in Metro's fare structure, staff is in the process of analyzing the actual levels of Metrolink riders on the Metro system. Staff will incorporate identified usage rates in the development of the FY18 budget to determine what, if any changes may be incorporated into the transfer agreement.

OTHER ISSUES

Additional Request for Metrolink Funding

By letter dated May 23, 2016, the SCRRA has requested additional FY17 Metro funding in the amount of \$206 thousand.

On May 13, 2016, subsequent to submittal of Metro's proposed budget, the SCRRA Board of Directors adopted a modified fare structure effective July 1, 2016, that reduces short distance fares based on miles traveled, while not increasing long distance fares. This action is estimated to reduce the total Metrolink FY17 Budgeted Farebox Revenue in the amount of \$420,800 (0.3%), and increase the total requested Member Agency operating subsidy in an equal amount. As noted Metro's share of this request is \$206 thousand.

Based on reported FY16 financial performance to date, Metrolink is experiencing a budget under-run of approximately \$13 million (9%) through January 2016, and has estimated a FY16 budget surplus of at least \$8 million. Based on current trends, staff believes that Metro will accrue an FY16 budget surplus ranging between \$3.0 and \$6.0 million.

Staff is proposing to apply these previously approved funds in the event of the realization of a potential shortfall in fare revenues during FY17 and thereby not increasing current demands on Metrolink eligible funding.

Board Motion 40.1 on Equitable Governance on Southern California Regional Rail Authority.

At its meeting of March 24, 2016, the Board adopted motion 40.1 which, among other actions, directed staff to "Work with SCRRA member agencies to revise and simplify the allocation formula structure."

At the direction of the Member Agency's Chief Executive Officers, the SCRRA was requested to procure an independent and neutral consultant to review and provide potential revisions to the current formula basis of allocation including any opportunities to simplify or streamline the current process.

The SCRRA is currently procuring a consultant to perform this review. In order to assure that each member's input and insights are included in this review and evaluation, the scope specifically highlights the requirement to consult with each member agency to identify their respective concerns, issues, priorities and perspectives:

Member Agency and Stakeholder Consultation

The consultant will meet with Member Agencies to discuss and assess perspectives related to the existing cost allocation and revenue allocation formulas in both operation and capital investment, especially as it relates to the structure, magnitude, and frequency of updates of various formulas. The consultant will develop a summary of positive attributes and issues or concerns the members may have with the current allocation.

In addition, the consultant will get feedback from Authority staff and member agency staff who implement the formulas to assess how the structure of the formulas affect internal and external business processes and how the current formulas can be evaluated according to various criteria (e.g., flexibility, adaptability, simplicity, ease of application, transparency).

Staff will work very closely with the selected consultant to ensure that issues and areas of concern previously expressed by the Board will be included in the formula review and Member Agency review process.

Finally, to ensure each Member Agency supports the allocation of Metrolink costs and revenues, the JPA requires each Member Agency to individually approve the formula basis upon which costs and revenues are allocated.

Upon receipt of the consultant's report, staff will update the Board on the status of any proposed changes in the formula structure that affect Metro's contribution to Metrolink.

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 \$88,825,701 for LACMTA's total FY17 Annual Work Program programming authority consisting of \$76,685,551 in Proposition C 10% and \$12,140,150 in Measure R 3% funding.

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 staff, working collaboratively with SCRRA staff will:

- Prepare a 5-Year strategic funding plan for Metrolink pursuant to the June 25, 2015, Motion 6.1 Board request;
- Review and analyze Metrolink's rehabilitation and renovation program including project priorities, costs and schedules;
- Provide ongoing updates to the Board.

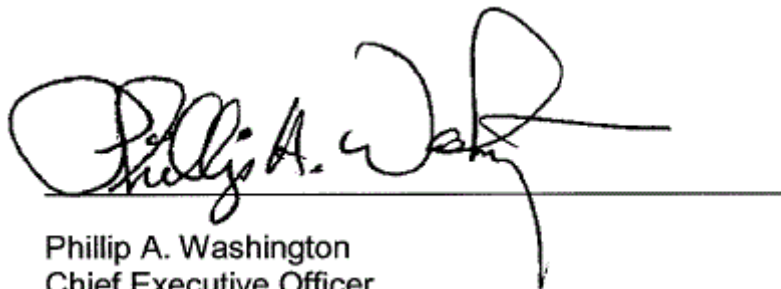
The SCRRA Board is scheduled to adopt its FY17 Budget on June 24, 2016. LACMTA staff will monitor implementation of SCRRA's budget and report back to the LACMTA Board with any issues requiring Board action. LACMTA staff will monitor implementation of SCRRA's budget and report back to the LACMTA Board with any issues requiring Board action.

ATTACHMENTS

A) SCRRRA FY 2016-17 Preliminary Budget Transmittal

Prepared by: Drew Phillips, Director of Budget, (213) 922-2109
Yvette Reeves, Transportation Planning Manager III, Regional Rail
(213) 922-4612
Jeanet Owens, Interim Executive Officer, Regional Rail
(213) 922-6877

Reviewed by: Richard Clarke, Executive Director, Program Management
(213) 922-7557
Nalini Ahuja, Executive Director, Finance & Budget
(213) 922-3088




Phillip A. Washington
Chief Executive Officer

April 29, 2016

TO: Darrell Johnson, *Chief Executive Officer, OCTA*
Darren Kettle, *Executive Director, VCTC*
Anne Mayer, *Executive Director, RCTC*
Phil Washington, *Chief Executive Officer, Metro*
Dr. Raymond Wolfe, *Executive Director, SANBAG*

FROM: Elissa K. Konove, Deputy Chief Executive Officer for
Arthur T. Leahy, *Chief Executive Officer, SCRRA*



SUBJECT: SCRRA Preliminary FY2017 Budget

The SCRRA Board of Directors acted on April 22, 2016, to authorize the transmittal to our Member Agencies the Preliminary FY 2016-17 (FY17) SCRRA Budget. After Member Agency Boards have acted on the Preliminary Budget, staff will return to the SCRRA Board in June for adoption of the final FY17 Budget.

The Preliminary FY17 Budget was presented at a Board budget workshop on February 26, 2016. Following the workshop, meetings were held with individual Member Agencies in March and April. Member Agencies indicated funding constraints for Operating and Capital Rehabilitation expenses. As a result, the Preliminary FY17 Budget amounts for Operating and Capital Rehabilitation have been reduced from the amounts initially presented on February 26. The revised Preliminary FY17 Budget was presented to the Board on April 22, 2016.

Budget Priorities for FY17

The Preliminary FY17 Budget reflects priorities consistent with the “back to basics” approach outlined in the Strategic Plan, adopted in March 2016. The budget provides funding in alignment with the Authority’s strategic goals and includes the following priorities for the upcoming fiscal year:

- Continued emphasis on safe operations, with the full implementation of Positive Train Control (PTC) as the centerpiece of our efforts.
- Improved reliability and on-time performance, by putting Tier 4 locomotives into service and providing funding necessary for required equipment maintenance, consistent with the Fleet Management Plan.



- Enhanced customer experience, by implementing upgrades to the mobile ticketing application and a modernized ticket vending system.
- Increased ridership and regional mobility, with expanded service from Riverside to Perris Valley.
- Investment in existing assets to maintain a state of good repair, by funding critical rehabilitation projects and improving processes to accelerate project delivery.
- Ongoing workforce development, by training and engaging employees.

Overall Summary

The Preliminary FY17 Budget includes new budgetary authority of \$274.9 million. The proposed budget consists of Operating Budget authority of \$243.8 million, an increase of 1.4% over the FY16 Budget. Capital Program authority totals \$31.1 million, \$29.8 million for Rehabilitation Projects and \$1.3 million for New Capital Projects. Carryover of New Capital Projects approved in prior years is \$255.1 million, and carryover of Rehabilitation Projects approved in prior years is \$37.9 million.

Operating Budget

Budget Assumptions

For the Preliminary FY17 Budget, the assumptions included no increase of current service ridership-based fare revenues and no fare increase. The only changes to Revenue were an additional 4½ months of the Perris Valley Line, and a slight decrease for Station to Station discounts. The “Big Five” major vendors (for train operations, track maintenance, signal maintenance, equipment maintenance, and security), which represent approximately 39% of the operating expense budget, were limited to the contracted escalators for current service. Diesel fuel is approximately 10% of the operating budget. The budget reflects an anticipated average price per gallon of \$2.75, with a 5% contingency to allow for any unexpected cost increase. The budget for parts for the repair of the aging fleet is \$14.0 million, which is consistent with actual costs in prior years. The budget includes a net reduction of two positions. Budgeted increases include a 1.5% Cost of Living Increase, and a Merit Pool equal to 0.5% of Payroll. The Preliminary FY17 Budget includes the three leased locomotives for PTC testing. The portion of the deductible for the 2015 Oxnard incident to be recognized this year is lower by \$1.0M to \$2.0M. BNSF Locomotives and related expenses are included through October 2016.

Operating Revenues

Operating revenues include farebox, dispatching, maintenance-of-way revenues, interest, other minor miscellaneous revenues, and are currently estimated to equal \$102.2 million, an increase of \$0.8 million, or 0.8% compared to the FY16 budget.

Fare Revenues, the largest operating revenue of the budget, have increased \$0.6 million or 0.7% compared to the FY16 budget to a total of \$85.0 million. The FY17 budget reflects no fare increase. This increase is consistent with the current forecast for FY16 actual expense.

Maintenance-of-way revenues from the freight railroads and Amtrak are estimated from existing agreements based on projections of current usage. The Preliminary FY17 Budget estimates an increase of 2.0% from the FY16 budget to a total of \$14.6 million. Dispatching Revenues were only minimally different from FY16.

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 FY17 budgeted amount for Train Operations is \$144.6 million, MOW is \$39.6 million, Administration & Services is \$36.7 million, Insurance/Claims \$16.8 million, and BNSF Lease expenses \$6.1 million. Attachment B provides the detail of the Operating Budget components compared to prior years. Attachment C shows the detail of the allocation of the Operating Budget components among the five Member Agencies.

The Preliminary FY17 Budget assumes the operation of a total of 2.8 million revenue service miles through the operation of 172 weekday trains and 90 weekend trains. No incremental services were requested for FY17.

Overall, the total budgeted expenses have increased by 1.4%. This change is the result of:

- a) an increase of \$9.0M in total Train Operations and Services, driven primarily by increases in parts purchased for rolling stock (\$4.3M), an additional 4½ months of Perris Valley Service (\$1.6M), and increases to Bombardier (\$1.1M), and Other mechanical (\$1.8M).
- b) a decrease in Maintenance of Way of \$2.8 million. MOW amounts are limited to estimated prior year expenditures, with an increase of \$1.1 million primarily due by contract escalations for Veolia and MASS Electric staff additions.
- c) an increase in Administration and Services (\$3.9M), driven by an increase in the Operations and Admin Salaries and Wages caused by the removal of the vacancy factor included in last year's budget (\$0.9M) in combination with a lower percent charge of salaries to projects charged to Capital Projects (\$1.2M), FY16 hiring over the mid-point budgeted for salaries and increases (\$0.9M), an increase in fringe benefits (\$0.5M), a COLA of 1.5% and merit pool of 0.5% for FY17 (\$0.4M), increased operational PTC charges no longer covered by Grants (\$1.0M) and a reduction of professional service expense (-\$1.0M).
- d) total insurance expense lower by \$1.3M, as a result of the \$3.0M budgeted to cover Oxnard related costs in FY16 reduced to \$2.0M for FY17 (-\$1.0M), and an insurance premium reduction (-\$0.3M).

In total, the FY17 budget increase is \$3.3M, or 1.4%, over the FY16 budget. Attachment D presents the elements driving the increases in FY17.

Member Agency Subsidy

Member Agency subsidies are required to fund the difference between the total costs of operations and all available revenues. The Preliminary FY17 Budget estimates total Member Agency contributions to equal \$141.6 million, an increase of \$2.5 million or 1.8% over the FY16 budget. The subsidy increase is the net result of slightly increased farebox revenue, higher routine operating expenses as a result of a full year of the Perris Valley Line, the Shortway and Redlands route additions, lower insurance cost, and the expiration of the BNSF Lease. Attachment E reflects subsidies FY14-FY16 and provides a specific analysis of the FY16 vs. FY17 change in the Member Agency subsidy.

Capital Budget

Capital Projects are frequently multi-year endeavors. The project balances are referred to as “Carryovers” because their uncompleted balance moves to the following year. Projects authorized in prior years but “carried over” total \$37.9 million for Rehabilitation and \$255.1 million for New Capital. They are shown in detail on Attachments J and N respectively.

The Capital Rehabilitation authorization request for FY17 was identified as necessary for safe and efficient rail operations. These projects total \$29.8 million and are represented in summary in Attachment H, and in detail in Attachment I.

The information presented in detail at the Board Workshop to Member Agencies included a total Rehabilitation request of \$101.1 million. Due to Member Agency funding constraints, this amount was reduced to \$29.8 million. Those projects removed from the budget request are displayed on Attachment H-1 by project type as ‘lined out’, on Attachment H-2 by project type as removed, and on Attachment H-3 by subdivision.

The total Rehabilitation Program includes:

- Track and Structures upgrades totaling \$18.9 million;
- Locomotive and Rolling Stock upgrades of \$1.0 million;
- Signal system improvements of \$2.8 million;
- Fleet and Facility projects of \$3.6 million;
- Communications and Signage improvements of \$3.5 million.

As the Rehabilitation Program needs identified exceed the amount of funding currently included in the Preliminary FY17 Budget, SCRRRA may return to the Member Agencies and the Board during FY17 to request additional Rehabilitation funding. SCRRRA will continue to work with the Member Agencies to track the status of Rehabilitation projects and any potential request for additional funding will be coordinated with the Member Agencies.

Capital Rehabilitation projects shown for FY18 and FY19 cover many other projects critical to the safe operation of the railroad. Over a number of years, a significant backlog of deferred

maintenance has accrued, creating the large numbers shown in the FY18 and FY19 listings. The needed projects are shown on Attachments K through L.

The New Capital authorization request for FY17 was identified as necessary for safe and efficient rail operations. The only new project proposed for FY17 totals \$1.3 million and is an amount to be used for project study reports and preliminary design on high priority projects. The project is shown on Attachment M. This information was also presented to the TAC members, and at the Board Workshop.

New Capital projects that have been identified as candidates for consideration in future years are listed in their totality on Attachment O. A description of possible funding which may apply to these projects is included.

Cash flow projections for FY17, FY18, and FY19 are presented in Attachment P.

Operating and Capital Budget Projections for FY18 and FY19

Upon approval by the Board, the FY17 Budget will be transmitted to Member Agencies for consideration. FY18 and FY19 projected budgets are included in this report for informational purposes only. Operating Budget projections are outlined in Attachments F and G, and Capital Budget Projections are shown in Attachments L through O.

FY18 and FY19 Projected Operating Budgets are based upon possible requested new services in combination with an inflation factor (3%) applied to all other costs.

Next Steps

May – June: Member Agencies Consider and Approve FY17 Budget

June 7 Required Public Posting of FY17 Budget

June 24 Request Board Approval of FY17 Budget

Thank you for your ongoing support and active participation in the development of the Preliminary FY17 Budget. 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 2016. My staff and I will also be available at your request to attend or present at your Board Meetings considering the budget adoption.

If you have any questions, comments or concerns, please do not hesitate to contact me directly at (213) 452-0269, or have any member of your staff contact Christine Wilson, Manager, Budget and Financial Analysis at (213) 452-0297.

cc: Member Agency CFOs
Member Agency TAC Members

OPERATING FUNDING ALLOCATION BY MEMBER AGENCY

(In 000's)	TOTAL FY16-17	Metro Share	OCTA Share	RCTC Share	SANBAG Share	VCTC Share
Revenues						
Gross Farebox	\$85,002	\$41,559	\$22,031	\$7,789	\$11,074	2,549
Dispatching	2,590	1,315	887	6	69	313
Other Operating	12	6	3	1	2	-
Maintenance-of-Way	14,642	9,147	2,716	677	1,575	527
Total Revenues FY17 Budget	\$102,246	\$52,027	\$25,637	\$8,473	\$12,720	\$3,389
Expenses						
Train Operations & Services	\$144,655	\$73,087	\$33,889	\$15,778	\$15,723	6,178
Maintenance-of-Way	39,592	20,864	8,125	2,887	5,438	2,278
Administration & Services	36,726	17,592	6,480	5,309	3,710	3,635
Insurance	16,787	8,990	4,062	1,227	1,954	554
BNSF	6,055	3,288	1,266	577	680	244
Total Expense FY17 Budget	\$243,815	\$123,821	\$53,822	\$25,778	\$27,505	\$12,889
Total FY17 Subsidy by Member	\$141,569	\$71,794	\$28,185	\$17,305	\$14,785	\$9,500
FY 2015-16 Budget	\$139,055	\$71,796	\$28,526	\$15,015	\$14,154	9,564
Over/(Under) Last Year Budget	2,514	(2)	(341)	2,290	631	(64)
Percent of Change	1.8%	(0.0%)	(1.2%)	13.2%	4.3%	(0.7%)

Comparative Annual Operating Budget Distribution
by Cost Component by Year

(\$000s)	FY 14-15 Actual	FY 15-16 Budget	FY 16-17 Budget	FY15-16 Budget vs FY16-17 Budget	
				Change	%
Operating Revenue					
Farebox Revenue	83,134	84,446	83,972	(474)	-0.6%
Metro Fare Reduction Subsidy	-	-	1,030	1,030	n/a
Subtotal-Pro Forma FareBox	83,134	84,446	85,002	556	0.7%
Dispatching	2,493	2,663	2,590	(73)	(2.8%)
Other Revenues	372	-	12	12	100.0%
MOW Revenues	13,207	14,348	14,642	294	2.0%
Subtotal Operating Revenue	99,206	101,457	102,246	789	0.8%
Operating Expenses					
<u>Operations & Services</u>					
Train Operations	40,569	43,979	43,942	(37)	(0.1%)
Equipment Maintenance	32,649	29,352	37,582	8,230	28.0%
Fuel	24,454	22,952	22,772	(180)	(0.8%)
Non-Scheduled Rolling Stock Repairs	1	232	100	(132)	(56.9%)
Operating Facilities Maintenance	1,120	1,182	1,418	236	20.0%
Other Operating Train Services	293	567	496	(71)	(12.5%)
Rolling Stock Lease	104	640	370	(270)	(42.2%)
Security - Sheriff	5,136	5,482	5,511	29	0.5%
Security - Guards	1,591	2,010	2,001	(9)	(0.4%)
Supplemental Additional Security	81	690	690	-	0.0%
Public Safety Program	177	260	320	60	23.1%
Passenger Relations	1,639	1,885	2,069	184	9.8%
TVM Maintenance/Revenue Collection	5,984	6,703	7,495	792	11.8%
Marketing	949	1,020	1,220	200	19.6%
Media & External Communications	234	426	395	(31)	(7.3%)
Utilities/Leases	2,622	2,677	2,777	100	3.7%
Transfers to Other Operators	7,081	7,411	6,577	(834)	(11.3%)
Amtrak Transfers	800	1,400	1,400	-	0.0%
Station Maintenance	1,121	1,464	1,641	177	12.1%
Rail Agreements	4,997	4,831	5,377	546	11.3%
Subtotal Operations & Services	131,602	135,163	144,153	8,990	6.7%
<u>Maintenance-of-Way</u>					
MoW - Line Segments	33,043	41,160	38,102	(3,058)	(7.4%)
MoW - Extraordinary Maintenance	1,235	1,228	1,490	262	21.3%
Subtotal Maintenance-of-Way	34,278	42,388	39,592	(2,796)	-6.6%
<u>Administration & Services</u>					
Ops Salaries & Fringe Benefits	11,535	11,586	14,019	2,433	21.0%
Ops Non-Labor Expenses	3,651	4,760	5,384	624	13.1%
Indirect Administrative Expenses	11,791	13,621	15,507	1,886	13.8%
Ops Professional Services	969	2,870	1,816	(1,054)	(36.7%)
Subtotal Admin & Services	27,946	32,837	36,726	3,889	11.8%
Contingency (Non-Train Ops)	14	501	502	1	0.2%
Total Operating Expenses	193,840	210,889	220,973	10,084	4.8%
Insurance Expense/(Revenue)					
Liability/Property/Auto	12,597	12,880	12,588	(292)	-2.3%
Claims / SI	1,884	4,000	3,000	(1,000)	(25.0%)
Claims Administration	1,145	1,199	1,199	-	0.0%
PLPD Revenue	(1)	-	-	-	n/a
Net Insurance Expense	15,625	18,079	16,787	(1,292)	-7.1%
Total Expense Before BNSF	209,465	228,968	237,760	8,792	3.8%
Loss Before BNSF	(110,259)	(127,511)	(135,514)	(8,003)	-6.3%
Member Subsidies					
Operations	92,252	109,432	118,727	9,295	8.5%
Insurance	17,678	18,079	16,787	(1,292)	-7.1%
Member Subsidies - Normal Ops	109,930	127,511	135,514	8,003	6.3%
Surplus / (Deficit) Before BNSF	(329)	-	-	-	

BNSF LEASED LOCOMOTIVE COSTS

			-		
Lease cost Inc. ship	-	4,275	2,526	(1,749)	-40.9%
Major Component Parts	-	800	-	(800)	(100.0%)
Labor for Maintenance	-	2,500	900	(1,600)	(64.0%)
Additional Fuel	-	5,003	1,230	(3,773)	(75.4%)
Diesel Fuel Offset	-	(7,010)	-	7,010	(100.0%)
Wheel truing, Software Mods, Brakes	-	960	-	(960)	(100.0%)
Temp Facility Mods	-	450	-	(450)	(100.0%)
PTC Costs	-	4,010	1,399	(2,611)	(65.1%)
Contingency	-	557	-	(557)	-100.0%
Total BNSF Lease Loco Expenses	-	11,545	6,055	(5,490)	(47.6%)
Member Subsidies - BNSF Lease	-	11,545	6,055	(5,490)	(47.6%)
Surplus / (Deficit) - BNSF Lease	-	-	-	-	

Total Expenses	209,465	240,513	243,815	3,302	1.4%
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			-		
Net Loss	(110,259)	(139,055)	(141,569)	(2,514)	(1.8%)
All Member Subsidies	109,930	139,055	141,569	2,514	1.8%
Surplus / (Deficit)	(329)	-	-	-	

**SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY
FISCAL YEAR 2017 PROPOSED BUDGET**

Attachment D

Operational Expense Budget

(in 000's)

FY 2016 Amended Adopted Budget	\$	240,513	
FY 2017 Preliminary Budget		<u>243,815</u>	
Total Operational Expense Budget Increase	\$	<u>3,302</u>	1.4%

INCREASE DRIVERS:

New Initiatives:

Remove Effect of BNSF reduction	(5,490)	(lower than FY16)
Without Change to BNSF, increase = \$12,661,721 (this is amount analyzed below)		
Perris Valley- increase to full year	2,568	
Redlands-1st - 4 mo, Redlands & Shortway full year	598	
Mobile Ticketing	672	

Big Five

Train Operations	1,262
MOW (including 5 new MASS Positions)	1,140
MOW cut	(3,870)

Other

Material Issues	4,337
Effect of Payroll Vacancy Factor used in FY16	1,430
Variance in Pay mid-pt vs hire	1,207
Change in Salaries charged to Capital Projects	1,294
Reduction in Consultants	(1,086)
Reduction in Insurance/Claims (Oxnard)	(1,292)
 FY 2017 COLA (1.5%) & Merit Pool (0.5%)	 532

Total Operational Expense Budget Increase	\$	<u>3,302</u>	1.4%
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**SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY
FISCAL YEAR 2017 PROPOSED BUDGET**

Attachment E

Net Local Subsidy by Member Agency

(In 000's)

	Total Net Local Subsidy	Metro Share	OCTA share	RCTC Share	SANBAG Share	VCTC Share
FY14 ACTUAL*	\$100,003	\$54,741	\$18,522	\$7,685	\$11,654	\$7,401
FY 15 ACTUAL	\$110,257	\$59,030	\$22,251	\$9,388	\$11,605	\$7,983
FY16 BUDGET	\$139,055	\$71,796	\$28,526	\$15,015	\$14,154	\$9,564
FY17 BUDGET	\$141,569	\$71,794	\$28,185	\$17,305	\$14,785	\$9,500

*Excludes inventory write up

YEAR OVER YEAR CHANGE

	Total Net Local Subsidy	Metro Share	OCTA share	RCTC Share	SANBAG Share	VCTC Share
FY14 vs FY15						
\$ Increase	\$10,254	\$4,289	\$3,729	\$1,703	(\$49)	\$582
% Increase	10.3%	7.8%	20.1%	22.2%	-0.4%	7.9%
FY15 vs FY16						
\$ Increase	\$28,798	\$12,766	\$6,275	\$5,627	\$2,549	\$1,581
% Increase	26.1%	21.6%	28.2%	59.9%	22.0%	19.8%
FY16 vs FY17						
\$ Increase	\$2,514	(\$2)	(\$341)	\$2,290	\$631	(\$64)
% Increase	1.8%	0.0%	-1.2%	15.3%	4.5%	-0.7%

Analysis of 16 vs 17 variance:

Of the 1.8%

Of the \$2,514

-0.6% Increase in Revenue (Primarily PVL)	\$ (788)	=	-31.3%	of the variance
3.1% Material Issues	4,337	=	172.5%	of the variance
1.8% Perris Valley increase to full year	2,568	=	102.1%	of the variance
0.9% Big Five Train Operations	1,262	=	50.2%	of the variance
0.8% Big Five MOW	1,140	=	45.3%	of the variance
-2.8% MOW Cut	(3,870)	=	-153.9%	of the variance
1.0% Payroll Vacancy Factor used in FY16	1,430	=	56.9%	of the variance
0.9% Change in Salaries to Capital Projects	1,294	=	51.5%	of the variance
0.9% Payroll Variation Hire to Mid point	1,207	=	48.0%	of the variance
0.5% Mobile ticketing	672	=	26.7%	of the variance
0.4% Redlands(both) & Shortway	598	=	23.8%	of the variance
-0.8% Ops Prof Services Reduced	(1,085)	=	-43.2%	of the variance
-0.9% Reduce insurance (Oxnard incident)	(1,292)	=	-51.4%	of the variance
-3.9% BNSF decrease to partial year	(5,490)	=	-218.4%	of the variance
<u>0.4% FY17 COLA (1.5%) & Merit Pool (0.5%)</u>	<u>531</u>	=	<u>21.1%</u>	<u>of the variance</u>
<u>1.8%</u>	<u>\$ 2,514</u>		<u>100.0%</u>	

SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY
FISCAL YEAR 2017-18 PROPOSED BUDGET

Attachment G

FY19 Forecasted Operating Budget
by Cost Component By Member Agency

(\$000s)	Total FY18-19	Metro	OCTA	RCTC	SANBAG	VCTC
Operating Revenue						
Farebox Revenue	89,540	42,570	24,024	8,743	11,817	2,386
Metro Fare Reduction Subsidy	-	-	-	-	-	-
Subtotal-Pro Forma FareBox	89,540	42,570	24,024	8,743	11,817	2,386
Dispatching	2,747	1,395	941	6	73	332
Other Revenues	13	7	3	1	2	-
MOW Revenues	15,533	9,704	2,881	718	1,671	559
Subtotal Operating Revenue	107,833	53,676	27,849	9,468	13,563	3,277
Operating Expenses						
<u>Operations & Services</u>						
Train Operations	49,364	25,882	11,423	4,990	5,370	1,699
Equipment Maintenance	42,325	20,824	10,291	4,775	4,657	1,778
Fuel	26,223	13,018	6,847	2,761	2,812	785
Non-Scheduled Rolling Stock Repairs	105	55	25	10	12	3
Operating Facilities Maintenance	1,504	782	357	147	169	49
Other Operating Train Services	527	248	91	79	54	55
Rolling Stock Lease	393	186	78	44	57	28
Security - Sheriff	5,847	3,289	1,295	471	650	142
Security - Guards	2,122	999	365	317	219	222
Supplemental Additional Security	732	348	196	71	97	20
Public Safety Program	339	159	58	51	35	36
Passenger Relations	2,195	1,091	556	202	270	76
TVM Maintenance/Revenue Collection	7,951	3,215	1,812	1,286	1,170	468
Marketing	1,294	664	314	115	159	42
Media & External Communications	420	198	72	63	43	44
Utilities/Leases	2,947	1,387	507	440	304	309
Transfers to Other Operators	6,978	3,754	1,620	560	811	233
Amtrak Transfers	1,485	467	945	-	-	73
Station Maintenance	1,739	1,064	264	109	224	78
Rail Agreements	6,633	2,187	1,926	1,647	516	357
Subtotal Operations & Services	161,123	79,817	39,042	18,138	17,629	6,497
<u>Maintenance-of-Way</u>						
MoW - Line Segments	40,516	21,180	8,085	3,125	5,811	2,315
MoW - Extraordinary Maintenance	1,580	909	384	17	169	101
Subtotal Maintenance-of-Way	42,096	22,089	8,469	3,142	5,980	2,416
<u>Administration & Services</u>						
Ops Salaries & Fringe Benefits	14,873	6,999	2,570	2,216	1,535	1,553
Ops Non-Labor Expenses	5,712	2,901	1,110	702	643	356
Indirect Administrative Expenses	16,451	7,742	2,831	2,458	1,696	1,724
Ops Professional Services	1,926	906	331	288	199	202
Subtotal Admin & Services	38,962	18,548	6,842	5,664	4,073	3,835
<u>Contingency (Non-Train Ops)</u>	533	252	92	80	53	56
Total Operating Expenses	242,714	120,706	54,445	27,024	27,735	12,804
Insurance Expense/(Revenue)						
Liability/Property/Auto	13,355	6,942	3,170	1,309	1,500	434
Claims / SI	3,182	1,654	756	312	357	103
Claims Administration	1,272	661	302	125	143	41
PLPD Revenue	-	-	-	-	-	-
Net Insurance Expense	17,809	9,257	4,228	1,746	2,000	578

Total Expenses	260,523	129,963	58,673	28,770	29,735	13,382
Total Loss	152,690	76,287	30,824	19,302	16,172	10,105
Member Subsidies						
Operations	134,881	67,030	26,596	17,556	14,172	9,527
Insurance	17,809	9,257	4,228	1,746	2,000	578
Member Subsidies	152,690	76,287	30,824	19,302	16,172	10,105
Surplus / (Deficit)	-	-	-	-	-	-

FY 2017 REDUCED REHABILITATION PROJECT PROPOSALS AS PRESENTED AT THE BOARD WORKSHOP 4/28/16 - WITH CHANGES MARKED

Metrolink

Attachement H-1

"before" with markup

Line	Asset Type	Subdiv	Project Type	TOTAL	LACMTA	OCTA	RCTC	SANBAG	VCTC	Other
1	Structures	Valley	Bridge rehab 35.75, and design 10 bridges	\$4,020,800	\$4,020,800					
2	Structures	Valley	Culvert rehab (design for rplce up to 21 culverts)	\$867,860	\$867,860					
3	Structures	Valley	ROW Grading	\$100,000	\$100,000					
4	Structures	Ventura-VC	Bridge rehab 438.89, design 434.12 & 436.96	\$2,049,600					\$909,600	\$1,140,000
5	Structures	Ventura-VC	Culvert rehab MP 436.56	\$490,000					\$490,000	
6	Structures	Ventura-LA	Bridge design 2 bridges 458.71 & 452.1	\$616,000	\$616,000					
7	Structures	Ventura-LA	ROW Grading	\$100,000	\$100,000					
8	Structures	Orange	Bridge rehab	\$0		\$0				
9	Structures	Orange	Culvert rehab MP 201.4	\$385,000		\$385,000				
10	Structures	Orange	ROW Grading	\$100,000		\$100,000				
11	Structures	San Gabriel	Culvert rehab (Re-entered in Line 74)	\$0	\$0			\$0		
12	Structures	San Gabriel	ROW Grading	\$100,000	\$60,000			\$40,000		
13	Structures	River	ROW Grading	\$50,000	\$23,750	\$9,900	\$5,550	\$7,200	\$3,600	
14	Structures	Montalvo-W	Culvert rehab MP 404.65	\$210,000					\$210,000	
15			Sub-Total Structures	\$9,089,259	\$5,788,410	\$494,900	\$5,550	\$47,200	\$1,613,200	\$1,140,000
16	Track	Ventura-VC	Replace rail curve 437.76 (1636') plus 500' tangent	\$333,217					\$333,217	
17	Track	Ventura-LA	Transpose Curve 442.58 (1520'), Curve 442.96 (1368')	\$684,372	\$684,372					
18	Track	Ventura-LA	Replace Ties rated 3 (Poor Cond) and 4 (Failed)	\$1,007,500	\$1,007,500					
19	Track	Valley	Replace rail M1 4.62 (1026'), S 16.85 (263'), 61.20	\$1,817,400	\$1,817,400					
20	Track	Valley	Replace Ties rated 3 (Poor Cond) and 4 (Failed)	\$3,120,000	\$3,120,000					
			REVISE TO	\$1,400,000	\$1,400,000					
21	Track	River*	WB-MT4 Transpose Curve 143.03 (2021'), Lead 3 MP	\$5,507,256	\$1,071,864	\$446,798	\$250,478	\$324,944	\$162,472	\$3,250,701
22	Track	River*	Replace 5,000 Ties for River EB, 3600 Spread across r	\$3,899,216	\$943,442	\$393,266	\$220,468	\$286,012	\$143,006	\$1,913,022
23	Track	San Gabriel	Upgrade aged worn 115/119 lb rail to 136 lb rail MP 4	\$1,500,000	\$900,000			\$600,000		
24	Track	San Gabriel	Upgrade aged and worn 119 lb rail to 136 lb rail MP 3	\$2,250,000	\$1,350,000			\$900,000		
25	Track	Orange	Upgrade worn 115 lb rail with 136 lb rail from MP	\$6,912,120		\$6,912,120				
26			Sub-Total Rail & Ties	\$27,031,081	\$10,894,578	\$7,752,184	\$470,945	\$2,110,956	\$638,695	\$5,163,723
			* Reference Engr dept estimates for UPRR share.							
27	Track	Ventura-LA	Turnouts & special trackwork	\$900,000	\$900,000					
28	Track	Valley	Turnouts & special trackwork	\$400,000	\$400,000					
29	Track	San Gabriel	Turnouts & special trackwork	\$1,000,000	\$600,000			\$400,000		
30	Track	River	Turnouts & special trackwork	\$1,000,000	\$475,000	\$198,000	\$111,000	\$144,000	\$72,000	
31			Sub-Total Turnouts & Trackwork	\$3,300,000	\$2,375,000	\$198,000	\$111,000	\$544,000	\$72,000	\$0
32	Signals	Olive	Train control & grade xing signal rehab	\$450,000		\$450,000				
33	Signals	Orange	Train control & grade xing signal rehab	\$450,000		\$450,000				
34	Signals	Ventura-VC	Train control rehab	\$200,000					\$200,000	
35	Signals	Ventura-LA	Train control rehab	\$200,000	\$200,000					
36	Signals	Valley	Train control & grade xing signal rehab	\$700,000	\$700,000					
			REVISE TO	\$350,000	\$350,000					

FY 2017 REDUCED REHABILITATION PROJECT PROPOSALS AS PRESENTED AT THE BOARD WORKSHOP 4/28/16 - WITH CHANGES MARKED

Metrolink

Attachement H-1
"before" with markup

Line	Asset Type	Subdiv	Project Type	TOTAL	LACMTA	OCTA	RCTC	SANBAG	VCTC	Other
37	Signals	Pasadena	Train control rehab	\$200,000	\$200,000					
38	Signals	San Gabriel	Train control rehab	\$400,000	\$240,000			\$160,000		
39	Signals	PVL	Grade xing signal rehab	\$250,000			\$250,000			
40	Signals	East Bank	Train control rehab	\$500,000	\$74,100	\$30,888	\$17,316	\$22,464	\$11,232	\$344,000
41	Signals	River	Grade xing signal rehab	\$250,000	\$118,750	\$49,500	\$27,750	\$36,000	\$18,000	
42	Signals	Systemwide	Train control rehab	\$75,000	\$35,625	\$14,850	\$8,325	\$10,800	\$5,400	
43			Sub-Total Signals	\$3,675,000	\$1,568,475	\$995,238	\$303,391	\$229,264	\$234,632	\$344,000
44	Comm & PTC	Olive	Wayside comm & CIS rehab	\$150,000		\$150,000				
45	Comm & PTC	Orange	Wayside comm & CIS rehab	\$150,000		\$150,000				
46	Comm & PTC	Ventura-VC	Wayside comm & CIS rehab	\$237,500					\$237,500	
47	Comm & PTC	Ventura-LA	Wayside comm & CIS rehab	\$87,500	\$87,500					
48	Comm & PTC	Valley	Wayside comm & CIS rehab	\$325,000	\$325,000					
49	Comm & PTC	San Gabriel	Wayside comm & CIS rehab	\$175,000	\$105,000			\$70,000		
50	Comm & PTC	PVL	Wayside comm & CIS rehab	\$125,000			\$125,000			
51	Comm & PTC	East Bank	Wayside comm & CIS rehab	\$123,130	\$18,248	\$7,606	\$4,264	\$5,532	\$2,766	\$84,713
52	Comm & PTC	Systemwide	On-Board PTC systems	\$1,100,000	\$522,500	\$217,800	\$122,100	\$158,400	\$79,200	
53	Comm & PTC	Systemwide	Back office PTC systems	\$2,598,000	\$1,234,050	\$514,404	\$288,378	\$374,112	\$187,056	
54			Sub-Total Comm & PTC	\$5,071,130	\$2,292,298	\$1,039,810	\$539,742	\$608,044	\$506,522	\$84,713
55			TOTAL Infrastructure	\$48,166,470	\$22,918,760	\$10,480,133	\$1,430,628	\$3,539,464	\$3,065,049	\$6,732,436
56	Rolling Stock	Systemwide	Sentinel Rail Car Comprehensive Overhaul	\$40,500,000	\$7,371,525	\$3,072,762	\$1,722,609	\$2,234,736	\$1,117,368	\$24,981,000
57	Rolling Stock	Systemwide	Sentinel HVAC Overhaul	\$975,000	\$463,125	\$193,050	\$108,225	\$140,400	\$70,200	
58	Rolling Stock	Systemwide	Sentinel LED Lighting Replacement	\$1,170,000	\$555,750	\$231,660	\$129,870	\$168,480	\$84,240	
59	Rolling Stock	Systemwide	Rotem Coupler Overhaul (44 cars)	\$3,500,000	\$1,662,500	\$693,000	\$388,500	\$504,000	\$252,000	
60			Sub-Total Rolling Stock	\$46,145,000	\$10,052,900	\$4,190,472	\$2,349,204	\$3,047,616	\$1,523,808	\$24,981,000
61	Facilities	Systemwide	Material Handling Equipment	\$405,038	\$192,393	\$80,197	\$44,959	\$58,325	\$29,163	
62	Facilities	Systemwide	CMF Elevator Modernization	\$140,185	\$66,588	\$27,757	\$15,561	\$20,187	\$10,093	
63	Facilities	Systemwide	CMF Drainage Re-direction	\$1,593,900	\$757,103	\$315,592	\$176,923	\$229,522	\$114,761	
64	Facilities	Systemwide	EMF Parking & Track Lighting	\$586,600	\$300,253	\$125,158	\$70,164	\$91,024	\$0	
65	Vehicles	Systemwide	3 Hy-Rails, 2 MOW, 1 gang truck	\$670,475	\$318,476	\$132,754	\$74,423	\$96,548	\$48,274	
66			Sub-Total Facilities & Vehicles	\$3,396,198	\$1,634,812	\$681,458	\$382,030	\$495,606	\$202,291	\$0
67	IT	Systemwide	Replace switch equipment	\$249,700	\$118,608	\$49,441	\$27,717	\$35,957	\$17,978	
68	IT	Systemwide	Enhance VM Infrastructure	\$539,000	\$256,025	\$106,722	\$59,829	\$77,616	\$38,808	
69	IT	Systemwide	Desktop management systems	\$0	\$0	\$0	\$0	\$0	\$0	
70			Sub-Total IT	\$788,700	\$374,633	\$156,163	\$87,546	\$113,573	\$56,786	\$0
70.5	Facilities	Systemwide	LAUPT Platform & Canopy Upgrades	\$2,700,000	\$987,525	\$411,642	\$230,769	\$299,376	\$149,688	\$621,000

FY 2017 REDUCED REHABILITATION PROJECT PROPOSALS AS PRESENTED AT THE BOARD WORKSHOP 4/28/16 - WITH CHANGES MARKED

Metrolink

Attachement H-1
"before" with markup

Line	Asset Type	Subdiv	Project Type	TOTAL	LACMTA	OCTA	RCTC	SANBAG	VCTC	Other
			REVISE TO ONLY 2 PLATFORMS (2 & 3)	\$1,266,000	\$475,000	\$198,000	\$111,000	\$144,000	\$72,000	\$266,000
71			TOTAL Other Assets	\$53,029,898	\$13,049,870	\$5,439,735	\$3,049,548	\$3,956,171	\$1,932,573	\$25,602,000
LA Co; LA County Portion of FY 2016 San Gabriel Sub projects (Required to match SANBAG funding already approved in FY 2016):										
72	Comm	San Gabriel	Comm system rehab	\$105,000	\$105,000			\$0		
73	Signal	San Gabriel	Signal system rehab	\$594,000	\$594,000			\$0		
74	Structures	San Gabriel	Rehab culvert 28.23	\$120,000	\$120,000			\$0		
75	Structures	San Gabriel	ROW grading/ditching	\$48,000	\$48,000			\$0		
76	Track	San Gabriel	Rail grinding	\$119,700	\$119,700			\$0		
77	Track	San Gabriel	Tie rehab, turnout replace, track panels @ Grand, pec	\$1,185,600	\$1,185,600			\$0		
78			Sub-Total LA Portion of FY 2016	\$2,172,300	\$2,172,300	\$0	\$0	\$0	\$0	\$0
79	REHAB PROJECT PROPOSALS	GRAND TOTAL		\$103,368,668	\$38,140,930	\$15,919,868	\$4,480,177	\$7,495,635	\$4,997,622	\$32,334,436

New Totals	\$29,779,628	\$9,991,444	\$10,215,192	\$1,284,374	\$1,664,052	\$2,876,831	\$3,747,735
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FUNDING:

Notes:

- 1) "Other" funds in FY 2017 are anticipated from CalTrans UPRR, and Amtrak
- 2) \$43,268 of projected UPRR budget was removed from FY 2016
- 3) Platform Repair not in original presentation are included here.

FY 2017 REDUCED REHABILITATION PROJECT PROPOSALS AS PRESENTED AT THE BOARD WORKSHOP 4/28/16 - WITH CHANGES

Metrolink

Attachment H-2

After reductions

Line	Asset Type	Subdiv	Project Type	TOTAL	LACMTA	OCTA	RCTC	SANBAG	VCTC	Other
2	Structures	Valley	Culvert rehab (design to replce up to 21 culverts)	\$867,860	\$867,860					
4	Structures	Ventura-VC	Bridge rehab 438.89, design 434.12 & 436.96	\$2,049,600					\$909,600	\$1,140,000
5	Structures	Ventura-VC	Culvert rehab MP 436.56	\$490,000					\$490,000	
9	Structures	Orange	Culvert rehab MP 201.4	\$385,000		\$385,000				
10	Structures	Orange	ROW Grading	\$100,000		\$100,000				
15	Sub-Total Structures			\$3,892,460	\$867,860	\$485,000	\$0	\$0	\$1,399,600	\$1,140,000
16	Track	Ventura-VC	Replace rail curve 437.76 (1636') plus 500' tangent	\$333,217					\$333,217	
20	Track	Valley	Replace Ties rated 3 (Poor Cond) and 4 (Failed)	\$1,400,000	\$1,400,000					
22	Track	River*	Replace 5,000 Ties for River EB, 3600 Spread across rest o	\$3,899,216	\$943,442	\$393,266	\$220,468	\$286,012	\$143,006	\$1,913,022
25	Track	Orange	Upgrade worn 115 lb rail with 136 lb rail from MP 201.1-	\$6,912,120		\$6,912,120				
26	Sub-Total Rail & Ties			\$12,544,553	\$2,343,442	\$7,305,386	\$220,468	\$286,012	\$476,223	\$1,913,022
* Reference Engr dept estimates for UPRR share.										
30	Track	River	Turnouts & special trackwork	\$1,000,000	\$475,000	\$198,000	\$111,000	\$144,000	\$72,000	
31	Sub-Total Turnouts & Trackwork			\$1,000,000	\$475,000	\$198,000	\$111,000	\$144,000	\$72,000	\$0
32	Signals	Olive	Train control & grade xing signal rehab	\$450,000		\$450,000				
34	Signals	Ventura-VC	Train control rehab	\$200,000					\$200,000	
36	Signals	Valley	Train control & grade xing signal rehab	\$350,000	\$350,000					
38	Signals	San Gabriel	Train control rehab	\$400,000	\$240,000			\$160,000		
40	Signals	East Bank	Train control rehab	\$500,000	\$74,100	\$30,888	\$17,316	\$22,464	\$11,232	\$344,000
41	Signals	River	Grade xing signal rehab	\$250,000	\$118,750	\$49,500	\$27,750	\$36,000	\$18,000	
42	Signals	Systemwide	Train control rehab	\$75,000	\$35,625	\$14,850	\$8,325	\$10,800	\$5,400	
43	Sub-Total Signals			\$2,225,000	\$818,475	\$545,238	\$53,391	\$229,264	\$234,632	\$344,000
44	Comm & PTC	Olive	Wayside comm & CIS rehab	\$150,000		\$150,000				
45	Comm & PTC	Orange	Wayside comm & CIS rehab	\$150,000		\$150,000				
46	Comm & PTC	Ventura-VC	Wayside comm & CIS rehab	\$237,500					\$237,500	
50	Comm & PTC	PVL	Wayside comm & CIS rehab	\$125,000			\$125,000			
51	Comm & PTC	East Bank	Wayside comm & CIS rehab	\$123,130	\$18,248	\$7,606	\$4,264	\$5,532	\$2,766	\$84,713
53	Comm & PTC	Systemwide	Back office PTC systems	\$2,598,000	\$1,234,050	\$514,404	\$288,378	\$374,112	\$187,056	
54	Sub-Total Comm & PTC			\$3,383,630	\$1,252,298	\$822,010	\$417,642	\$379,644	\$427,322	\$84,713
55	TOTAL Infrastructure			\$23,045,643	\$5,757,075	\$9,355,635	\$802,501	\$1,038,920	\$2,609,777	\$3,481,735
57	Rolling Stock	Systemwide	Sentinel HVAC Overhaul	\$975,000	\$463,125	\$193,050	\$108,225	\$140,400	\$70,200	
60	Sub-Total Rolling Stock			\$975,000	\$463,125	\$193,050	\$108,225	\$140,400	\$70,200	\$0
62	Facilities	Systemwide	CMF Elevator Modernization	\$140,185	\$66,588	\$27,757	\$15,561	\$20,187	\$10,093	
63	Facilities	Systemwide	CMF Drainage Re-direction	\$1,593,900	\$757,103	\$315,592	\$176,923	\$229,522	\$114,761	

FY 2017 REDUCED REHABILITATION PROJECT PROPOSALS AS PRESENTED AT THE BOARD WORKSHOP 4/28/16 - WITH CHANGES

Metrolink

Attachment H-2

After reductions

Line	Asset Type	Subdiv	Project Type	TOTAL	LACMTA	OCTA	RCTC	SANBAG	VCTC	Other
64	Facilities	Systemwide	EMF Parking & Track Lighting	\$586,600	\$300,253	\$125,158	\$70,164	\$91,024	\$0	
66			Sub-Total Facilities & Vehicles	\$2,320,685	\$1,123,944	\$468,507	\$262,648	\$340,732	\$124,854	\$0
70.5	Facilities	Systemwide	LAUPT Platform & Canopy Upgrades <i>REVISE TO ONLY 2 PLATFORMS (2 & 3)</i>	\$1,266,000	\$475,000	\$198,000	\$111,000	\$144,000	\$72,000	\$266,000
71			TOTAL Other Assets	\$4,561,685	\$2,062,069	\$859,557	\$481,873	\$625,132	\$267,054	\$266,000
LA County LA County Portion of FY 2016 San Gabriel Sub projects (Required to match SANBAG funding already approved in FY 2016):										
72	Comm	San Gabriel	Comm system rehab	\$105,000	\$105,000			\$0		
73	Signal	San Gabriel	Signal system rehab	\$594,000	\$594,000			\$0		
74	Structures	San Gabriel	Rehab culvert 28.23	\$120,000	\$120,000			\$0		
75	Structures	San Gabriel	ROW grading/ditching	\$48,000	\$48,000			\$0		
76	Track	San Gabriel	Rail grinding	\$119,700	\$119,700			\$0		
77	Track	San Gabriel	Tie rehab, turnout replace, track panels @ Grand, ped xin	\$1,185,600	\$1,185,600			\$0		
78			Sub-Total LA Portion of FY 2016	\$2,172,300	\$2,172,300	\$0	\$0	\$0	\$0	\$0
79	REHAB PROJECT PROPOSALS	GRAND TOTAL		\$29,779,628	\$9,991,444	\$10,215,192	\$1,284,374	\$1,664,052	\$2,876,831	\$3,747,735

FUNDING:

Notes:

1) "Other" funds in FY 2017 are anticipated from CalTrans UPRR, and Amtrak

ATTACHMENT "H-3"								
FY2016-17 Rehabilitation New Authority Projects - Summary - by Subdivision								
(\$ Thousands)								
Subdivision	Project Type	TOTAL	LACMTA	OCTA	RCTC	SANBAG	VCTC	Other
Olive	Communication & PTC	150	-	150	-	-	-	-
Olive	Signals	450	-	450	-	-	-	-
Orange	Communication & PTC	150	-	150	-	-	-	-
Orange	Structures	485	-	485	-	-	-	-
Orange	Track	6,912	-	6,912	-	-	-	-
Perris Valley	Communication & PTC	125	-	-	125	-	-	-
San Gabriel	Communication & PTC	105	105	-	-	-	-	-
San Gabriel	Signals	994	834	-	-	160	-	-
San Gabriel	Structures	168	168	-	-	-	-	-
San Gabriel	Track	1,306	1,306	-	-	-	-	-
Valley	Signals	350	350	-	-	-	-	-
Valley	Structures	868	868	-	-	-	-	-
Valley	Track	1,400	1,400	-	-	-	-	-
Ventura-VC	Communication & PTC	238	-	-	-	-	238	-
Ventura-VC	Signals	200	-	-	-	-	200	-
Ventura-VC	Structures	2,540	-	-	-	-	1,400	1,140
Ventura-VC	Track	333	-	-	-	-	333	-
East Bank	Communication & PTC	123	18	8	4	5	3	85
East Bank	Signals	500	74	31	17	22	11	344
River	Signals	250	119	50	28	36	18	-
River	Track	4,899	1,418	591	332	430	215	1,913
Systemwide	Communication & PTC	2,598	1,234	515	288	374	187	-
Systemwide	Facilities	3,586	1,599	666	373	485	197	266
Systemwide	Rolling Stock	975	463	193	108	141	70	-
Systemwide	Signals	75	36	15	8	11	5	-
CURRENT PROPOSED FY2016-17 REHAB BUDGET		29,779	9,991	10,215	1,284	1,664	2,877	3,748
ROTEM SETTLEMENT AMOUNTS (YEAR 5)		-	1,936	(3,773)	500	1,000	337	-
TOTAL PROPOSED FY 2016-17 REHAB BUDGET		29,779	11,927	6,442	1,784	2,664	3,214	3,748
PRIOR YEAR CARRYOVERS		37,863	8,148	16,199	2,070	5,069	3,550	2,827
TOTAL FY 16-17 AUTHORITY INCLUDING CARRYOVERS		67,643	20,075	22,641	3,854	7,733	6,764	6,575

ATTACHMENT "I"

FY2016-17 Rehabilitation New Authority Projects - Detail

(\$ Thousands)

Project Title	Subdivision	Project Type	TOTAL	LACMTA	OCTA	RCTC	SANBAG	VCTC	Other
Wayside comm & CIS rehab	Olive	Communication & PTC	150	-	150	-	-	-	-
Train control & grade xing signal rehab	Olive	Signals	450	-	450	-	-	-	-
Wayside comm & CIS rehab	Orange	Communication & PTC	150	-	150	-	-	-	-
Culvert rehab MP 201.4	Orange	Structures	385	-	385	-	-	-	-
ROW Grading	Orange	Structures	100	-	100	-	-	-	-
Orange Subdivision Rail Rehab Program	Orange	Track	6,912	-	6,912	-	-	-	-
Wayside comm & CIS rehab	PVL	Communication & PTC	125	-	-	125	-	-	-
Comm system rehab	San Gabriel	Communication	105	105	-	-	-	-	-
Signal system rehab	San Gabriel	Signal	594	594	-	-	-	-	-
Train control rehab	San Gabriel	Signals	400	240	-	-	160	-	-
Rehab culvert 28.23	San Gabriel	Structures	120	120	-	-	-	-	-
ROW grading/ditching	San Gabriel	Structures	48	48	-	-	-	-	-
Rail grinding	San Gabriel	Track	120	120	-	-	-	-	-
Tie rehab, turnout replace, track panels @ Grand, ped xing par	San Gabriel	Track	1,186	1,186	-	-	-	-	-
Train control & grade xing signal rehab	Valley	Signals	350	350	-	-	-	-	-
Culvert rehab (up to 21 pipe culverts)	Valley	Structures	868	868	-	-	-	-	-
Replace Ties rated 3 (Poor Cond) and 4 (Failed)	Valley	Track	1,400	1,400	-	-	-	-	-
Wayside comm & CIS rehab	Ventura-VC	Communication & PTC	238	-	-	-	-	238	-
Train control rehab	Ventura-VC	Signals	200	-	-	-	-	200	-
Bridge rehab 438.89, design 434.12 & 436.96	Ventura-VC	Structures	2,050	-	-	-	-	910	1,140
Culvert rehab MP 436.56	Ventura-VC	Structures	490	-	-	-	-	490	-
Replace rail curve 437.76 (1636') plus 500' tangent	Ventura-VC	Track	333	-	-	-	-	333	-
Wayside comm & CIS rehab	East Bank	Communication & PTC	123	18	8	4	5	3	85
Train control rehab	East Bank	Signals	500	74	31	17	22	11	344
Grade xing signal rehab	River	Signals	250	119	50	28	36	18	-
River Tie Rehabilitation	River	Track	3,899	943	393	220	286	143	1,913
Turnouts & special trackwork	River	Track	1,000	475	198	111	144	72	-
Back office PTC systems	Systemwide	Communication & PTC	2,598	1,234	514	288	374	187	-
CMF Drainage Re-direction	Systemwide	Facilities	1,594	757	315	177	230	115	-
CMF Elevator Modernization	Systemwide	Facilities	140	67	28	16	20	10	-
EMF Parking & Track Lighting	Systemwide	Facilities	587	300	125	70	91	-	-
Stabilizing Canopies and Platforms at LAUS	Systemwide	Facilities	1,266	475	198	111	144	72	266
Sentinel HVAC Overhaul	Systemwide	Rolling Stock	975	463	193	108	140	70	-
Train control rehab	Systemwide	Signals	75	36	15	8	11	5	-
CURRENT PROPOSED FY2016-17 REHAB BUDGET (INCLUDING AMOUNTS UNALLOCATED IN FY2016)			\$29,779	\$9,991	\$10,215	\$1,284	\$1,664	\$2,877	\$3,748
ROTEM SETTLEMENT AMOUNTS (YEAR 5)			-	\$1,936	-\$3,773	\$500	\$1,000	\$337	\$0
TOTAL PROPOSED FY 2016-17 REHAB BUDGET			29,779	11,927	6,442	1,784	2,664	3,214	3,748
PRIOR YEAR CARRYOVERS			37,863	8,148	16,199	2,070	5,069	3,550	2,827
TOTAL FY 16-17 AUTHORITY INCLUDING CARRYOVERS			67,643	20,075	22,641	3,854	7,733	6,764	6,575

ATTACHMENT "J"

FY2016-17 Rehabilitation Carryover Projects

By subdivision and by category

(\$ Thousands)

Subdivision	Category	Carryover June-16 - End	Metro	OCTA	RCTC	SANBAG	UPRR\PTMISEA	VCTC
	Communication	75	-	-	75	-	-	-
	Signal	175	-	-	175	-	-	-
	Track	322	-	-	322	-	-	-
Olive Total		572	-	-	572	-	-	-
	Communication	225	-	-	225	-	-	-
	Signal	1,710	-	-	1,710	-	-	-
	Signal & Communication	38	-	-	38	-	-	-
	Structures	7,328	-	-	7,328	-	-	-
	Track	3,967	-	-	3,967	-	-	-
Orange Total		13,268	-	-	13,268	-	-	-
	Signal & Communication	117	-	-	117	-	-	-
	Structures	490	-	-	490	-	-	-
Orange & Olive Total		607	-	-	607	-	-	-
	Signal & Communication	62	62	-	-	-	-	-
	Track	1	1	-	-	-	-	-
Pasadena Total		63	63	-	-	-	-	-
	Communication	125	-	-	125	-	-	-
	Signal	790	-	-	790	-	-	-
PVL		915	-	-	915	-	-	-
	Track	300	-	-	-	300	-	-
Redlands Total		300	-	-	-	300	-	-
	Facilities	172	-	-	172	-	-	-
Riverside Total		172	-	-	172	-	-	-
	Communication	70	-	-	-	70	-	-
	Signal	396	-	-	-	396	-	-
	Signal & Communication	2,344	1,406	-	-	938	-	-
	Structures	112	-	-	-	112	-	-
	Track	2,226	351	-	-	1,874	-	-
San Gabriel Total		5,148	1,758	-	-	3,390	-	-
	Signal & Communication	538	538	-	-	-	-	-
	Structures	109	109	-	-	-	-	-
	Track	317	317	-	-	-	-	-
Valley Total		964	964	-	-	-	-	-
	Signal & Communication	892	892	-	-	-	-	-
	Structures	83	83	-	-	-	-	-
	Track	17	17	-	-	-	-	-
Ventura (LA Co) Total		991	991	-	-	-	-	-
	Signal	245	-	-	-	-	-	245
	Signal & Communication	469	-	-	-	-	-	469
	Structures	1,681	-	-	-	-	-	1,681
	Track	523	-	-	-	-	-	523
Ventura (Ven Co) Total		2,918	-	-	-	-	-	2,918
	Signal & Communication	756	359	150	84	109	-	54
	Structures	125	59	25	14	18	-	9
	Track	1,928	285	119	67	87	1,327	43
River Total		2,809	704	293	165	213	1,327	107
	Equipment	351	173	67	38	49	-	24

Facilities	1,484	707	295	165	214	-	102
IT	1,369	650	271	152	197	-	99
Mechanical	2,338	1,111	463	260	337	-	168
Other	5	4	1	0	0	-	0
Rolling Stock	1,500	-	-	-	-	1,500	-
Security	500	238	99	56	72	-	36
Signal & Communication	1,354	676	216	121	262	-	79
Track	236	112	47	26	34	-	17
Systemwide Total	9,137	3,670	1,459	818	1,166	1,500	525
Grand Total	37,863	8,148	16,199	2,070	5,069	2,827	3,550

ATTACHMENT "K"

FY 2017-18 NEW AUTHORITY REHABILITATION PROJECTS

PROJECTS BY SUBDIVISION (\$Thousands)

Subdivision	Project Type	Proposed Rehabilitation Projects
All	Facilities	Station Signage Rehab
All	Facilities	Customer Information System Replacement at Stations
All	Communication & PTC	SCRRRA Positive Train Control Lab Systems Support and Testing
All	Communication & PTC	Backoffice Hardware & Software Replacement (DOC & MOC)
All	Communication & PTC	SCRRRA Production Backoffice Systems Upgrades and Testing Support
All	Signals	Rehab AC Units
All	Signals	Rehab Signal Maint Vehicles
All	Business Systems	Vehicle Track Interaction
All	Track	San Gabriel Grade Cross Rehab
All	Business Systems	Systemwide
All	Communication & PTC	PTC Update & Repairs
All	Business Systems	Systemwide Rail Grinding
All	Vehicles	MOW VEHICLE REPLACEMENT
PVL	Signals	Grade Crossing Rehab
Olive	Signals	Rehab Worn or Defective Cables
Olive	Signals	Grade Crossing Rehab
Olive	Track	Olive Sub Cross Rehab
Olive	Business Systems	Wayside Comm Replace Olive
Olive	Track	OLIVE CROSSTIE REHAB
Orange	Signals	C&S Corrosion Mitigation
Orange	Signals	Rehab Worn or Defective Cables
Orange	Signals	Grade Crossing Rehab
Orange	Track	Orange Sub Turnout Replace
Orange	Track	Orange Sub Crossing Replacement
Orange	Structures	Orange Sub Culvert Replace
Orange	Structures	Orange Sub ROW Maint
Orange	Business Systems	Wayside Comm Replace Orange
Orange	Business Systems	Wayside Comm Mitigation Orange
Orange	Business Systems	Wysde Com Replace OrangeOlive
Orange	Track	Orange Track Rehab
Pasadena	Signals	Grade Crossing Rehab
Pasadena	Signals	Pole Line Rehab
Pasadena	Signals	Grade Crossing Rehab
River	Signals	Grade Crossing Rehab
River	Signals	Signal System Rehab
River	Signals	Signal System Rehab
River	Signals	CP Dayton Signal Sys Rehab
River	Signals	Rehab Worn or Defective Cables
River	Business Systems	Wayside Comm Replace River
River	Business Systems	Wayside Comm Mitigation River
River	Track	RIVER TRACK REHAB
River	Track	RIVER CROSSTIE REHAB
River Sub - East Bank	Track	River East Turnout Replacement
River Sub - East Bank	Facilities	REPLACE PUBLIC ADDRESS SYSTEM

Subdivision	Project Type	Proposed Rehabilitation Projects
San Gabriel - LA County	Signals	Grade Crossing Rehab
San Gabriel - LA County	Signals	Rehab Worn or Defective Cables
San Gabriel - LA County	Signals	Rehab Worn or Defective Cables
San Gabriel - LA County	Structures	San Gabriel LA Sub ROW Maint
San Gabriel - LA County	Track	San Gab Track Rehab LA
San Gabriel - LA County	Track	SAN GAB CROSSTIE REHAB
San Gabriel - SB County	Signals	Rehab Worn or Defective Cables
San Gabriel - SB County	Signals	Grade Crossing Rehab
San Gabriel - SB County	Structures	San Gabriel Bridge Replace
San Gabriel - SB County	Structures	San Gabriel SB Sub ROW Maint
San Gabriel - SB County	Business Systems	Wayside Comm Replace San Gab
San Gabriel - SB County	Track	San Gab Track Rehab SB
San Jacinto (PVL)	Business Systems	Wayside Comm Replace PVL
San Jacinto (PVL)	Business Systems	Wayside Comm Mitigation PVL
San Jacinto (PVL)	Track	PERRIS VALLEY TRACK REHAB
Valley	Track	Valley Tie Rehabilitation
Valley	Signals	Grade Crossing Rehab
Valley	Signals	Signal System Rehab
Valley	Signals	Rehab Worn or Defective Cables
Valley	Track	Valley Sub Turnout Replacement
Valley	Track	Valley Sub Cross Replacement
Valley	Structures	Valley Brdge Desgn Constrct
Valley	Structures	Valley Culvert Replace/Abandon
Valley	Structures	Valley Sub Culvert Replace
Valley	Structures	Valley Sub Row Maint
Valley	Business Systems	Wayside Comm Replace Valley
Valley	Business Systems	Wayside Comm Mitigation Valley
Valley	Business Systems	Rehab Update CIS Valley
Valley	Track	Valley Track Rehab
Valley	Track	VALLEY CROSSTIE REHAB
Valley	Track	TUNNEL REHAB
Ventura - LA County	Signals	Grade Crossing Rehab
Ventura - LA County	Signals	Signal System Rehab
Ventura - LA County	Track	Ventura Sub Grade Cross Rehab
Ventura - LA County	Structures	Ventura (LA) Sub ROW Maint
Ventura - LA County	Business Systems	Wayside Comm Replace Ventura - LA
Ventura - LA County	Business Systems	Wayside Mtigation Ventura LA
Ventura - LA County	Track	VENTURA TRACK REHAB LA
Ventura - LA County	Track	VENTURA CROSSTIE REHAB LA
Ventura - VC County	Signals	Grade Crossing Rehab
Ventura - VC County	Signals	Signal System Rehab

Subdivision	Project Type	Proposed Rehabilitation Projects
Ventura - VC County	Structures	Ventura Sub Bridge Replace
Ventura - VC County	Business Systems	Rehab CIS Ventura
Ventura - VC County	Business Systems	Wayside Comm Replace Ventura
Ventura - VC County	Business Systems	Wayside Mtgation Ventura Ven
Ventura - VC County	Track	VENTURA TRACK REHAB VC
		PROPOSED FY 2017-18 REHAB BUDGET
		Deferred Rehab from FY17
		TOTAL PROPOSED FY 2017-18 REHAB BUDGET

TOTAL COST	LACMTA	OCTA	RCTC	SANBAG	VCTC	OTHER
\$242	\$115	\$48	\$27	\$35	\$17	\$
\$1,276	\$606	\$253	\$142	\$184	\$92	\$
\$948	\$450	\$188	\$105	\$136	\$68	\$
\$1,130	\$537	\$224	\$125	\$163	\$81	\$
\$598	\$284	\$118	\$66	\$86	\$43	\$
\$237	\$113	\$47	\$26	\$34	\$17	\$
\$198	\$94	\$39	\$22	\$28	\$14	\$
\$68	\$32	\$13	\$7	\$10	\$5	\$
\$1,852	\$880	\$367	\$206	\$267	\$133	\$
\$449	\$213	\$89	\$50	\$65	\$32	\$
\$1,100	\$522	\$218	\$122	\$158	\$79	\$
\$1,091	\$518	\$216	\$121	\$157	\$79	\$
\$1,013	\$481	\$201	\$112	\$146	\$73	\$
\$250	\$	\$	\$250	\$	\$	\$
\$237	\$	\$237	\$	\$	\$	\$
\$500	\$	\$500	\$	\$	\$	\$
\$4,275	\$	\$4,275	\$	\$	\$	\$
\$75	\$	\$75	\$	\$	\$	\$
\$475	\$	\$475	\$	\$	\$	\$
\$162	\$	\$162	\$	\$	\$	\$
\$237	\$	\$237	\$	\$	\$	\$
\$1,030	\$	\$1,030	\$	\$	\$	\$
\$1,852	\$	\$1,852	\$	\$	\$	\$
\$1,781	\$	\$1,781	\$	\$	\$	\$
\$1,715	\$	\$1,715	\$	\$	\$	\$
\$210	\$	\$210	\$	\$	\$	\$
\$75	\$	\$75	\$	\$	\$	\$
\$125	\$	\$125	\$	\$	\$	\$
\$75	\$	\$75	\$	\$	\$	\$
\$1,624	\$	\$1,624	\$	\$	\$	\$
\$1,028	\$1,028	\$	\$	\$	\$	\$
\$504	\$504	\$	\$	\$	\$	\$
\$1,028	\$1,028	\$	\$	\$	\$	\$
\$248	\$118	\$49	\$28	\$36	\$18	\$
\$1,006	\$478	\$199	\$112	\$145	\$72	\$
\$500	\$238	\$99	\$56	\$72	\$36	\$
\$1,498	\$712	\$297	\$166	\$216	\$108	\$
\$237	\$113	\$47	\$26	\$34	\$17	\$
\$100	\$48	\$20	\$11	\$14	\$7	\$
\$75	\$36	\$15	\$8	\$11	\$5	\$
\$1,160	\$551	\$230	\$129	\$167	\$84	\$
\$998	\$474	\$198	\$111	\$144	\$72	\$
\$4,703	\$2,234	\$931	\$522	\$677	\$339	\$
\$120	\$57	\$24	\$13	\$17	\$9	\$

TOTAL COST	LACMTA	OCTA	RCTC	SANBAG	VCTC	OTHER
\$1,006	\$604	\$	\$	\$403	\$	\$
\$237	\$142	\$	\$	\$95	\$	\$
\$237	\$142	\$	\$	\$95	\$	\$
\$67	\$40	\$	\$	\$27	\$	\$
\$3,050	\$1,830	\$	\$	\$1,220	\$	\$
\$1,747	\$1,048	\$	\$	\$699	\$	\$
\$237	\$142	\$	\$	\$95	\$	\$
\$1,036	\$622	\$	\$	\$415	\$	\$
\$1,400	\$840	\$	\$	\$560	\$	\$
\$44	\$27	\$	\$	\$18	\$	\$
\$100	\$60	\$	\$	\$40	\$	\$
\$4,880	\$2,928	\$	\$	\$1,952	\$	\$
\$50	\$	\$	\$50	\$	\$	\$
\$75	\$	\$	\$75	\$	\$	\$
\$4,400	\$	\$	\$4,400	\$	\$	\$
\$7,458	\$7,458	\$	\$	\$	\$	\$
\$1,028	\$1,028	\$	\$	\$	\$	\$
\$1,000	\$1,000	\$	\$	\$	\$	\$
\$237	\$237	\$	\$	\$	\$	\$
\$1,589	\$1,589	\$	\$	\$	\$	\$
\$2,223	\$2,223	\$	\$	\$	\$	\$
\$6,370	\$6,370	\$	\$	\$	\$	\$
\$420	\$420	\$	\$	\$	\$	\$
\$1,820	\$1,820	\$	\$	\$	\$	\$
\$224	\$224	\$	\$	\$	\$	\$
\$100	\$100	\$	\$	\$	\$	\$
\$75	\$75	\$	\$	\$	\$	\$
\$150	\$150	\$	\$	\$	\$	\$
\$1,855	\$1,855	\$	\$	\$	\$	\$
\$3,320	\$3,320	\$	\$	\$	\$	\$
\$10,000	\$10,000	\$	\$	\$	\$	\$
\$998	\$998	\$	\$	\$	\$	\$
\$1,006	\$1,006	\$	\$	\$	\$	\$
\$855	\$855	\$	\$	\$	\$	\$
\$224	\$224	\$	\$	\$	\$	\$
\$50	\$50	\$	\$	\$	\$	\$
\$38	\$38	\$	\$	\$	\$	\$
\$750	\$750	\$	\$	\$	\$	\$
\$1,603	\$1,603	\$	\$	\$	\$	\$
\$1,018	\$	\$	\$	\$	\$1,018	\$
\$1,006	\$	\$	\$	\$	\$1,006	\$

TOTAL COST	LACMTA	OCTA	RCTC	SANBAG	VCTC	OTHER
\$3,850	\$	\$	\$	\$	\$3,850	\$
\$150	\$	\$	\$	\$	\$150	\$
\$50	\$	\$	\$	\$	\$50	\$
\$38	\$	\$	\$	\$	\$38	\$
\$500	\$	\$	\$	\$	\$500	\$
\$106,672	\$64,276	\$18,576	\$7,089	\$8,618	\$8,112	\$
\$231,838	\$77,784	\$79,517	\$9,999	\$12,955	\$22,408	\$29,175
\$338,509	\$142,060	\$98,092	\$17,088	\$21,573	\$30,521	\$29,175

ATTACHMENT "L"

FY 2018-19 NEW AUTHORITY REHABILITATION PROJECTS

PROJECTS BY SUBDIVISION (\$Thousands)

Subdivision	Project Type	Proposed Rehabilitation Projects	TOTAL COST	LACMTA	OCTA	RCTC	SANBAG	VCTC	OTHER
All	Stations	Station Signage Rehab	\$242	\$115	\$48	\$27	\$35	\$17	\$
All	Stations	Customer Information System Replacement at Stations	\$1,276	\$606	\$253	\$142	\$184	\$92	\$
All	Backoffice	Backoffice Hardware & Software Replacement (DOC & MOC)	\$1,020	\$485	\$202	\$113	\$147	\$73	\$
All	Backoffice	SCRRA Production Backoffice Systems Upgrades and Testing Support	\$547	\$260	\$108	\$61	\$79	\$39	\$
All	Labratory Testing	SCRRA Positive Train Control Lab Systems Support and Testing	\$848	\$403	\$168	\$94	\$122	\$61	\$
All	Signals	Rehab AC Units	\$237	\$113	\$47	\$26	\$34	\$17	\$
All	Signals	Rehab Signal Maint Vehicles	\$198	\$94	\$39	\$22	\$28	\$14	\$
All	Track	Vehicle Track Interaction	\$68	\$32	\$13	\$7	\$10	\$5	\$
All	Business Systems	Systemwide	\$470	\$223	\$93	\$52	\$68	\$34	\$
All	Business Systems	Wayside Com Mitigation Valley	\$75	\$36	\$15	\$8	\$11	\$5	\$
All	Business Systems	PTC UPDATE & REPAIRS	\$1,100	\$522	\$218	\$122	\$158	\$79	\$
Olive	Signals	Rehab Worn or Defective Cables	\$237	\$	\$237	\$	\$	\$	\$
Olive	Grade Crossing	Grade Crossing Rehab	\$500	\$	\$500	\$	\$	\$	\$
Olive	Business Systems	Wayside Comm Replace Olive	\$75	\$	\$75	\$	\$	\$	\$
Orange	Signals	C&S Corrosion Mitigation	\$162	\$	\$162	\$	\$	\$	\$
Orange	Signals	Rehab Worn or Defective Cables	\$237	\$	\$237	\$	\$	\$	\$
Orange	Grade Crossing	Grade Crossing Rehab	\$1,030	\$	\$1,030	\$	\$	\$	\$
Orange	Business Systems	Orange Sub Bridge Replace	\$9,800	\$	\$9,800	\$	\$	\$	\$
Orange	Business Systems	Wayside Comm Replace Orange	\$75	\$	\$75	\$	\$	\$	\$
Orange	Business Systems	Wayside Comm Mitigation Orange	\$125	\$	\$125	\$	\$	\$	\$
Orange and Olive	Business Systems	Wayside Replace OrangeOlive	\$75	\$	\$75	\$	\$	\$	\$
Pasadena	Signals	Pole Line Rehab	\$504	\$504	\$	\$	\$	\$	\$
Pasadena	Grade Crossing	Grade Crossing Rehab	\$1,028	\$1,028	\$	\$	\$	\$	\$
Pasadena	Business Systems	Pasadena Sub Bridge Replace	\$1,120	\$1,120	\$	\$	\$	\$	\$
Redlands	Business Systems	Redlands Sub Bridge Replace	\$1,750	\$	\$	\$	\$1,750	\$	\$
River	Signals	Rehab Worn or Defective Cables	\$237	\$113	\$47	\$26	\$34	\$17	\$
River	Signals	Signal System Rehab	\$1,006	\$478	\$199	\$112	\$145	\$72	\$
River	Signals	Signal System Rehab	\$500	\$238	\$99	\$56	\$72	\$36	\$
River	Signals	CP Dayton Signal Sys Rehab	\$1,498	\$712	\$297	\$166	\$216	\$108	\$
River	Business Systems	River Sub Bridge Replace	\$28,000	\$13,300	\$5,544	\$3,108	\$4,032	\$2,016	\$
River	Business Systems	Wayside Comm Replace River	\$100	\$48	\$20	\$11	\$14	\$7	\$
River	Business Systems	Wayside Comm Mitigation River	\$75	\$36	\$15	\$8	\$11	\$5	\$
River Sub - East Bank	Business Systems	River East Turnout Replacement	\$2,137	\$1,015	\$423	\$237	\$308	\$154	\$
San Gabriel - LA County	Signals	Rehab Worn or Defective Cables	\$237	\$142	\$	\$	\$95	\$	\$
San Gabriel - LA County	Grade Crossing	Grade Crossing Rehab	\$1,006	\$604	\$	\$	\$403	\$	\$
San Gabriel - LA County	Business Systems	San Gabriel Grade Cross Reha	\$2,993	\$1,796	\$	\$	\$1,197	\$	\$
San Gabriel - LA County	Business Systems	San Gabriel LA Bridge Replace	\$770	\$462	\$	\$	\$308	\$	\$
San Gabriel - SB County	Signals	Rehab Worn or Defective Cables	\$237	\$142	\$	\$	\$95	\$	\$
San Gabriel - SB County	Grade Crossing	Grade Crossing Rehab	\$1,036	\$622	\$	\$	\$415	\$	\$
San Gabriel - SB County	Business Systems	San Gabriel Turnout Replace	\$2,422	\$1,453	\$	\$	\$969	\$	\$
San Gabriel - SB County	Business Systems	Wayside Com Mitigation San Gab	\$75	\$45	\$	\$	\$30	\$	\$
San Jacinto (PVL)	Business Systems	Wayside Comm Replace PVL	\$50	\$	\$	\$50	\$	\$	\$
San Jacinto (PVL)	Business Systems	Wayside Comm Mitigation PVL	\$75	\$	\$	\$75	\$	\$	\$
SB Shortway	Business Systems	Wayside Comm Replace San Gab	\$100	\$	\$	\$	\$100	\$	\$

Valley	Ties	Valley Tie Rehabilitation	\$7,458	\$7,458	\$	\$	\$	\$	\$
Valley	Signals	Rehab Worn or Defective Cables	\$237	\$237	\$	\$	\$	\$	\$
Valley	Grade Crossing	Grade Crossing Rehab	\$1,028	\$1,028	\$	\$	\$	\$	\$
Valley	Signals	Signal System Rehab	\$1,000	\$1,000	\$	\$	\$	\$	\$
Valley	Business Systems	Valley Sub Turnout Replacement	\$4,909	\$4,909	\$	\$	\$	\$	\$
Valley	Business Systems	Valley Sub Crossing Rehab	\$4,447	\$4,447	\$	\$	\$	\$	\$
Valley	Business Systems	Valley Sub Bridge Replace	\$15,260	\$15,260	\$	\$	\$	\$	\$
Valley	Business Systems	Wayside Comm Replace Valley	\$100	\$100	\$	\$	\$	\$	\$
Valley	Business Systems	Rehab CIS Valley	\$150	\$150	\$	\$	\$	\$	\$
ventura - LA County	Grade Crossing	Grade Crossing Rehab	\$998	\$998	\$	\$	\$	\$	\$
ventura - LA County	Signals	Signal System Rehab	\$1,006	\$1,006	\$	\$	\$	\$	\$
ventura - LA County	Business Systems	Ventura Sub Grade Cross Rehab	\$2,850	\$2,850	\$	\$	\$	\$	\$
ventura - LA County	Business Systems	Ventura LA Sub Bridge Replace	\$16,520	\$16,520	\$	\$	\$	\$	\$
ventura - LA County	Business Systems	WAYSIDE COM REPLACE VENTURA	\$50	\$50	\$	\$	\$	\$	\$
ventura - LA County	Business Systems	WAYSIDE COM MITIGATION VENTURA	\$38	\$38	\$	\$	\$	\$	\$
ventura - VC County	Grade Crossing	Grade Crossing Rehab	\$1,018	\$	\$	\$	\$	\$1,018	\$
ventura - VC County	Signals	Signal System Rehab	\$1,006	\$	\$	\$	\$	\$1,006	\$
ventura - VC County	Business Systems	Ventura Sub Turnout Replace	\$4,909	\$	\$	\$	\$	\$4,909	\$
ventura - VC County	Business Systems	Rehab CIS Ventura Ven	\$150	\$	\$	\$	\$	\$150	\$
ventura - VC County	Business Systems	WAYSIDE COM REPLACE VENTURA	\$50	\$	\$	\$	\$	\$50	\$
ventura - VC County	Business Systems	WAYSIDE COM MITIGATION VENTURA	\$38	\$	\$	\$	\$	\$38	\$
PROPOSED FY 2018-19 REHAB BUDGET			\$128,574	\$82,794	\$20,164	\$4,524	\$11,068	\$10,024	\$
DEFERRED REHAB FROM FY17			\$231,838	\$77,784	\$79,517	\$9,999	\$12,955	\$22,408	\$29,175
TOTAL PROPOSED FY 2018-19 REHAB BUDGET			\$360,412	\$160,578	\$99,681	\$14,523	\$24,022	\$32,433	\$29,175

ATTACHMENT "M"

FY2016-17 New Capital New Authority Projects

(\$ Thousands)

Project Description	TOTAL BUDGET	LACMTA	OCTA	RCTC	SANBAG	VCTC	OTHER
Project Studies	\$ 1,300	\$ 618	\$ 257	\$ 144	\$ 187	\$ 94	\$ -
TOTAL FY 2016-17 AUTHORITY FOR NEW FUNDING	\$ 1,300	\$ 618	\$ 257	\$ 144	\$ 187	\$ 94	\$ -
PRIOR YEAR CARRYOVERS	\$ 255,128	\$ 33,784	\$ 8,389	\$ 5,940	\$ 6,574	\$ 3,500	\$ 196,943
TOTAL FY 2016-17 AUTHORITY INCLUDING CARRYOVERS	\$ 256,428	\$ 34,402	\$ 8,646	\$ 6,084	\$ 6,761	\$ 3,593	\$ 196,943

ATTACHMENT "N"

FY2016-17 New Capital Carryover Projects

(\$Thousands)

Subdivision	Category	Project	Total Carryover	LACMTA	OCTA	RCTC	SANBAG	VCTC	Lease\Other	State
San Gabriel & Valley	Track	860892	15,708	7,000	-	-	-	-	-	8,708
San Gabriel	Track	860885	345	-	-	-	245	-	100	-
San Gabriel	Track	860893	275	275	-	-	-	-	-	-
Valley	Structures	414002	9,330	4,656	-	-	-	-	-	4,674
Valley	Track and Structure	409006	5,009	-	-	-	-	-	-	5,009
Systemwide	IT	TBD	30,488	12,985	6,857	4,822	4,024	1,800	-	-
Systemwide	Rolling Stock	Various	7,208	4,096	-	-	785	-	-	2,326
Systemwide	Rolling Stock	613001	4,785	-	-	-	-	-	-	4,785
Systemwide	Rolling Stock	613003	10,050	-	-	-	-	-	-	10,050
Systemwide	Rolling Stock	613005	76,956	3,047	812	826	1,140	1,438	244	69,450
Systemwide	Rolling Stock	613006	267	-	-	-	-	-	-	267
Systemwide	Rolling Stock	616001	88,162	1,250	521	292	379	190	-	85,530
Systemwide	Other	TBD	745	475	198	-	-	72	-	-
Systemwide	Security	TBD	5,800	-	-	-	-	-	-	5,800
TOTAL			255,128	33,784	8,389	5,940	6,574	3,500	344	196,599

ATTACHMENT "O"

New Capital Projects Proposed for Future Consideration

For Future Consideration - Not Seeking Approval in the FY17 Budget - Funding Not Yet Identified				
Project Type	Subdivision	Project Name	Total Estimated Cost	Candidate Funding Sources - see key below
Communications	All	On-board Wireless Communications Network Phase I	\$10,164	4
Track	Valley	Palmdale Passing Siding	\$11,580	1,2,3,4
Stations	Ventura - LA County	Chatsworth Station Pedestrian Grade Separation	\$10,950	4,10, 5
Business Systems	All	Central Maintenance Facility West Entrance	\$11,699	1,2,4
Track	Valley	Second Main Track Between CP Humphreys and CP Lang	\$17,400	1,2,3,4
Structures	Ventura - VC County	Arroyo Simi 1st Crossing Scour Protection with Concrete Pile Collar and Debris Removal	\$1,120	4,7,8
Facilities	SB Shortway	Eastern Area Maintenance Facility Locomotive and Car Shop, Wheel TruerMachine, storage and S&I Tracks	\$60,181	1,2,4
Track	Valley	Brighton Siding Replacement	\$9,488	1,2,3,4
Structures	Valley	Verdugo Wash (8.12) Bridge Deck Replacement	\$1,485	4,7,8
Business Systems	All	Arroyo Seco (480.82) Bridge Replacement	\$10,462	4,7,8
PTC Systems	All	Interoperable Positive Train Control Rung II Non-Vital to Vital System Upgrade	\$10,500	4,9
Structures	Valley	CP Canyon Safe Access	\$215	4,7,8
Facilities	All	Purchase Hy-Rail Bucket Truck	\$198	4
Track	San Gabriel - LA County	CP Barranca to Lone Hill-Second Main Track-PSR and Environmental Clearance	\$1,101	1,2,4
Track	San Gabriel - SB County	CP Rochester to CP Nolan-Second Main Track-PSR and Environmental Clearance	\$1,101	1,2,4
Track	San Gabriel - LA County	CP Beech to CP Locust-Second Main Track-PSR and Environmental Clearance	\$1,690	1,2,4
Track	San Gabriel - LA County	CP Amar to CP Irvin-Second Main Track-PSR and Environmental Clearance	\$1,690	1,2,4
Facilities	Orange	Irvine Maintenance Facility Phase I	\$50,100	1,2,3,4
Business Systems	All	Automated Wheel and Brake Inspection	\$3,082	4
Business Systems	All	Automatic Passenger Counters	\$5,000	4,5,10
Communications	All	On-board Wireless Communications Network Phase II	\$9,144	
Facilities	SB Shortway	EMF ADDITIONAL UNDERGROUND FUEL STORAGE TANKS	\$2,627	
Rolling Stock	All	Refurbish 9 passenger cars for expanded service**	\$6,075	
Communications	All	On-board Wireless Communications Network Phase III	\$9,144	
Rolling Stock	All	Refurbish 10 passenger cars for expanded service**	\$6,750	
Total			\$252,944	

Notes:

** Total cost to refurbish a passenger car is \$1.35M/unit; the amount shown is 50% of the total cost as TIRCP grant is anticipated to cover the other 50%. Final allocation formula TBD

Funding Keys:

- 1 Federal Core Capacity
- 2 State Cap and Trade Transit & Intercity Rail Program
- 3 High Speed Rail Funding
- 4 Member Agency
- 5 State Interregional Rail Transportation Program

7	Federal FASTLANE
8	State Bonds
9	Federal PTC Commuter Rail
10	State Active Transportation Program

Exhibit 6.7

CAPITAL SUMMARY AND CASH FLOW

CAPITAL BUDGET SUMMARY

ALL AGENCIES

(\$ Thousands)

FISCAL YEAR	REHABILITATION PROJECTS	NEW CAPITAL PROJECTS	TOTAL
2016/17 ¹	\$29,780	\$1,300	\$31,080
2017/18	\$338,509	\$	\$338,509
2018/19	\$360,412	\$	\$360,412
TOTALS	\$728,701	\$1,300	\$730,001

1. Excludes prior year budget carryover amounts

2. Assumption for budget will be that the remainder of FY17 originally submitted rehab amount will be divided equally between FY18 and FY19.

CAPITAL BUDGET SUMMARY							
CONSOLIDATED CASH FLOW BY FISCAL YEAR							
(\$ Thousands)							
BUDGET FISCAL YEAR	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	TOTAL
2016/2017							
REHABILITATION	\$9,968	\$18,010	\$1,786	\$16	\$	\$	\$29,780
NEW CAPITAL	\$324	\$649	\$327				\$1,300
SUBTOTAL	\$10,292	\$18,659	\$2,113	\$16	\$	\$	\$31,080
2017/2018							
REHABILITATION		\$125,720	\$198,763	\$13,903	\$123	\$	\$338,509
NEW CAPITAL		\$	\$				\$
SUBTOTAL		\$125,720	\$198,763	\$13,903	\$123	\$	\$338,509
2018/2019							
REHABILITATION			\$120,169	\$193,278	\$46,843	\$123	\$360,412
NEW CAPITAL			\$				\$
SUBTOTAL			\$120,169	\$193,278	\$46,843	\$123	\$360,412
TOTALS							
REHABILITATION	\$9,968	\$143,731	\$320,718	\$207,196	\$46,965	\$123	\$728,701
NEW CAPITAL	\$324	\$649	\$327	\$	\$	\$	\$1,300
TOTAL PROJECTED CASH FLOW BY FISCAL YEAR	\$10,292	\$144,380	\$321,045	\$207,196	\$46,965	\$123	\$730,001
PROJECT BUDGETS BY FISCAL YEAR	\$31,080	\$338,509	\$360,412	N/A	N/A	N/A	N/A

Exhibit 6.7

LACMTA- CAPITAL SUMMARY AND CASH FLOW

CAPITAL BUDGET SUMMARY LACMTA			
(\$ Thousands)			
FISCAL YEAR	REHABILITATION PROJECTS	NEW CAPITAL PROJECTS	TOTAL
2016/17	\$9,991	\$618	
ROTEM SETTLEMENT	\$1,936		
TOTAL 2016/17	\$11,927	\$618	\$12,545
2017/18	\$142,060	\$	\$142,060
2018/19	\$160,578	\$	\$160,578
TOTALS	\$314,566	\$618	\$315,183

1. 17/18 AND 18/19 REHAB BUDGETS EXCLUDE ROTEM SETTLEMENT

CAPITAL BUDGET SUMMARY LACMTA CASH FLOW BY FISCAL YEAR							
(\$ Thousands)							
BUDGET FISCAL YEAR	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	TOTAL
2016/2017							
REHABILITATION	\$2,704	\$6,691	\$581	\$16			\$9,991
ROTEM SETTLEMENT	\$648	\$1,171	\$116	\$1			\$1,936
NEW CAPITAL	\$154	\$308	\$155	\$			\$618
SUBTOTAL	\$3,506	\$8,170	\$852	\$17			\$12,545
2017/2018							
REHABILITATION		\$56,260	\$81,095	\$4,665	\$41		\$142,060
NEW CAPITAL		\$	\$	\$	\$		\$
SUBTOTAL		\$56,260	\$81,095	\$4,665	\$41		\$142,060
2018/2019							
REHABILITATION			\$55,130	\$79,658	\$25,748	\$41	\$160,578
NEW CAPITAL			\$	\$	\$	\$	\$
SUBTOTAL			\$55,130	\$79,658	\$25,748	\$41	\$160,578
TOTALS							
REHABILITATION AND ROTEM	\$3,352	\$64,121	\$136,922	\$84,340	\$25,790	\$41	\$314,566
NEW CAPITAL	\$154	\$308	\$155	\$	\$	\$	\$618
TOTAL PROJECTED CASH FLOW BY	\$3,506	\$64,430	\$137,077	\$84,340	\$25,790	\$41	\$315,183
PROJECT BUDGETS BY FISCAL YEAR	\$12,545	\$142,060	\$160,578	N/A	N/A	N/A	N/A

Note: EXCLUDES ROTEM SETTLEMENT AMOUNTS FOR FY 17/18 AND 18/19

Exhibit 6.7

OCTA- CAPITAL SUMMARY AND CASH FLOW

CAPITAL BUDGET SUMMARY OCTA			
(\$ Thousands)			
FISCAL YEAR	REHABILITATION PROJECTS	NEW CAPITAL PROJECTS	TOTAL
2016/17	\$10,214	\$257	
ROTEM SETTLEMENT LACMTA	-\$1,936		
ROTEM SETTLEMENT RCTC	-\$500		
ROTEM SETTLEMENT SANBAG	-\$1,000		
ROTEM SETTLEMENT VCTC	-\$337		
TOTAL 16/17	\$6,441	\$257	\$6,698
2017/18	\$98,092	\$	\$98,092
2018/19	\$99,681	\$	\$99,681
TOTALS	\$204,214	\$257	\$204,471

1. EXCLUDES ROTEM SETTLEMENT FOR FY 17/18 AND 18/19

CAPITAL BUDGET SUMMARY OCTA CASH FLOW BY FISCAL YEAR							
(\$ Thousands)							
BUDGET FISCAL YEAR	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	TOTAL
2016/17							
REHABILITATION	\$4,161	\$5,806	\$247	\$	\$		\$10,214
ROTEM SETTLEMENT LACMTA	-\$648	-\$1,171	-\$116	-\$1	\$		-\$1,936
ROTEM SETTLEMENT RCTC	-\$167	-\$302	-\$30	\$	\$		-\$500
ROTEM SETTLEMENT SANBAG	-\$335	-\$605	-\$60	-\$1	\$		-\$1,000
ROTEM SETTLEMENT VCTC	-\$113	-\$204	-\$20	\$	\$		-\$337
NEW CAPITAL	\$64	\$129	\$65	\$	\$		\$257
SUBTOTAL	\$2,962	\$3,653	\$85	-\$2	\$		\$6,698
2017/2018							
REHABILITATION		\$34,547	\$58,734	\$4,769	\$42		\$98,092
NEW CAPITAL		\$	\$	\$	\$		\$
SUBTOTAL		\$34,547	\$58,734	\$4,769	\$42		\$98,092
2018/2019							
REHABILITATION			\$32,729	\$56,745	\$10,164	\$42	\$99,681
NEW CAPITAL			\$	\$	\$	\$	\$
SUBTOTAL			\$32,729	\$56,745	\$10,164	\$42	\$99,681
TOTALS							
REHABILITATION NET OF ROTEM	\$2,898	\$38,072	\$91,484	\$61,512	\$10,206	\$42	\$204,214
NEW CAPITAL	\$64	\$129	\$65	\$	\$	\$	\$257
TOTAL PROJECTED CASH FLOW BY	\$2,962	\$38,200	\$91,549	\$61,512	\$10,206	\$42	\$204,471
PROJECT BUDGETS BY FISCAL YEAR	\$6,698	\$98,092	\$99,681	N/A	N/A	N/A	N/A

Note: EXCLUDES ROTEM SETTLEMENT FOR FY 17/18 AND 18/19

Exhibit 6.7

RCTC- CAPITAL SUMMARY AND CASH FLOW

CAPITAL BUDGET SUMMARY RCTC			
(\$ Thousands)			
FISCAL YEAR	REHABILITATION PROJECTS	NEW CAPITAL PROJECTS	TOTAL
2016/17	\$1,284	\$144	
ROTEM SETTLEMENT	\$500		
TOTAL 16/17	\$1,784	\$144	\$1,929
2017/18	\$17,088	\$	\$17,088
2018/19	\$14,523	\$	\$14,523
TOTALS	\$33,395	\$144	\$33,540

1. EXCLUDES ROTEM SETTLEMENT FOR FY 17/18 AND 18/19

CAPITAL BUDGET SUMMARY RCTC CASH FLOW BY FISCAL YEAR							
(\$ Thousands)							
BUDGET FISCAL YEAR	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	TOTAL
2016/2017							
REHABILITATION	\$468	\$767	\$49				\$1,284
ROTEM SETTLEMENT	\$167	\$302	\$30	\$			\$500
NEW CAPITAL	\$36	\$72	\$36				\$144
SUBTOTAL	\$672	\$1,141	\$115				\$1,929
2017/2018							
REHABILITATION		\$6,542	\$9,941	\$600	\$5		\$17,088
NEW CAPITAL							
SUBTOTAL		\$6,542	\$9,941	\$600	\$5		\$17,088
2018/2019							
REHABILITATION			\$4,782	\$7,960	\$1,776	\$5	\$14,523
NEW CAPITAL							
SUBTOTAL			\$4,782	\$7,960	\$1,776	\$5	\$14,523
TOTALS							
REHABILITATION AND ROTEM	\$636	\$7,611	\$14,802	\$8,559	\$1,781	\$5	\$33,395
NEW CAPITAL	\$36	\$72	\$36	\$	\$	\$	\$144
TOTAL PROJECTED CASH FLOW BY	\$672	\$7,683	\$14,839	\$8,559	\$1,781	\$5	\$33,540
PROJECT BUDGETS BY FISCAL	\$1,929	\$17,088	\$14,523	N/A	N/A	N/A	N/A

Note: EXCLUDES ROTEM SETTLEMENT FOR FY 17/18 AND 18/19

Exhibit 6.7

SANBAG- CAPITAL SUMMARY AND CASH FLOW

CAPITAL BUDGET SUMMARY SANBAG			
(\$ Thousands)			
FISCAL YEAR	REHABILITATION PROJECTS	NEW CAPITAL PROJECTS	TOTAL
2016/17	\$1,664	\$187	
ROTEM SETTLEMENT	\$1,000		
TOTAL 16/17	\$2,664	\$187	\$2,851
2017/18	\$21,573	\$	\$21,573
2018/19	\$24,022	\$	\$24,022
TOTALS	\$48,260	\$187	\$48,447

1. EXCLUDES ROTEM SETTLEMENT FOR FY 17/18 AND 18/19

CAPITAL BUDGET SUMMARY SANBAG CASH FLOW BY FISCAL YEAR							
(\$ Thousands)							
BUDGET FISCAL YEAR	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	TOTAL
2016/2017							
REHABILITATION	\$526	\$1,074	\$63				\$1,664
ROTEM SETTLEMENT	\$335	\$605	\$60	\$1			\$1,000
NEW CAPITAL	\$47	\$93	\$47				\$187
SUBTOTAL	\$908	\$1,772	\$171	\$1			\$2,851
2017/2018							
REHABILITATION		\$7,922	\$12,867	\$777	\$7		\$21,573
NEW CAPITAL							\$
SUBTOTAL		\$7,922	\$12,867	\$777	\$7		\$21,573
2018/2019							
REHABILITATION			\$7,598	\$12,722	\$3,695	\$7	\$24,022
NEW CAPITAL							\$
SUBTOTAL			\$7,598	\$12,722	\$3,695	\$7	\$24,022
TOTALS							
REHABILITATION NET OF ROTEM	\$861	\$9,601	\$20,589	\$13,499	\$3,702	\$7	\$48,260
NEW CAPITAL	\$47	\$93	\$47	\$	\$	\$	\$187
TOTAL PROJECTED CASH FLOW BY	\$908	\$9,695	\$20,636	\$13,499	\$3,702	\$7	\$48,447
PROJECT BUDGETS BY FISCAL YEAR	\$2,851	\$21,573	\$24,022	N/A	N/A	N/A	N/A

Note: EXCLUDES ROTEM SETTLEMENT FOR FY 17/18 AND 18/19

Exhibit 6.7

VCTC- CAPITAL SUMMARY AND CASH FLOW

CAPITAL BUDGET SUMMARY VCTC SUMMARY			
(\$ Thousands)			
FISCAL YEAR	REHABILITATION PROJECTS	NEW CAPITAL PROJECTS	TOTAL
2016/17	\$2,878	\$94	
ROTEM SETTLEMENT	\$337		
TOTAL 16/17	\$3,216	\$94	\$3,309
2017/18	\$30,521	\$	\$30,521
2018/19	\$32,433	\$	\$32,433
TOTALS	\$66,169	\$94	\$66,263

1. 17/18 AND 18/19 REHAB BUDGETS EXCLUDE ROTEM SETTLEMENT

CAPITAL BUDGET SUMMARY
VCTC CASH FLOW BY FISCAL YEAR

(\$ Thousands)

BUDGET FISCAL YEAR	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	TOTAL
2016/2017							
REHABILITATION	\$864	\$1,537	\$478				\$2,878
ROTEM SETTLEMENT	\$113	\$204	\$20	\$			\$337
NEW CAPITAL	\$23	\$47	\$24				\$94
SUBTOTAL	\$1,000	\$1,788	\$522				\$3,309
2017/2018							
REHABILITATION		\$10,683	\$18,482	\$1,344	\$12		\$30,521
NEW CAPITAL							\$
SUBTOTAL		\$10,683	\$18,482	\$1,344	\$12		\$30,521
2018/2019							
REHABILITATION			\$10,162	\$18,549	\$3,710	\$12	\$32,433
NEW CAPITAL							\$
SUBTOTAL			\$10,162	\$18,549	\$3,710	\$12	\$32,433
TOTALS							
REHABILITATION AND ROTEM	\$976	\$12,424	\$29,142	\$19,892	\$3,722	\$12	\$66,170
NEW CAPITAL	\$23	\$47	\$24	\$	\$	\$	\$94
TOTAL PROJECTED CASH FLOW BY	\$1,000	\$12,471	\$29,166	\$19,892	\$3,722	\$12	\$66,263
PROJECT BUDGETS BY FISCAL YEAR	\$3,309	\$30,521	\$32,433	N/A	N/A	N/A	N/A

Note: EXCLUDES ROTEM SETTLEMENT FOR FY 17/18 AND 18/19

Exhibit 6.7

OTHER- CAPITAL SUMMARY AND CASH FLOW

CAPITAL BUDGET SUMMARY OTHER SUMMARY			
(\$ Thousands)			
FISCAL YEAR	REHABILITATION	NEW CAPITAL	TOTAL
2016/17	\$3,748	\$	\$3,748
2017/18	\$29,175	\$	\$29,175
2018/19	\$29,175	\$	\$29,175
TOTALS	\$62,097	\$	\$62,097

CAPITAL BUDGET SUMMARY OTHER CASH FLOW BY FISCAL YEAR							
(\$ Thousands)							
BUDGET FISCAL YEAR	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	TOTAL
2016/2017							
REHABILITATION	\$1,244	\$2,135	\$368				\$3,748
NEW CAPITAL							\$
SUBTOTAL	\$1,244	\$2,135	\$368				\$3,748
2017/2018							
REHABILITATION		\$9,766	\$17,644	\$1,750	\$15		\$29,175
NEW CAPITAL							\$
SUBTOTAL		\$9,766	\$17,644	\$1,750	\$15		\$29,175
2018/2019							
REHABILITATION			\$9,766	\$17,644	\$1,750	\$15	\$61,132
NEW CAPITAL							\$
SUBTOTAL			\$9,766	\$17,644	\$1,750	\$15	\$61,132
TOTALS							
REHABILITATION	\$1,244	\$11,900	\$27,778	\$19,394	\$1,765	\$15	\$62,097
NEW CAPITAL	\$	\$	\$	\$	\$	\$	\$
TOTAL PROJECTED CASH FLOW BY FISCAL YEAR	\$1,244	\$11,900	\$27,778	\$19,394	\$1,765	\$15	\$62,097
PROJECT BUDGETS BY FISCAL YEAR	\$3,748	\$29,175	\$29,175	N/A	N/A	N/A	N/A



Board Report

File #: 2016-0449, File Type: Program

Agenda Number: 19.

**FINANCE, BUDGET AND AUDIT COMMITTEE
JUNE 15, 2016**
SUBJECT: ACCESS SERVICES PROPOSED FISCAL YEAR 2017 BUDGET**ACTION: APPROVE FUNDING FOR ACCESS SERVICES FOR FISCAL YEAR 2017 (FY17)****RECOMMENDATION**

APPROVE local funding request for **Access Services** (Access) in an amount not to exceed \$84,124,902 for FY17. This amount includes:

- A. \$74M in Operating and Capital funds from Proposition C 40% Discretionary (PC 40%);
- B. \$8M in Operating and Capital unspent carry-over PC 40% funds from FY16; and
- C. \$2.1M in funds paid directly to Metrolink for its participation in Access' Free Fare Program from Proposition C 10% Commuter Rail (PC 10%)

ISSUE

Access provides paratransit services on behalf of Metro and 43 other Los Angeles County fixed route operators, as mandated by the Americans with Disabilities Act (ADA). Access' annual operating and capital requirements are funded by Metro's regional funds. In coordination with Metro staff, Access has determined that a total of \$163.2M is needed to fund its FY17 operating and capital requirements. Of this amount, a total of \$81.2M will be funded from fares and federal grants. The remaining \$84.1M will be funded as follows: \$82M from Metro's PC 40% funds and \$2.1M from PC 10% programmed to Metrolink for its participation in Access' Free Fare Program. See Attachment A.

DISCUSSION

With the demographic shifts of an aging population of baby boomers and reductions in human services transportation funding, Access ridership projections are expected to increase. Access' passenger trips are projected to increase by 3.6% in FY17 and will accordingly increase operating costs. In FY17, total operating costs are increasing by \$8.6M or 5.9%, higher than the growth in

passenger trips. This is a result of increased insurance costs for Beyond the Curb (BTC) service, a federally mandated Origin to Destination service implemented last year, as well as prepaying for FY18 auto liability insurance. In FY17, this increase in operating costs of \$8.6M is offset by a reduction in vehicle acquisitions of \$4.8M, resulting in a net increase of \$3.9M or 2.4% in Access' budget. See table below.

Access Services Budget		(in thousands)			
	FY16 Budget	FY17 Proposed	\$ Change	% Change	
Expenses					
Direct Operations	\$ 106,230.00	\$ 113,230.00	\$ 7,000.00	6.6%	
Contracted Support	21,656.00	22,705.00	1,049.00	4.8%	
Management/Administration	17,237.00	17,837.00	600.00	3.5%	
Total Operating Costs	145,123.00	153,772.00	8,649.00	5.9%	
Total Vehicle Purchases/Cap	14,228.00	9,430.00	(4,798.00)	(0.34)	
Total Expenses	\$ 159,351.0	\$ 163,202.0	\$ 3,851.0	2.4%	
Carry Over/(Shortfall)	\$ 8,000.0		\$ (8,000.0)	-100.0%	

FY16 Carry Over Funds of \$8M

In FY16, Access requested approximately \$8M in additional funds in order to implement a new “dynamic fare” structure and for the BTC service. The “dynamic fare” issue was resolved favorably and did not require implementation of the new fare structure. For BTC, Access projected a utilization level in the 5-10% range; however, utilization through April 2016 was less than 1%. Rather than returning the FY16 unspent funds to Metro, Access has requested to carry over the \$8M into FY17 proposed budget.

BACKGROUND

Access administers and manages the delivery of regional ADA paratransit services on behalf of Metro and 43 other public fixed route operators in Los Angeles County consistent with the adopted Countywide Paratransit Plan. The provision of compliant ADA-mandated paratransit service is considered a civil right under federal law and must be appropriately funded.

Access' system provides more than 4.6M passenger trips per year to more than 170,000 qualified ADA paratransit riders in a service area covering over 1,950 square miles of Los Angeles County utilizing over 600 vehicles. Access' service area is divided into six regions to ensure efficiency and

effectiveness of the service.

Access' budget details, organizational structure, business plan and other relevant information can be found in Access Proposed Annual Budget Fiscal Year 2016-2017. ~~Book Attachment A~~

PERFORMANCE, COMPLIANCE AND OVERSIGHT

Access has adopted Key Performance Indicators (KPI) to ensure that the agency provides quality ADA paratransit service. For FY15 Access met their performance goals. For FY16 (data through May 2016), Access has not met performance goals in the areas of On-Time Performance and Late 4 trips at this time. Metro will work with Access to ensure they meet the KPIs going forward. See table of Access' KPIs below.

Access Key Performance Indicators

	Goals	FY15	Goals Met	FY16-YTD	Goals Met?
On-Time Performance	≥91.0%	91.9%	Yes	90.5%	No*
"Late 4" trips (+45 mins late)	≤0.10%	0.09%	Yes	0.14%	No*
Denials	≤1%	0.2%	Yes	0.2%	Yes
Average Initial Hold Times	≤120 secs	83 secs	Yes	91 secs	Yes

Metro, in coordination with Access, will continue to develop and monitor standards to ensure system effectiveness, cost efficiency and accountability. In FY17, Metro will work with Access staff to:

- Evaluate the benefits of a centralized reservations and routing model and eligibility criteria to improve system efficiency
- Review all key performance standards to ensure compliance as mandated by the ADA, follow up on On-Time Performance and Late 4 trips and continue to monitor financial aspects of the service, including cost per trip
- Continue to audit for Access as part of the ongoing annual consolidated financial audit
- Continue Metro's oversight through participation on Access' Board of Directors, Budget and

Audit subcommittees

DETERMINATION OF SAFETY IMPACT

Approval of this recommendation does not have a negative impact on the safety of Metro's customers, its employees or the general public.

FINANCIAL IMPACT

Access' local funding will come from PC 40% for \$82M and PC 10% for \$2.1M. There will be no financial impact on Metro's bus and rail operations.

Impact to Budget

Metro's FY17 budget will include \$74M from PC 40% under project number 410011 and \$2.1M from PC 10% under project number 410011. The \$8M carry-over has already been budgeted in FY2015-2016.

ALTERNATIVES CONSIDERED

Not fully funding Access to provide the mandated paratransit services for FY17 would place Metro and the other 43 Los Angeles County fixed route operators, to be in violation of the ADA, which mandates that fixed route operators provide complementary paratransit service within $\frac{3}{4}$ of a mile of a local rail or bus line or consequently lose federal funding.

NEXT STEPS

After the Board of Directors approves the recommended funding, we will work with Access to ensure proper disbursement of funds.

Staff will also continue to work collaboratively with Access to identify funding sources, including other grants, Medi-Cal reimbursements for eligible customers and inclusion in the potential 2016 sales tax ballot measure to ensure future enhancements and continuation of Access-provided service.

Attachment A - Access Funding Sources for Fiscal Year 2016-2017

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Phillip A. Washington
Chief Executive Officer

ATTACHMENT A

Access Funding Sources - Fiscal Year 2016-2017

(\$ in millions)	FY17 Funding Sources
Federal grants, fares, and other income	
Federal grants	\$ 71.2
Passenger fares and other income	10.0
Federal grants, fares, and other income Subtotal	81.2
Prop C 40%	
Operating and Capital Funds	74.0
Operating and Capital (FY16 Carryover)	8.0
PC40 Subtotal	82.0
Federal, fares, and PC40 Subtotal	\$ 163.2
Prop C 10%	
Funds paid directly to Metrolink for participation in Access' Free Fare Program	2.1
Total Funding	\$ 165.3
Total Requested Funding	\$ 84.1



Board Report

File #: 2016-0320, File Type: Program

Agenda Number: 21.

PLANNING AND PROGRAMMING COMMITTEE JUNE 15, 2016

SUBJECT: MEASURE R HIGHWAY SUBREGIONAL PROGRAM (MRHSP)

ACTION: APPROVE ADOPTION OF UPDATED PROJECT LIST

RECOMMENDATION

CONSIDER:

- A. APPROVING the updated **project list and changes in the funding levels for the Measure R Highway Subregional Program (MRHSP) in Arroyo Verdugo, Las Virgenes Malibu, South Bay, North County, and Gateway Cities Subregions** as shown in Attachment A.
- B. AUTHORIZING the Chief Executive Officer (CEO) to negotiate and execute all necessary agreements for approved projects.
- C. APPROVING time extension for 1 project as shown in Attachment B

ISSUE

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

DISCUSSION

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

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

- I-710 South and/or Early Action Projects in Gateway Cities

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

At the December 2015 meeting, the Board approved revised project lists and funding allocations for the aforementioned projects. This update reflects the project changes recommended by each subregion. Highway Program staff is working closely with each subregion to identify and deliver Highway Operational Improvement Projects. The changes include an additional \$81 million in programming to support 12 projects, new or existing, as detailed in Attachment A.

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

Highway Operational Improvements in Arroyo Verdugo Subregion

The updated list includes funding adjustments for current projects recommended by the Arroyo Verdugo Subregion. To date, through Measure R, the subregion has completed 10 projects and expended \$18.6 million into local investments. Additionally, the subregion currently has 11 active projects in various phases of project development.

The subregion is recommending the updated project list detailed in Attachment A, totaling \$61.5 million programmed.

The adjustments in the project list are as follows:

City of Glendale

- Program an additional \$185,471 in Prior Years for the City of Glendale's, SR-134 Glendale Ave. Interchange Modifications Project (MR310.16). The revised total project budget is \$1,585,471.

The City of Glendale advertised the project, and the lowest competitive bid came in above the original project estimate done in 2013.

- Deobligate \$480,000 in FY16-17 from the City of Glendale's, I-210 Soundwalls Project (MR310.25). The revised project budget is \$4,520,000. The deobligated funds will be reprogrammed to fund the Noise Barrier Scope Summary Report (NBSSR) led by Metro for the I-210 Soundwall project from Waltonia Dr. to Pennsylvania Ave. The remainder of the programmed funds will be used for future phases.

County of Los Angeles

- Deobligate \$320,000 in FY17-18 from LA County's Soundwalls on Interstate 210 in La Crescenta-Montrose project (MR310.44). The revised project budget is \$3,044,000. The deobligated funds will be reprogrammed to fund the Noise Barrier Scope Summary Report (NBSSR) led by Metro for the I-210 Soundwall project from Waltonia Dr. to Pennsylvania Ave. The remainder of the programmed funds will be used for future phases.

Metro

- Program \$300,000 in FY16-17 and \$500,000 FY17-18, for the I-210 Soundwall Project. This project will fund an NBSSR study on I-210 from Waltonia Dr. to Pennsylvania Ave. The total project budget is \$800,000.

This project will conduct a Noise Barrier Scope Summary Report (NBSSR) on the I-210 freeway in Glendale and the unincorporated area of LA County. The study will include a noise analysis within the projects limits, and provide design considerations to mitigate traffic noise on properties adjacent to I-210.

Measure R Nexus to Highway Operational Definition:

This is a Soundwall project, which is an eligible operational improvement in the Arroyo Verdugo Subregion.

The subregion's project list, as detailed in Attachment A, totaling \$61.5 million, does not exceed the \$64 million forecast to be available for the subregion over FY11-20

Highway Operational Improvements in the Las Virgenes-Malibu Subregion

The updated list includes funding adjustments for current projects recommended and approved by the Las Virgenes-Malibu Subregion. To date, through Measure R, the subregion has completed 4 projects and expended \$62.7 million into local investments. Additionally, the subregion currently has 16 active projects in various phases of project development.

The subregion is recommending the updated project list detailed in Attachment A, totaling \$128,351 million programmed.

The adjustments in the project list are as follows:

City of Agoura Hills

- Deobligate \$100,000 from the Kanan Road Overpass Expansion - PSR, PR, PS&E Project (MR311.14). The revised total project budget is \$150,000. The City has downscoped the project to provide funds to the Agoura Hills Multi-Modal Transportation Center Project.
- Program \$100,000 in FY16-17 for the Agoura Hills Multi-Modal Center Project. This is a new project being proposed by the City. The project budget will only be used for design and

construction phases after review and approval of the final scope of the project by Metro and determination of eligibility for use of the Highway Operational Improvement funds.

The project will build a Regional Multi-Modal Transportation Center, which will include regional bus transit services and park and ride facilities. This project was one of the originally-identified Measure R projects for the City. However, it was not initially funded due to other priorities.

Measure R Nexus to Highway Operational Definition:

The City plans to build a transportation facility / park and ride lot that would serve as a central location for the multiple regional transit operators in the area such as Metro's 161 bus line, LA DOT's Commuter Express, Dial-A-Ride, and Kanan Shuttle and would promote mode shift resulting in less vehicles on the US-101 freeway and higher transit ridership. The goal of the project is to provide transit use options to commuters and trips to destinations outside the subregion, thereby reducing traffic volumes on the US-101. Final eligibility of the project will be determined upon finalization of the scope of the project.

City of Calabasas

- Program an additional \$7,000,000 in FY 16-17 for the City of Calabasas Lost Hills Road Overcrossing and Interchange Project (MR 311.06). The revised total project budget has increased to \$33,000,000. The City is programming additional funds to this project to address cost overruns resulting from changes in the design and increased construction costs. The project includes an increase in scope required by Caltrans to address U.S. 101 southbound on-ramp metering requirements.

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

The proposed revised project list includes funding adjustments for current projects recommended by the South Bay Cities Council of Governments. To date, through Measure R, the subregion has completed 13 projects and expended \$42 million into local investments. Additionally, the subregion currently has 29 active projects in various phases of project development.

The subregion is recommending the updated project list detailed in Attachment A, totaling \$233 million.

The adjustments in the project list are as follows:

City of Carson

- Program \$65,000 in FY16-17 and \$85,000 in FY17-18 for the City of Carson's Traffic Signal Control Upgrades at Figueroa St. and 234th St. and Figueroa St. and 228th St (MR312.46). The total project budget is \$150,000.

This project will upgrade the traffic signal equipment at the intersection of Figueroa St. and 234th

by replacing the poles, signal heads and controllers. This project will also add left turn phases on the east and west approaches at the Figueroa St. and 228th intersection.

Measure R Nexus to Highway Operational Definition:

Figueroa St. in the City of Carson runs immediately parallel to I-110 and currently carries 10,000 cars a day. This principal arterial functions as a bypass to I-110, serving short commuter trips and longer regional trips when there are incidents on I-110. The improvements at these two intersections will improve traffic flow on Figueroa St., especially during peak hours, when traffic exiting I-110 at the Sepulveda Blvd. and 223rd St. ramps, combined with the regional north-south traffic, overwhelms the existing operational capacity of the intersections. Based on the City's traffic analysis, the intersections are currently operating at a deficient level of service.

- Program \$500,000 in FY16-17 and \$900,000 in FY17-18 for City of Carson's Traffic Signal Upgrades at 10 Intersections (MR312.41). The Total project budget is \$1,400,000.

This project is at the intersections of: 1) Figueroa and Victoria St, 2) Main St. and 220th, 3) Main St and Victoria St, 4) Main St and Albertoni, 5) Broadway at Victoria St., 6) Broadway and Albertoni St, 7) Broadway and Gardena, 8) Broadway at Alondra 9) Mid Block Cross Walk on Broadway south of Albertoni St. and 10) Figueroa and 223rd St.

Measure R Nexus to Highway Operational Definition:

The 10 intersections improvements are immediately adjacent or in very close proximity to five of the major freeway on/off-ramps serving the City of Carson: 1) I-110 on/off ramps located on 190th /Victoria Avenue, 2) SR-91 on/off ramps on Main St., 3) SR-91 on/off ramps on Albertoni St. and 4) I-405 on/off ramps at S. Main St., and 5) I-405 on/off ramps at 220th St. Traffic from freeways at local interchanges adversely impacts the operations of these intersections. Improving traffic flow at the 10 arterial intersections in close proximity to the freeway on/off ramps will help distribute traffic coming from SR-91, I-110 and I-405. Based on the City's traffic analysis, the intersections are currently operating at a deficient level of service.

City of Gardena

- Deobligate \$720,000 in FY20-21 from the Redondo Beach Blvd. Arterial Improvements Project from Crenshaw Blvd. to Vermont Ave. (Call Match). This project did not receive funding through the 2015 Call For Projects program.
- Deobligate \$380,000 in FY20-21 from the Crenshaw Blvd. Arterial Improvements Project from Redondo Beach Blvd. to El Segundo Blvd. (Call Match). This project did not receive funding through the 2015 Call For Projects program.
- Deobligate \$1,140,000 in FY20-21 for the Park and Ride Lots on the SW Corners of El Segundo Blvd. at Vermont Ave. and at Western Ave. (Call Match). This project did not receive funding through the 2015 Call For Projects program.

-
- Deobligate \$1,200,000 in FY20-21 from the Normandie Ave. Arterial Improvements Project from El Segundo Blvd. to 177th Street (Call Match). This project did not receive funding through the 2015 Call For Projects program.
 - Program \$40,000 in FY16-17 and \$1,460,000 in FY17-18 for the City of Gardena's Traffic Signal Reconstruction on Vermont Ave Project, at Redondo Beach Blvd and Rosecrans Ave (MR312.02). The total project budget is \$1,500,000.

The proposed project will include traffic signal upgrades, turning pockets and channelization at Rosecrans Ave and Vermont Ave and Redondo Beach Blvd. and Vermont Ave. These intersections are projected to operate at LOS F in the future. The proposed improvements will improve the two intersections to a LOS D.

Measure R Nexus to Highway Operational Definition:

Vermont Ave. runs immediately parallel to I-110 and currently carries 21,000 cars a day. This principal arterial is a bypass to I-110, serving both short commuter trips and longer regional trips when there are incidents on I-110. The proposed improvements will improve traffic flow on Vermont Ave. at two intersections currently operating at a LOS E during the peak hours, when traffic from the I-110 on/off ramps at Rosecrans Ave. and Redondo Beach Blvd. (adjacent to these intersections) overwhelms the existing operational capacity. Based on the City's traffic analysis, the intersections are currently operating at a deficient level of service.

- Program \$80,000 in FY16-17, \$180,000 in FY17-18, and \$2,263,000 in FY18-19 for the City of Gardena's Artesia Blvd. Arterial Improvement Project, from Western Ave to Vermont Ave (MR312.09). The total project budget is \$2,523,000.

The proposed project will include traffic signal upgrades on Artesia Blvd at Normandie and Western, turn pockets where feasible and traffic channelization. The Normandie Ave and Vermont Ave intersections currently operate at a level of service (LOS) E and are projected to operate at a LOS F in the future. The proposed improvements will improve the LOS to D.

Measure R Nexus to Highway Operational Definition:

Artesia Blvd. is the western terminus of SR-91. Therefore, Artesia Blvd. functions as a collector for regional traffic in route to or coming from SR-91. Current Average Daily Traffic (ADT) on Artesia Blvd. is 50,000 cars. The proposed improvements will reduce vehicle hours of delay at the three major intersections closest to the SR-91 terminus, thereby helping better disperse regional traffic coming from SR-91. Based on the City's traffic analysis, the intersections are currently operating at a deficient level of service.

City of Hawthorne

- Reprogram \$200,000 from FY17-18 to FY16-17 for the City of Hawthorne Signal Improvements Project from 118th St. to Marine Ave. (MR312.47). The project budget will remain unchanged. However, the City of Hawthorne is ready to commence work on the

project.

- Program \$1,000,000 in FY16-17 and \$1,000,000 in FY17-18 for the City of Hawthorne's Intersection Widening & Traffic Signal Modifications project (MR312.54). The project budget is \$2,000,000.

The proposed project will install and upgrade traffic signals at multiple intersections, construct left turn lanes at the intersection of Crenshaw Blvd. and Rocket Road, and construct right hand turn lanes at Inglewood and El Segundo Blvd - both principal arterials. Each of the intersection is less than ¼ of a mile from I-105 or I-405. The proposed improvements address geometric deficiencies in the intersections which currently are operating deficiently due to the speed, volume of traffic, and the high volume of turning movements.

Measure R Nexus to Highway Operational Definition

The proposed intersection improvements are located in very close proximity to the I-405 on/off ramps at El Segundo Blvd, and the I-105 on/off ramps at Crenshaw Blvd. Crenshaw Blvd. currently carries 33,000 cars a day and El Segundo Blvd. currently carries 32,000 cars a day in the City of Hawthorne. These intersection improvements will help improve traffic flow on these principal arterials, especially during the peak hours when traffic coming from the I-105 or I-405 on/off ramps overwhelms the operational capacity of the intersections. Based on the City's traffic analysis, the intersections are currently operating at a deficient level of service.

- Program \$600,000 in FY16-17, \$1,000,000 in FY17-18 and \$2,800,000 in FY18-19 for the City of Hawthorne's, Hawthorne Blvd Arterial Improvements project from 120th St. to 111th St. (MR312.61). The total project budget is \$4,400,000.

The proposed project will reduce vehicular delays and improve pedestrian crossings by adding bulb outs at intersections, reducing pedestrian crossing distance to enable shorter cycle lengths. The project will also modify on street parking along Hawthorne Blvd. to provide storage pockets for left-turn traffic. Traffic signals will also be upgraded.

Measure R Nexus to Highway Operational Definition

Within City limits, Hawthorne Blvd. is a major arterial carrying 30,000 cars a day and providing a vital connection to SR-107 and I-105. The proposed improvements will reduce vehicle hours of delay at a number of intersections adjacent to the I-105 on/off ramps, thereby improving traffic flow on Hawthorne Blvd and the on/off ramps, especially during the peak hours when traffic

coming from I-105 overwhelms the operational capacity of the intersections. Based on the City's traffic analysis, the intersections are currently operating at a deficient level of service.

City of Hermosa Beach

- Program \$400,000 in FY16-17 and \$1,400,000 in FY17-18 for the City of Hermosa Beach's PCH/Aviation Blvd Improvements Project (MR312.63). The total project budget is \$1,800,000.

This project will reduce vehicle hours of delay on PCH in the City of Hermosa Beach. The proposed improvements will include only those scope elements that can be validated through a traffic analysis, do not significantly impact ROW and reduce delay and increase throughput without degrading the existing capacity of the facility. This corridor currently carries approximately 53,000 cars a day on PCH within the City of Hermosa and is one of the poorest performing corridors in the South Bay.

Measure R Nexus to Highway Operational Definition

This project will reduce vehicle hours of delay on PCH in the City of Hermosa Beach, a State Highway. Intersection improvements, signal upgrades, and left-turn lanes are all viable options considered to increase throughput on PCH.

City of Manhattan Beach

- Program \$50,000 in FY16-17 and \$850,000 in FY17-18 for the City of Manhattan Beach's Sepulveda Blvd Improvements (MR312.62). The total project budget is \$900,000.

This project will improve the traffic flow and LOS on Sepulveda Blvd. The project will provide operational improvements at 5 intersections along Sepulveda Blvd: Rosecrans Ave, 33rd St, Cedar Ave, 14th St & 2nd St. Each of these intersections are deficient and the turning movements impact the flow on Sepulveda Blvd (SR-1).

Measure R Nexus to Highway Operational Definition

This project will provide turnouts at 5 intersections on Sepulveda Blvd to allow a more efficient flow of traffic on Sepulveda Blvd (SR-1). All of the intersections are located on (SR-1).

Metro

- Program \$70,000 in FY16-17 and \$100,000 in FY17-18 for the Western Ave (SR-213), from Palos Verdes Drive North to Gardena, Project Study Report (PSR). The total project budget is \$170,000.
- Program \$70,000 in FY16-17 and \$100,000 in FY17-18 for the Pacific Coast Highway (SR-1) from the Eastern Boundary of Carson to Eastern Boundary of Torrance, PSR. The total project budget is \$170,000.

The PSR will identify deficiencies on the corridors, and prescribe improvements that will reduce congestion and operational deficiencies.

Measure R Nexus to Highway Operational Definiton

These are planning studies on State Highways that will analyze the existing conditions of the corridors and prescribe improvements.

City of Rancho Palos Verdes

- Program \$30,000 in FY16-17 and \$60,000 in FY17-18 for City of Rancho Palos Verdes' Western Ave. (SR-213) from Palos Verdes Drive North to 25th street - PSR (MR312.39). The total project budget is \$90,000.

The PSR will identify deficiencies on the corridors, and prescribe improvements that will reduce congestion and operational deficiencies.

Measure R Nexus to Highway Operational Definiton

This is a planning study on State Highways that will analyze the existing conditions of the corridors and prescribe improvements.

City of Torrance

- Deobligate \$3,500,000 in FY20-21 for the Western Ave at Sepulveda Blvd Intersection Improvements Project (Call Match). This project did not receive funding through the 2015 Call For Project program.
- Deobligate \$740,000 in FY20-21 for the Hawthorne Blvd Corridor Intersection Improvements Project (Lomita Blvd, Emerald, Spencer, and 182nd St.) (Call Match). This project did not receive funding through the 2015 Call for Projects program.

State Route 138 Capacity Enhancements

The project list for State Route 138 Capacity Enhancements does not include adjustments. There are currently 11 active projects in various phases of project development. The implementing agencies in the North County have expended \$14 million in local investments.

I-605 Corridor "Hot Spots" Interchanges

The proposed revised project list includes adjustments in schedules, scopes, funding for current projects and Third Party support services, and the addition of two new projects within the Gateway Cities. To date, through Measure R, the subregion has invested \$25 million in local improvements

and has 21 active projects.

The I-605/SR-91/I-405 Technical Advisory Committee (TAC) is recommending the revised project list detailed in Attachment A totaling \$188.7 million.

The project list adjustments are as follows:

Metro

- Program an additional \$28,000,000 for the I-605/SR-60 Project Approval and Environmental Document (PA/ED) (AE2259). The funds will be programmed over 5 fiscal years as follows; \$1,000,000 in FY15-16, \$7,000,000 in FY-16-17, \$8,000,000 in FY 17-18, \$8,000,000 in FY18-19, and \$8,000,000 in FY 19-20. Previously \$2,000,000 in FY15-16 had been programmed. The total project budget is \$34,000,000.
- Program an additional \$6,763,000 for the SR-91/I-605 (PA/ED) (AE476110012334). The funds will be programmed over 4 fiscal years as follows; \$263,000 in FY15-16, \$3,200,000 in FY16-17, \$3,100,000 in FY17-18, and \$1,200,000 in FY18-19. The previous \$1,000,000 programmed in Prior Years will be reprogrammed into FY15-16. The total project budget is \$7,763,000.
- Program \$24,000,000 for I-605 Freeway Early Action Projects. Metro will initiate multiple consultant contracts to complete environmental and design services for selected I-605 Freeway Hot Spots. These projects have independent utility and can be advanced ahead of the freeway-to-freeway interchange projects. Construction of these projects can begin within three years. The funds will be programmed in one Fiscal Year, FY16-17.

Caltrans

- Program \$3,650,000 for the I-605/SR-60 PA/ED for Enhanced Independent Quality Assurance. The funds will be programmed over 5 fiscal years: \$400,000 in FY15-16, \$850,000 in FY16-17, \$800,000 in FY17-18, and \$800,000 in FY18-19, \$800,000 in FY19-20.
- Program an additional \$1,919,000 for Third Party Support Services of the I-605/I-5 Interchange PA/ED to perform Enhanced Independent Quality Assurance reviews. The funds will be programmed over 4 fiscal years as follows, \$150,000 in FY16-17, \$500,000 in FY17-18, \$500,000 in FY18-19, and \$770,000 in FY19-20. The \$150,000 programmed in Prior Years will

be reprogrammed into FY15-16. The total project budget is \$2,069,800.

- Program an additional \$676,000 for Third Party Support Services of the SR-91/I-605 PA/ED to perform Enhanced Independent Quality Assurance reviews. The funds will be programmed over 4 fiscal years as follows; \$26,300 in FY15-16, \$220,000 in FY16-17, \$310,000 in FY17-18, and \$120,000 in FY18-19. Additionally, reprogram \$100,000 from Prior Years to FY16-17. The total project budget is \$776,300.

City of Artesia

- Deobligate \$360,000 in FY20-21 from the City of Artesia's Norwalk Blvd Bicycle and Pedestrian Improvement Project (Call Match). This project did not receive funding through the 2015 Call For Projects program.

City of Downey

- Program an additional \$840,444 in FY15-16 for the City of Downey's Belflower-Imperial Highway Intersection Improvements Project (MR315.18). The revised total project budget is \$2,740,444.

The City of Downey advertised the project, and the lowest competitive bid came in above the original project estimate. The additional funds will be used to pay for higher than expected costs for completing Final Design, Right-Of-Way acquisitions, litigation, and to award the construction contract to the lowest bidder.

County of Los Angeles

- Deobligate \$700,000 in FY20-21 for the County of Los Angeles' Indiana St. to Paramount Blvd Project (Call Match). The County did not receive funding through the 2015 Call For Projects program.

City of Lakewood

- Program an additional \$2,274,300 for the Del Amo Blvd at Lakewood Blvd Intersection Improvement Project (MR315.04). The additional funds will be programmed in FY15-16, the total budget is \$5,504,300.

This project was included in the initial 33 arterial “hot spots” of the I-605 Program, approved by the SR-91/I-605/I-405 Corridors Cities Committee and the Metro Board. The initial programming of funds was based on conceptual plans (for various improvements, including two additional right-turn pockets) developed and contained in the I-605 Hot Spot Feasibility Report (2013). As the City of Lakewood completed PA/ED, preliminary engineering revealed that additional widening would be needed on Lakewood Blvd, on a storm drain channel bridge, in order to accommodate the additional lanes. The structures work for the bridge widening, in addition to other unanticipated project costs, require more funding.

City of Norwalk

- Program \$3,380,400 for the Imperial Highway ITS Project, from San Gabriel River to Shoemaker Road. Funding will be programmed over one Fiscal Year, FY 15-16. This is a new highway operational improvement project.

The project will improve arterial traffic signal operations on Imperial Highway, within the City of Norwalk. The major project components consist of closing a Fiber Optic gap, upgrading traffic signal poles to existing standards, upgrading curb ramps to meet ADA requirements, adding CCTV cameras to enhance corridor monitoring, adding new system detectors (where existing ones have deteriorated) and upgrading the central traffic signal control servers that connect to the County’s Information Exchange Network and Traffic Management Center. This project will be compatible with the County of LA’s Traffic Signal Synchronization (TSSP) and Intelligent Transportation System (ITS) subregional plan. With the funding that is being programmed, the City of Norwalk will complete the PAED, PS&E and Construction of the project.

Measure R Nexus to Highway Operational Definition

Because of its location in close proximity to the I-5/I-605 interchange, Imperial Blvd. functions as an alternative connector between the two freeways. Furthermore, because I-105 terminates on Imperial Hwy., and does not connect to I-5, Imperial Hwy. also functions as a connector for NB I-5 traffic connecting to WB I-105, and EB I-105 traffic connecting to I-5 South. During the peak hours, traffic from I-5, I-605 and I-105 freeways utilizes Imperial Blvd. as a by-pass. The improvements to traffic flow on Imperial Blvd. will help improve traffic flow and relief congestion for traffic coming to and from these three freeways.

City of Pico Rivera

- Program an additional \$4,434,000 for the Rosemead Blvd. at Beverly Intersection Improvement Project (MR315.05). The revised project budget is \$8,474,000. The initial

programming of funds was based on conceptual plans developed and contained in the I-605 Hot Spot Feasibility Report (2013). As the City of Pico Rivera completed PAED, the preliminary engineering revealed that additional funds were needed to complete PS&E and to obtaining the Right of Way necessary for the project. This project was included in the initial 33 arterial “hot spots” of the I-605 Program, approved by the SR-91/I-605/I-405 Corridors Cities Committee and the Metro Board.

- Program an additional \$788,000 to the Rosemead Blvd. at Whittier Blvd. (SR-72) Intersection Improvement Project (MR315.09). The revised project budget is \$1,388,000. The initial programming of funds was based on conceptual plans developed and contained in the I-605 Hot Spot Feasibility Report (2013). As the City of Pico Rivera completed PAED, the preliminary engineering revealed that additional funds are needed to complete the project. This project was included in the initial 33 arterial “hot spots” of the I-605 Program, approved by the SR-91/I-605/I-405 Corridors Cities Committee and the Metro Board.
- Program an additional \$425,000 to the Rosemead Blvd. at Slauson Ave. Intersection Improvement Project (MR315.19). The revised project budget is \$2,195,000. The initial programming of funds was based on conceptual plans developed and contained in the I-605 Hot Spot Feasibility Report (2013). As the City of Pico Rivera completed PAED, the preliminary engineering revealed that additional funds are needed to complete the project. This project was included in the initial 33 arterial “hot spots” of the I-605 Program, approved by the SR-91/I-605/I-405 Corridors Cities Committee and the Metro Board.

City of Santa Fe Springs

- Program \$600,000 for the Florence Avenue Widening Project, from Orr & Day Rd. to Pioneer Blvd. Funds will be programmed in two fiscal years: \$50,000 in FY 16-17 and \$550,000 in FY 17-18. This is a new highway operational improvement project.

This project will widen Florence Avenue for approximately ½ mile, and will use portions of the adjacent frontage roads to accomplish the widening with minimal Right of Way impacts. There will also be a new signal installation at Ringwood Ave./Lake center Park Lane, which will facilitate vehicular turn movement and pedestrian access. The funds will be used to complete PAED, PS&E, and Right of Way Acquisition.

Measure R nexus to Highway Operational Definition

The Florence Ave. on/off ramps at I-5 and I-605 are less than ¼ mile apart. Traffic from coming to and from both I-5 and I-605 overwhelms the operational capacity at the adjacent intersections and roadway segments. The proposed street widening will improve traffic flow through this segment, immediately adjacent to the freeway on/off ramps.

The subregion's project list, as detailed in Attachment A, totaling \$184 million, exceeds the \$164.8 million forecast to be available for the subregion over FY11-20. Due to project delays, staff verified that there is enough cash flow to stay within the first decade programming allocation. Staff will return to the Board with periodic updates on the status of cash flow availability.

I-710 South and/or Early Action Projects

The proposed revised project list includes adjustments in schedules, scopes, funding for current projects and Third Party support services, and the addition of one new project within the Gateway Cities. To date, through Measure R, the subregion has invested \$57 million in local improvements and has 21 active projects.

The I-710 South Technical Advisory Committee (TAC) and I-710 South Project Committee are recommending the revised project list detailed in Attachment A totaling \$142.3 million.

The project list adjustments are as follows:

Metro

- Programming an additional \$2,800,000 in FY16-17 for additional utility and structures studies required for all three of the I-710 Utility Studies (North, Central, and South segments). The revised project budget is \$25,046. Due to changes to the I-710 South EIR/EIS, the three utility studies will also require a scope modification to reflect all the changes in the project alternatives; the modification amount was approved by the Board at its September and October 2015 meetings.
- Programming an additional \$8,700,000 in FY16-17 for the I-710 Corridor Project EIR/EIS. The revised project budget is \$32,521,000. Due to significant project alternative changes, the contract scope required a modification to conduct additional studies. The modification amount was approved by the Board at its October 2015 meeting.
- Programmed an additional \$12,000,000 in FY16-17 as match funding to current and upcoming ITS/Zero Emission Technology grant opportunities. The total project budget is \$12 million. The grant opportunities will be for projects that can be delivered as part of the early action program for the I-710 Corridor.
- Program \$75,000 in FY16-17 for engineering and environmental review services to Southern California Edison (SCE) for their support of the I-710 Soundwall Early Action Program. The total project budget is \$75,000. SCE will work on utility relocation designs of their facilities.

County of Los Angeles

- Deobligate \$700,000 in FY20-21 from Los Angeles County's Whittier Blvd (Indiana to Paramount) Corridor Project (Call Match). This project did not receive funding through the 2015 Call For Projects program.

City of Bell

- Deobligate \$155,000 in FY20-21 from the City of Bell's Eastern at Bandini Rickernbacker Project. This project did not receive funding through the 2015 Call For Projects program.

City of Bell Gardens

- Reprogram \$348,000 from FY17-18 to FY16-17, for the City of Bell Gardens Florence/Eastern Ave Intersection Project. This project was included in the initial I-710 Early Action arterial program, approved by the I-710 Project Committee and the Metro Board.

City of Long Beach

- Deobligate \$1,200,000 in FY20-21 from the City of Long Beach's, Great 7th St - Connectivity Project (Call Match). This project did not receive funding through the 2015 Call For Projects program.
- Deobligate \$160,000 in FY20-21 from the City of Long Beach's, LA River Gap Closures Project (Call Match). This project did not receive funding through the 2015 Call For Projects program.

City of South Gate

- Deobligate \$600,000 in FY20-21 from the City of South Gate's, South Gate Regional Bikeway Connectivity Program (Call Match). This project did not receive funding through the 2015 Call For Projects program.

City of Vernon

- Program an additional \$18,000 in FY16-17 for Staff Support Services of the Draft I-710 South EIR/EIS, to the City of Vernon, increasing the programmed amount to \$75,000. The funds are requested for the cost of review of Draft I-710 South EIR/EIS documents, including meetings with the I-710 Project Team, the I-710 TAC, I-710 Project Committee and other related I-710 meetings. The Staff Support Services work is only for the I-710 EIR/EIS. Funding for staff time in support of the I-710 EIR/EIS was originally approved by the Board in 2012.

The proposed updates to the I-710 South and / or Early Action projects list exceed the \$101.9 million forecasted to be available for the I-710 South and / or Early Action over FY11-20. Due to project

delays, staff verified that there is enough cash flow to stay within the first decade programming allocation. Staff will return to the Board with periodic updates on the status of cash flow availability.

DETERMINATION OF SAFETY IMPACT

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

FINANCIAL IMPACT

Funding for the highway projects is from the 20% Measure R Highway Capital Funds earmarked for all subregions. Funds are available for Arroyo Verdugo (Project No. 460310), Las Virgenes/Malibu (Project No. 460311), and South Bay (Project No. 460312) subregions in the FY17 budget. These three programs are all under Cost Center 0442 in Account 54001 (Subsidies to Others).

Funding for Metro's portion of the SR-138 Project Approval and Environmental Document (September 2012 Board action) is included in the FY17 budget under project No. 461330, Cost Center 4720 in Account 50316. The remaining funds are distributed from the 20% Measure R Highway Capital Funds via funding agreements to Caltrans, and the Cities of Palmdale and Lancaster under Cost Center 0442 in Account 54001 (Subsidies to Others).

Funding for projects in the I-605/SR-91/I-405 Corridor "Hot Spots" and I-710 Early Action Project lists are included in the FY17 budget.

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

Impact to Budget

The source of funds for these projects is Measure R 20% Highway. This fund source is not eligible for Bus and Rail Operations or Capital expenses.

ALTERNATIVES CONSIDERED

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

NEXT STEPS

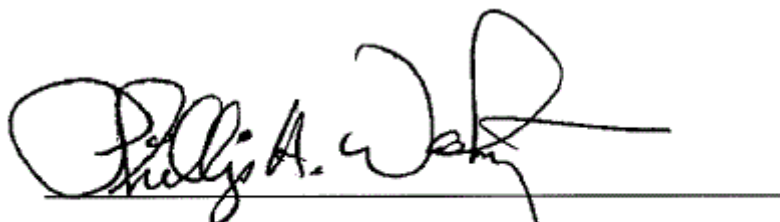
Metro Highway Program staff will continue to work with the subregions to continue to identify new and deliver their existing projects. As the work progresses, updates will be provided to the board on a periodic basis.

ATTACHMENTS

Attachment A - Measure R Highway Subregional Project lists

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Chief Executive Officer

ATTACHMENT A

Arroyo Verdugo Subregion Measure R Highway Operational Improvements Project List

Measure R Highway Operational Improvements Project List

(Programmed Dollars in Thousands)

Proposed Project List and Ten-Year Allocation (Fiscal Years subject to MTA priority setting & budget process)

(C)hange (A)dd (D)elete	Lead Agency	Funding Agreement (FA) No.	Project/Location	Total Allocation (10 yr)	Prior Years	2015-2016	2016-2017	2017-2018	2018-2019	2019-2020
Arroyo Verdugo Operational Improvements (38 projects - 3 New)				61,510	34,974	6,735	2,428	9,109	7,964	0
10 Year Forecasted Funds In Long Range Plan (cumulative)				64,000						
	Burbank	MR310.06	San Fernando Blvd. / Burbank Blvd. Intersection	2,325	2,325					
	Burbank	MR310.08	I-5 Corridor Arterial Signal Improvements	2,600	2,600					
	Burbank	MR310.09	SR-134 Corridor Arterial Signal Improvements	2,975	2,975					
	Burbank	MR310.07	Widen Magnolia Blvd / I-5 Bridge for center-turn lane, standard lanes, shoulders	3,967		250			3,717	
	Burbank	MR310.11	Olive Ave. / Verdugo Ave. Intersection Improvement	1,600	1,600					
	Burbank	MR310.10	Widen Olive Ave / I-5 Bridge for center-turn lane, standard width lanes, shoulders	3,897		250			3,647	
	Burbank	MR310.23	Chandler Bikeway Extension (Call for Projects Local Match)	600					600	
TOTAL BURBANK				17,964	9,500	500	0	0	7,964	0
	Glendale	MR310.12	Glendale FWY Ramps/Space 134	293	93	200				
	Glendale	MR310.22	Glendale Narrows Riverwalk Bridge	600	600					
	Glendale	MR310.24	Construction of Bicycle Facilities	300	300					
	Glendale	MR310.01	Fairmont Ave. Grade Separation at San Fernando Rd. (Construction) (Completed)	1658.7	1,658.7					
	Glendale	MR310.04	San Fernando/Grandview At-Grade Rail Crossing Imp. (Completed)	1,850	1,850					
	Glendale	MR310.13	Glendale Narrows Bikeway Culvert	876.5	876.5					
C	Glendale	MR310.16	SR-134 / Glendale Ave. Interchange Modification	1,585	1,585.5					
	Glendale	MR310.14	Verdugo Road Signal Upgrades (Completed)	557	557					
	Glendale	MR310.19	Traffic Signal Sync Brand / Colorado-San Fernando / Glendale-Verdugo (Completed)	1,250	1,250					
	Glendale	MR310.20	Verdugo Rd / Honolulu Ave / Verdugo Blvd Intersection Modification (Completed)	400	400					
	Glendale	MR310.05	Central Ave Improvements / Broadway to SR-134 EB Offramp (Completed)	3,250	3,250					
	Glendale	MR310.18	Sonora Avenue At-Grade Rail Crossing Safety Upgrade (Completed)	2,700	2,700					
	Glendale	MR310.21	Colorado St. Widening between Brand Blvd. and East of Brand Blvd. (Completed)	350	350					
	Glendale	MR310.37	Verdugo Boulevard Rehabilitation (Verdugo Road to E'ly City Boundary)	1,000		1,000				
	Glendale	MR310.36	Signalizations of SR-2 Fwy Ramps @ Holly	600			100	500		
	Glendale	MR310.39	Widening of SR-2 Fwy Ramps @ Mountain	1,200			150	1,050		
C	Glendale	MR310.25	210 Soundwalls Project	4,520			1,520	3,000		
	Glendale	MR310.35	Signal Installations at Various Locations	1,500	750	750				

ATTACHMENT A

(C)hange (A)dd (D)elete	Lead Agency	Funding Agreement (FA) No.	Project/Location	Total Allocation (10 yr)	Prior Years	2015-2016	2016-2017	2017-2018	2018-2019	2019-2020
	Glendale	MR310.30	North Brand Boulevard Rehabilitation (Freeway 134 to Mountain Street)	1,000				1,000		
	Glendale	MR310.32	Regional Arterial Performance Measures	100				100		
	Glendale	MR310.34	Regional Bike Stations (Call Match)	315				315		
	Glendale	MR310.40	Pacific Ave: Colorado to Glenoaks & Burchett St: Pacific To Central Street Improvements	3,315	3,315					
	Glendale	MR310.41	Doran St. (From Brand Bold. To Adams St.)	1,200		1,200				
	Glendale	MR310.42	Arden Ave. (From Highland Ave. to Kenilworth St.) (Completed)	900	900					
	Glendale	MR310.43	Verdugo Rd. Street Improvements Project (Traffic Signal Modification)	585		585				
	Glendale	MR310.27	Verdugo Wash: Cycle Track	408	50	300	58			
	Glendale	MR310.17	Ocean Blvd. Project -- from Verdugo Rd. to N'ly City Boundaries	1,000		1,000				
TOTAL GLENDALE				33,314	20,486	5,035	1,828	5,965	0	0
	La Canada Flintridge	MR310.03	Soundwalls on Interstate I-210 (Completed)	4,588	4,588					
	La Canada Flintridge	MR310.45	Soundwalls on Interstate I-210 in La Canada-Flintridge (phase 2)	1,800		600	600	600		
TOTAL LA CANADA FLINTRIDGE				6,388	4,588	600	600	600	0	0
C	LA County	MR310.44	Soudwalls on Interstate I-210 in LA Crescenta-Montrose	3,044	400	600		2,044		
TOTAL LA COUNTY				3,044	400	600	0	2,044	0	0
A	Metro		NBSSR Soundwalls on I-210 Glendale/La Crescenta-Montrose	800			300	500		
METRO				800	0	0	300	500	0	0
TOTAL ARROYO VERDUGO				61,510	34,974	6,735	2,728	9,109	7,964	0

5 Year Allocation

ATTACHMENT A

Las Virgenes/Malibu Operational Improvements

Measure R Highway Operational Improvements Project List

(Programmed Dollars in Thousands)

Proposed Project List and Eleven-Year Allocation (Fiscal Years subject to MTA priority setting & budget process)

(C)hange (A)dd	Lead Agency	Funding Agreement (FA) No.	Project/Location	Total Allocation (10 yr)	Prior Years	2015-2016	2016-2017	2017-2018	2018-2019	2019-2020
Las Virgenes/Malibu Operational Improvements				128,351	77,270	31,431	13,250	6,400		
10 Year Forecasted Funds In Long Range Plan (cumulative)				128,351						
	Westlake Village	MR311.01	Lindero Canyon Road Interchange, Phase 3A Design	343.745	343.745					
	Westlake Village	MR311.02	Highway 101 Park and Ride Lot (Design)	243.650	243.650					
	Westlake Village	MR311.10	Rte 101/ Lindero Cyn. Rd. Interchange Improvements, Phase 3B,4B Construction	3,661	3,591.000	70				
	Westlake Village	MR311.18	Rte 101/ Lindero Cyn. Rd. Interchange Improvements, Phase 3A Construction	8,969	8,969.000					
	Westlake Village	MR311.19	Highway 101 Park and Ride Lot (Construction)	4,983.605	4,558.250	425.355				
TOTAL WESTLAKE VILLAGE				18,201.000	17,705.65	495	0	0	0	0
	Agoura Hills	MR311.03	Palo Comando Interchange	7,350	5,600	1,750				
	Agoura Hills	MR311.04	Aguora Road/Kanan Road Intersection Improvements	1,000	1,000					
	Agoura Hills	MR311.05	Agoura Road Widening	32,000	20,250	11,750				
C	Agoura Hills	MR311.14	Kanan Road Overpass Expansion -- PSR, PR, PS&E	150	150					
A	Agoura Hills	MR311.15	Agoura Hills Multi-Modal Center	100			100			
TOTAL AGOURA HILLS				40,600	27,000	13,500	100	0	0	0
C	Calabasas	MR311.06	Lost Hills Overpass and Interchange	33,000	21,000	5,000	7,000			
	Calabasas	MR311.07	Mulholland Highway Scenic Corridor Completion	4,389.8	2,250	2,139.8				
	Calabasas	MR311.08	Las Virgenes Scenic Corridor Widening	5,746.2	2,350	3,396.2				
	Calabasas	MR311.09	Parkway Calabasas/US 101 SB Offramp	214	214					
	Calabasas	MR311.20	Off-Ramp for US 101 at Las Virgenes Road	500	500					
	Calabasas	MR311.33	Park and Ride Lot on or about 23577 Calabasas Road (near Route 101)	3,700	3,200	500				
TOTAL CALABASAS				47,550	29,514	11,036	7,000	0	0	0

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(C)hange (A)dd	Lead Agency	Funding Agreement (FA) No.	Project/Location	Total Allocation (10 yr)	Prior Years	2015-2016	2016-2017	2017-2018	2018-2019	2019-2020
	Malibu	MR311.24	Malibu/Civic Center Way Widening	3,000	150	2,100	750			
	Malibu	MR311.26	PCH-Raised Median and Channelization from Webb Way to Corral Canyon Road	6,950	550	2,500	900	3,000		
	Malibu	MR311.27	PCH Intersections Improvements	1,000	0		1,000			
	Malibu	MR311.28	Kanan Dume Road Arrestor Bed Improvements and Intersection with PCH (Construction)	900	900					
	Malibu	MR311.29	PCH Regional Traffic Message System (CMS)	500	0	500				
	Malibu	MR311.30	PCH Roadway and Bike Route Improvements fr. Busch Dr. to Western City Limits	500	500					
	Malibu	MR311.32	PCH and Big Rock Dr. Intersection and at La Costa Area Pedestrian Improvements	950	950					
	Malibu	MR311.35	Pacific Coast Highway Shoulder Improvements (Various Locations)	3,500	0	500	1,500	1,500		
	Malibu	MR311.11	PCH Signal System Improvements from John Tyler Drive to Topanga Canyon Blvd	3,700	0	300	1,500	1,900		
TOTAL MALIBU				21,000	3,050	5,900	5,650	6,400	0	0
	Hidden Hills	MR311.34	Long Valley Road/Valley Circle/US-101 On-Ramp Improvements	1,000	0	500	500			
TOTAL HIDDEN HILLS				1,000	0	500	500	0	0	0
TOTAL LAS VIRGENES/MALIBU				128,351	77,270	31,431	13,250	6,400	0	0
5 Year Allocation										

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INTERSTATE 405, I-110, I-105, and SR-91 RAMP and INTERCHANGE IMPROVEMENTS (SOUTH BAY)												
Measure R Highway Operational Improvements Project List						(Programmed Dollars in Thousands)						
Proposed Project List and Ten-Year Allocation (Fiscal Years subject to MTA priority settings & budget processes)												
(C)hange (A)dd (D)elete	Lead	Agency	Funding Agreement (FA) No.	Project/Location	Total Allocation	Prior Years	2015-2016	2016-2017	2017-2018	2018-2019	2019-2020	2020-2021
INTERSTATE 405, I-110, I-105, and SR-91 RAMP and INTERCHANGE IMPROVEMENTS (SOUTH BAY)					233,024	120,064	21,698	24,549	32,438	23,738	10,537	0
10 Year Forecasted Funds In Long Range Plan (Cumulative)					237,000							
	SBCCOG	MR312.01	South Bay Cities COG Program Development & Oversight and Program Administration (Project Development Budget Included)		13,375	8,904	860	1,900	500	594	617	
TOTAL SBCCOG					13,375	8,904	860	1,900	500	594	617	0
	Caltrans	MR312.11	ITS: I-405, I-110, I-105, SR-91 at Freeway Ramp/Arterial Signalized Intersections		5,000	5,000						
	Metro/ Caltrans	MR312.24	I-110 Aux lane from SR-91 to Torrance Blvd Aux lane & I-405/I-110 Connector		20,000	1,450	2,000	5,900	5,900	4,750	0	
	Metro/ Caltrans	MR312.25	I-405 at 182nd St. / Crenshaw Blvd Improvements		20,000	1,700	300	2,000	5,900	5,900	4,200	
	Caltrans	MR312.29	ITS: Pacific Coast Highway and Parallel Arterials From I-105 to I-110		9,000	9,000						
	Caltrans	MR312.45	PAED Integrated Corridor Management System (ICMS) on I-110 from Artesia Blvd and I-405		1,000					1,000		
TOTAL CALTRANS					55,000	17,150	2,300	7,900	11,800	11,650	4,200	0
	Carson	MR312.37	Sepulveda Blvd widening from Alameda Street to ICTF Driveway		1,158	1,158						
A	Carson	MR312.46	Upgrade Traffic Control Signals at the Intersection of Figueroa St and 234th St. and Figueroa and 228th st.		150			65	85			
A	Carson	MR312.41	Traffic Signal Upgrades at 10 Intersections		1,400			500	900			
TOTAL CARSON					2,708	1,158	0	565	985	0	0	0
	El Segundo	MR312.22	Maple Ave Improvements from Sepulveda Blvd to Parkview Ave. (Completed)		2,500	2,500						
	El Segundo	MR312.27	PCH Improvements from Imperial Highway to El Segundo Boulevard		400	400						
	El Segundo	MR312.57	Park Place Roadway Extension and Railroad Grade Separation Project		350	350						
TOTAL EL SEGUNDO					3,250	3,250	0	0	0	0	0	0
	Gardena	MR312.17	Rosecrans Ave Improvements from Vermont Ave to Crenshaw Blvd (Completed)		5,140	5,140						
	Gardena	MR312.19	Artesia Blvd at Western Ave Intersection Improvements (Westbound left turn lanes) (Completed)		675	675						
	Gardena	MR312.21	Vermont Ave Improvements from Rosecrans Ave to 182nd Street (Completed)		2,350	2,350						
D	Gardena		Redondo Beach Blvd Arterial Improvements from Crenshaw Blvd to Vermont Ave (Call Match)		0							
D	Gardena		Crenshaw Blvd Arterial Improvements from Redondo Beach Blvd to El Segundo Blvd (Call Match)		0							
D	Gardena		Park and Ride Lots at Southwest corners of El Segundo Blvd at Vermont Ave and at Western ave (Call Match)		0							
D	Gardena		Normandie Ave Arterial Improvements from El Segundo Blvd to 177th Street (Call Match)		0							

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(C)hange (A)dd (D)elete	Lead Agency	Funding Agreement (FA) No.	Project/Location	Total Allocation	Prior Years	2015-2016	2016-2017	2017-2018	2018-2019	2019-2020	2020-2021
C	Gardena	MR312.02	Traffic Signal Reconstruction on Vermont at Redondo Beach Blvd and at Rosecrans Ave.	1,500			40	1,460			
C	Gardena	MR312.09	Artesia Blvd Arterial Improvements from Western Ave to Vermont Ave	2,523			80	180	2,263		
TOTAL GARDENA				12,188	8,165	0	120	1,640	2,263	0	0
	Hawthorne	MR312.03	Rosecrans Ave Widening from I-405 SB off ramp to Isis Ave (Completed)	2,100	2,100						
	Hawthorne	MR312.33	Aviation Blvd at Marine Ave Intersection Improvements (Westbound right turn lane)	3,600	600	3,000					
	Hawthorne	MR312.44	Hawthorne Blvd Improvements from El Segundo Blvd to Rosecrans Ave (Completed)	7,551	7,551						
C	Hawthorne	MR312.47	Signal Improvements on Prairie Ave from 118th St. to Marine Ave.	1,237			200	418	619		
A	Hawthorne	MR312.54	Intersection Widening & Traffic Signal Modifications on Inglewood Ave at El Segundo Blvd; on Crenshaw Blvd At Rocket Road; on Crenshaw at Jack Northop; and on 120th St. from Prairie Ave to Felton Ave	2,000			1,000	1,000			
A	Hawthorne	MR312.61	Hawthorne Blvd Arterial Improvements, from 120th St to 111th St.	4,400			600	1,000	2,800		
TOTAL HAWTHORNE				20,888	10,251	3,000	1,800	2,418	3,419	0	0
	Hermosa Beach	MR312.05	PCH (SR-1/PCH) Improvements between Anita St. and Artesia Boulevard	304	304						
	Hermosa Beach	MR312.38	Pacific Coast Highway at Aviation Blvd Intersection Improvements (Southbound left turn lanes)	872		872					
C	Hermosa Beach	MR312.63	PA/ED on PCH from Aviation Blvd to Prospect Ave	1,800			400	1,400			
TOTAL HERMOSA BEACH				2,976	304	872	400	1,400	0	0	0
	Inglewood	MR312.12	Intelligent Transportation System (ITS): City of Inglewood Citywide ITS Master Plan	3,500	3,500						
	Inglewood	MR312.50	ITS: Phase V - Communication Gap Closure on Various Locations, ITS Upgrade and Arterial Detection	384				192	192		
TOTAL INGLEWOOD				3,884	3,500	0	0	192	192	0	0
	LA City	MR312.56	Del Amo Blvd Improvements from Western Ave to Vermont Ave Project Oversight	100	100						
	LA City	MR312.51	Improve Anaheim St. from Farragut Ave. to Dominguez Channel (Call Match) F7207	1,100		148.54	133.89	817.07			
TOTAL LA CITY				1,200	100	149	134	817	0	0	0
	LA County	MR312.16	Del Amo Blvd improvements from Western Ave to Vermont Ave	26,820	1,900	5,000	5,000	5,000	5,000	4,920	
	LA County	MR312.52	ITS: Improvements on South Bay Arterials	1,021				401	620		
TOTAL LA COUNTY				27,841	1,900	5,000	5,000	5,401	5,620	4,920	0
	Lawndale	MR312.15	Inglewood Ave Widening from 156th Street to I-405 Southbound on-ramp	500	500						
	Lawndale	MR312.36	ITS: City of Lawndale Citywide Improvements	1,500	1,500						
	Lawndale	MR312.49	Redondo Beach Blvd Mobility Improvements from Prairie to Artesia (Call Match)	1,600				800		800	
	Lawndale	MR312.53	Bike Lanes on Hawthorne Blvd. frm Rosecrans Ave to Manchester Beach Blvd	47		12		35			
TOTAL LAWDALE				3,647	2,000	12	0	835	0	800	0

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(C)hange (A)dd (D)elete	Lead Agency	Funding Agreement (FA) No.	Project/Location	Total Allocation	Prior Years	2015-2016	2016-2017	2017-2018	2018-2019	2019-2020	2020-2021
	Lomita	MR312.43	Intersection Improvements at Western/Palos Verdes Dr and PCH/Walnut	900	900						
TOTAL LOMITA				900	900	0	0	0	0	0	0
	Manhattan Beach	MR312.04	Sepulveda Blvd at Marine Ave Intersection Improvements (West Bound left turn lanes) (Completed)	365	365						
	Manhattan Beach	MR312.28	Seismic retrofit of widened Bridge 53-62 from Sepulveda Blvd from 33rd Street to south of Rosecrans Ave	9,100	9,100						
	Manhattan Beach	MR312.34	Aviation Blvd at Artesia Blvd Intersection Improvements (Southbound right turn lane)	1,500		1,500					
	Manhattan Beach	MR312.35	Sepulveda Blvd at Manhattan Beach Blvd Intersection Improvements (NB, WB, EB left turn lanes and SB right turn lane)	980		980					
A	Manhattan Beach	MR312.62	Sepulveda Blvd Operational Improvements at Rosecrans Ave, 33rd St, Cedar Ave, 14th St and 2nd St.	900			50	850			
TOTAL MANHATTAN BEACH				12,845	9,465	2,480	50	850	0	0	0
	Metro/Caltran	MR312.30	Feasibility Study for I-405 from I-110 to I-105 and I-105 from I-405 to I-110	700			300	400			
A	Metro/Caltran	MR312.48	Western Ave. (SR-213) from Palos Verdes Drive North to Gardena -- PSR	170			70	100			
A	Metro/Caltran	MR312.32	SR-1 from Eastern Boundary of Carson to Eastern Boundary of Torrance -- PSR	170			70	100			
	Metro	PS4010-2540	South Bay Arterial Baseline Conditions Analysis (Completed)	250	250						
	Metro	MR312.31	Inglewood Transit Center at Florence/La Brea	1,500		260	1,240				
TOTAL METRO				2,790	250	260	1,680	600	0	0	0
A	Rancho Palos Verdes	MR312.39	Western Ave. (SR-213) from Palos Verdes Drive North to 25th street -- PSR	90			30	60			
TOTAL RANCHO PALOS VERDES				90			30	60			
	Redondo Beach	MR312.06	Pacific Coast Highway improvements from Anita Street to Palos Verdes Blvd	1,400	1,400						
	Redondo Beach	MR312.07	Pacific Coast Highway at Torrance Blvd intersection improvements (Northbound right turn lane)	586	586						
	Redondo Beach	MR312.08	Pacific Coast Highway at Palos Verdes Blvd intersection improvements (WB right turn lane)	320	320						
	Redondo Beach	MR312.13	Aviation Blvd at Artesia Blvd intersection improvements (Completed) (Eastbound right turn lane)	22	22						
	Redondo Beach	MR312.14	Inglewood Ave at Manhattan Beach Blvd intersection improvements (Eastbound right turn lane) (Completed)	30	30						
	Redondo Beach	MR312.20	Aviation Blvd at Artesia Blvd intersection improvements (Northbound right turn lane)	847	847						
	Redondo Beach	MR312.42	Inglewood Ave at Manhattan Beach Blvd intersection improvements (Southbound right turn lane)	5,175	310	4,865					
TOTAL REDONDO BEACH				8,380	3,515	4,865	0	0	0	0	0

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(C)hange (A)dd (D)elete	Lead Agency	Funding Agreement (FA) No.	Project/Location	Total Allocation	Prior Years	2015-2016	2016-2017	2017-2018	2018-2019	2019-2020	2020-2021
	Torrance	MR312.10	Pacific Coast Highway at Hawthorne Blvd intersection improvements	19,600	19,600						
	Torrance	MR312.18	Maple Ave at Sepulveda Blvd Intersection Improvements (Completed) (Southbound right turn lane)	600	600						
	Torrance	MR312.23	Torrance Transit Park and Ride Regional Terminal Project 465 Crenshaw Blvd	18,100	18,100						
	Torrance	MR312.26	I-405 at 182nd St. / Crenshaw Blvd Operational Improvements	15,300	5,300		5,000	5,000			
	Torrance	MR312.40	Pacific Coast Highway at Vista Montana/Anza Ave Intersection Improvements	2,900	2,900						
	Torrance	MR312.58	Pacific Coast Highway from Calle Mayor to Janet Lane Safety Improvements	852	852						
	Torrance	MR312.59	Pacific Coast Highway at Madison Ave Signal upgrades to provide left-turn phasing	500	100	400					
	Torrance	MR312.60	Crenshaw from Del Amo to Dominguez - 3 SB turn lanes at Del Amo Blvd, 208th St., Transit Center Entrance, Signal Improvements at 2 new signal at Transit Center	3,300	1,800	1,500					
D	Torrance		Western Ave at Sepulveda Blvd Intersection Improvements (Call Match)	0							0
D	Torrance		Hawthorne Blvd Corridor Intersection Improvements (Lomita Blvd, Emerald, Spencer, and 182nd St) (Call Match)	0							
TOTAL TORRANCE				61,152	49,252	1,900	5,000	5,000	0	0	0
TOTAL SOUTH BAY				233,024	120,064	21,698	24,549	32,438	23,738	10,537	0
Second 5 Year Allocation											

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SR-138 Capacity Enhancements

Measure R Highway Operational Improvements Project List

(Programmed Dollars in Thousands)

Proposed Project List and Ten-Year Allocation (Fiscal Years subject to MTA priority setting & budget process)

(C)hange (A)dd	Lead Agency	Funding Agreement (FA) No.	Project/Location	Total Allocation	Prior Years	2015-2016	2016-2017	2017-2018	2018-2019	2019-2020
SR-138 Capacity Enhancements				200,000	42,700	30,200	36,400	23,100	22,400	45,200
10 Year Forecasted Funds In Long Range Plan (cumulative)				200,000						
	Metro	MR330.01	SR-138 (AvenueD) PA/ED (I-5 to SR-14)	25,000	13,000	5,000	4,000	3,000		
TOTAL METRO				25,000	13,000	5,000	4,000	3,000	0	0
	Lancaster	MR330.02	SR-138 (SR-14) Avenue K Interchange	15,000	5,000		10,000			
	Lancaster	MR330.03	SR-138 (SR-14) Avenue G Interchange	15,000	800	2,300				11,900
	Lancaster	MR330.04	SR-138 (SR-14) Avenue J Interchange	10,000	300	2,000	1,000			6,700
	Lancaster	MR330.05	SR-138 (SR-14) Avenue L Interchange	5,000		200	100	900		3,800
	Lancaster	MR330.06	SR-138 (SR-14) Avenue M Interchange	20,000	1,100	2,800	500		15,600	
TOTAL LANCASTER				65,000	7,200	7,300	11,600	900	15,600	22,400
	Palmdale	MR330.07	SR-138 Palmdale Blvd. (SR-138) 5th to 10th St. East	25,000	14,500	10,500				
	Palmdale	MR330.08	SR-138 Palmdale Blvd. SB 14 Ramps	25,000	1,600	2,500	2,500		6,800	11,600
	Palmdale	MR330.09	SR-138 10th St. West Interchange	15,000	2,400	1,500	7,000	4,100		
	Palmdale	MR330.10	SR-138 (SR-14) Widening Rancho Vista Blvd. to Palmdale Blvd	25,000	3,600	3,000	8,800	9,600		
	Palmdale	MR330.11	SR-138 Avenue N Overcrossing	20,000	400	400	2,500	5,500		11,200
TOTAL PALMDALE				110,000	22,500	17,900	20,800	19,200	6,800	22,800
TOTAL SR-138 CAPACITY ENHANCEMENTS				200,000	42,700	30,200	36,400	23,100	22,400	45,200
5 Year Allocation										

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I-605/SR-91/I-405 Corridors "Hot Spots"											
Measure R Highway Operational Improvements Project List											
Proposed Project List and Ten-Year Allocation (Fiscal Years subject to MTA priority settings & budget processes)											
(Programmed Dollars in Thousands)											
(C)hange (A)dd (D)elete	Lead Agency	Funding Agreement (FA) No.	Project/Location	Total Allocation	Prior Years	2015-2016	2016-2017	2017-2018	2018-2019	2019-2020	2020-2021
INTERSTATE 605/STATE ROUTE 91/INTERSTATE 405 CORRIDOR "HOT SPOTS"				188,770	46,416	39,968	54,264	18,085	18,588	8,800	2,650
10 Year Forecasted Funds In Long Range Plan (Cumulative)				164,800							
	GCCOG	MOU.306.03	GCCOG Engineering Support Services	300	200	100					
	GCCOG	MR315.29	Gateway Cities Third Party Support	100	100						
TOTAL GCCOG				400	300	100					
	Metro	PS4720-3334	Program/Project Management Support of Measure R Funds	200	100	100					
	Metro	PS4720-3252	I-605 Arterial Hot Spots in the City of Whittier: PAED for Santa Fe Springs/Whittier, Painter/Whittier, & Colima Whittier Intersection Improvements	680	680						
	Metro	PS4720-3250	Arterial Hot Spots in the Cities of Long Beach, Bellflower, and Paramount: PAED for Lakewood/Alondra, Lakewood/Spring, and Bellflower Spring Intersection & PS&E for Lakewood/Alondra Intersection Improvements	573	473	100					
	Metro	PS4720-3251	Arterial Hot Spots in the Cities of Cerritos, La Mirada, and Santa Fe Springs: PAED for Valley View/Rosecrans, Valley View/Alondra, Carmenita/South, and Bloomfield/Artesia Intersection Improvements	561	561						
	Metro	AE25081	Arterial Hot Spots in the Cities of Cerritos: PS&E for Carmenita/South and Bloomfield/Artesia Intersection Improvements	100		100					
	Metro	AE25083	Arterial Hot Spots in the Cities of La Mirada and Santa Fe Springs: PS&E for Valley View/Rosecrans and Valley View/Alondra Intersection Improvements	100		100					
	Metro	PS4603-2582	Professional Services for I-605 Feasibility Study (Completed)	6,170	6,170						
	Metro	PS4603-2582	Professional Services for PSR/PDS: I-5/I-605 and I-605/SR-91 (Completed)	3,121	3,121						
	Metro	PS4720-3235	Professional Services for 605/60 PSR/PDS	3,040	3,040						
C	Metro	AE2259	Professional Services for 605/60 PA/ED	34,000		3,000	7,000	8,000	8,000	8,000	
	Metro	PS47203004	Professional Services for the Gateway Cities Strategic Transportation Plan	10,430	9,339		1,091				
	Metro	AE333410011375	Professional Services for the I-605/I-5 PA/ED	20,698		3,000	5,000	5,000	7,698		
C	Metro	AE476110012334	Professional Services for the I-605/SR-91 PA/ED	7,763		263	3,200	3,100	1,200		
	Metro	AE322940011372	Professional Services for 710/91 PSR/PDS	2,340		1,590	750				
	Metro	MR315.49	Third Party Support for the I-605 Corridor "Hot Spots" Interchanges Program Development (Gateway Cities, SCE, LA County)	300	200	100					
A	Metro	MR315.50	Freeway Early Action Projects (PA/ED & PS&E)	24,000			24,000				
TOTAL METRO				114,075	23,683	8,353	41,041	16,100	16,898	8,000	0
	Caltrans	MR315.28	Third Party Support for the I-605 Corridor "Hot Spots" Interchanges Program Development, I-605/SR-60 PSR-PDS	260	260						
A	Caltrans	MR315.47	Third Party Support for the I-605 Corridor "Hot Spots" Interchanges Program Development, I-605/SR-60 PA/ED	3,650		400	850	800	800	800	
C	Caltrans	MR315.24	Third Party Support for the I-605 Corridor "Hot Spots" Interchanges Program Development, I-605/I-5 PA/ED	2,070		300	500	500	770		
C	Caltrans	MR315.08	Third Party Support for the I-605 Corridor "Hot Spots" Interchanges Program Development, I-605/SR-91 PA/ED	776		26	320	310	120		
	Caltrans	MR315.48	Third Party Support for the I-605 Corridor "Hot Spots" Interchanges Program Development, I-605 Intersection Improvements	60	60						
	Caltrans	MR315.13	Third Party Support for the I-605 Corridor "Hot Spots" Interchanges Program Development, I-710/SR-91 PSR-PDS	234		159	75				
TOTAL CALTRANS				7,050	320	885	1,745	1,610	1,690	800	0

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(C)hange (A)dd (D)elete	Lead Agency	Funding Agreement (FA) No.	Project/Location	Total Allocation	Previous Years	2015-2016	2016-2017	2017-2018	2018-2019	2019-2020	2020-2021
D	Artesia		2015 CFP- Norwalk Blvd Bicycle and Pedestrian Improvement Project (Call Match)	0							
TOTAL ARTESIA				0	0	0	0	0	0	0	0
	Bellflower	MR315.16	Bellflower Blvd- Artesia Blvd Intersection Improvement Project	7,310		6,210	1,100				
	Bellflower	MR315.33	Lakewood - Alondra Intersection Improvements: Construction	644		644					
TOTAL BELLFLOWER				7,954	0	6,854	1,100	0	0	0	0
	Cerritos	MR315.38	Carmenita - South Intersection Improvements, Construction	292		292					
	Cerritos	MR315.39	Bloomfield - Artesia Intersection Improvements, ROW & Construction	1,756		1,756					
TOTAL CERRITOS				2,048	0	2,048	0	0	0	0	0
	Downey	MR315.03	Lakewood - Telegraph Intersection Improvements	2,120	2,120						
	Downey	MR315.14	Lakewood - Imperial Intersection Improvements	2,760	2,760						
	Downey	MR315.27	Lakewood - Florence Intersection Improvements	1,310	1,310						
C	Downey	MR315.18	Bellflower - Imperial Highway Intersection Improvements	2,740	1,900	840					
TOTAL DOWNEY				8,930	8,090	840	0	0	0	0	0
	LA County	MR315.07	Painter - Mulberry Intersection Improvements	2,410	585	175	1,650				
	LA County	MR315.11	Valley View - Imperial Intersection Improvements	1,640	475	1,165					
	LA County	MR315.15	Norwalk-Whittier Intersection Improvements	2,830	750	300	1,780				
	LA County	MR315.23	Carmenita - Telegraph Intersection Improvements	800	325	475					
	LA County	MR315.22	Norwalk-Washington Intersection Improvements	550	250	300					
	LA County	F9511	South Whittier Bikeway Access Improvements (Call Match)	800							800
D	LA County		Whittier Blvd - Indiana St to Paramount Blvd (Call Match)	0							
TOTAL LA COUNTY				9,030	2,385	2,415	3,430	0	0	0	800
	Lakewood	MR315.36	Lakewood Blvd Regional Capacity Enhancement	3,600		1,000	2,600				
C	Lakewood	MR315.04	Lakewood -Del Amo Intersection Improvements	5,504	3,230	2,274					
TOTAL LAKEWOOD				9,104	3,230	3,274	2,600	0	0	0	0
	Long Beach	F9130	2015 CFP - Artesia Complete Blvd (Call Match)	900							900
	Long Beach	F9532	2015 CFP - Atherton Bridge & Campus Connection (Call Match)	800							800
	Long Beach	F9808	Park or Ride (Call Match)	150							150
	Long Beach	MR315.60	Soundwall on I-605 near Spring Street, PAED and PSE	250		50	100	100			
	Long Beach	MR315.61	Lakewood - Spring Intersction Improvements, PSE and Construction	454		454					
	Long Beach	MR315.62	Bellflower - Spring Intersection Improvements, PSE and Construction	493		493					
TOTAL LONG BEACH				3,047	0	997	100	100	0	0	1,850
	Norwalk	MR315.06	Studebaker - Rosecrans Intersection Improvements	1,670	1,670						
	Norwalk	MR315.10	Bloomfield - Imperial Intersection Improvements	920	920						
	Norwalk	MR315.17	Pioneer - Imperial Intersection Improvements	1,509	308	1,201					
	Norwalk	MR315.26	Studebaker - Alondra Intersection Improvements	480	100	380					
A	Norwalk	MR315.43	Imperial Highway ITS Project, from San Gabriel River to Shoemaker Rd. (PAED, PS&E, CON)	3,380		3,380					
TOTAL NORWALK				4,579	2,998	1,581	0	0	0	0	0
C	Pico Rivera	MR315.05	Rosemead - Beverly Intersection Improvements	8,474	3,000	1,251	4,223				
C	Pico Rivera	MR315.09	Rosemead - Whittier Intersection Improvements	1,388	600	788					
	Pico Rivera	MR315.21	Rosemead - Washington Intersection Improvements	40	40						
C	Pico Rivera	MR315.19	Rosemead - Slauson Intersection Improvements	2,195	1,770	425					
TOTAL PICO RIVERA				12,097	5,410	2,464	4,223	0	0	0	0
	Santa Fe Springs	MR315.40	Valley View - Rosecrans Intersection Improvements, Construction	524		524					
	Santa Fe Springs	MR315.41	Valley View - Alondra Intersection Improvements, ROW & Construction	2,967		2,967					
A	Santa Fe Springs	MR315.42	Florence Avenue Widening Project, from Orr & Day to Pioneer Blvd (PAED, PSE, ROW)	600			50	550			
TOTAL SANTA FE SPRINGS				3,491	0	3,491	0	0	0	0	0
	Whittier	MR315.44	Santa Fe Springs Whittier Intersection Improvements: PSE, ROW, Construction	1,568		1,568					
	Whittier	MR315.45	Painter Ave - Whittier Intersection Improvements: PSE, ROW, Construction	1,760		1,760					
	Whittier	MR315.46	Colima Ave - Whittier Intersection Improvements: PSE, ROW, Construction	1,646		1,646					
TOTAL WHITTIER				4,974	0	4,974	0	0	0	0	0
TOTAL I-605/SR-91/I-405 CORRIDORS "HOT SPOTS"				188,770	46,416	39,968	54,264	18,085	18,588	8,800	2,650

5 Year Allocation

ATTACHMENT A

I-710 South and/or Early Action Project List											
Measure R Highway Operational Improvements Project List											
(Programmed Dollars in Thousands)											
Proposed Project List and Ten-Year Program (Fiscal Years subject to MTA priority settings & budget processes)											
(C)hange (A)dd (D)elete	Lead Agency	Funding Agreement (FA) No.	Project/Location	Total Allocation	Prior Years	2015-2016	2016-2017	2017-2018	2018-2019	2019-2020	2020-2021
INTERSTATE 710 SOUTH EARLY ACTION PROJECT				142,112	67,095	30,690	44,053	0	0	0	258
10 Year Forecasted Funds In Long Range Plan (Cumulative)				101,900							
	GCCOG	MOU.306.03	GCCOG Engineering Support Services	1,600	1,300	300					
TOTAL GCCOG				1,700	1,300	300	100				
	Metro	PS4720-3334	Program/Project Management Support of Measure R Funds	200	100	100					
	Metro	PS-4010-2540-02-17	I-710/I-5 Interchange Project Development	600	600						
C	Metro	various	Professional Services contracts for I-710 Utility Studies (North, Central, South)	25,046	14,497	1,740	8,809				
C	Metro	PS4340-1939	Professional Services contract for I-710 Corridor Project EIR/EIS	32,521	15,442	3,308	13,771				
	Metro	PS4710-2744	Professional Services contract for I-710 Soundwall Project Development	10,878	6,424	2,254	2,200				
	Metro	MOU.Calstart 2010	Professional Services contract for development of zero emission technology report	150	150						
A	Metro	TBD	I-710 ITS/Air Quality Early Action (Grant Match)	12,000			12,000				
TOTAL METRO				81,395	37,213	7,402	36,780				
	Metro	USACE	Third Party Support Services for I-710 Corridor Project (US Army Corp of Eng)	100	100						
TOTAL USACE				100	100						
	Metro	MR306.5B	Third Party Support Services for I-710 Corridor Project (So Cal Edison)	1,623	1,023	200	400				
A	Metro	TBD	I-710 Soundwall Project - SCE Utility Relocation Engineering Advance	75			75				
TOTAL SCE				1,698	1,023	200	475				
	Caltrans	MR306.24	Reconfiguration of Firestone Blvd On-Ramp to I-710 S/B Freeway	1,450	250	1,200					
	Caltrans	MR306.27	Third Pary Support for I-710 Corridor Project EIR/EIS Enhanced IQA	3,500	600	1,900	1,000				
	Caltrans	MR306.29	I-710 Early Action Project - Soundwall PA/ED Phase - Noise Study Only	100	100						
TOTAL CALTRANS				5,050	950	3,100	1,000				
D	LA County		Whittier Blvd (Indiana to Paramount) Corridor Project (Call Match)	0							
	LA County	MR306.16	Staff Support for the Review of the Draft I-710 South EIR/EIS	98	98						
TOTAL LA COUNTY				98	98						0
D	Bell	TBD	Eastern at Bandini Rickenbacker Project (Call Match)	0							
	Bell	MR306.07	Staff Support for the Review of the Draft I-710 South EIR/EIS	150	150						
TOTAL BELL				150	150						
	Bell Gardens	MR306.08	Staff Support for the Review of the Draft I-710 South EIR/EIS	154	154						
	Bell Gardens	MR306.35	Florence/Jaboneria Intersection Project (Call Match)	258							258
C	Bell Gardens	MR306.30	Florence Ave/Eastern Ave Intersection Widening	348			348				
TOTAL BELL GARDENS				760	154		348				258

ATTACHMENT A

(C)hange (A)dd (D)elete	Lead Agency	Funding Agreement (FA) No.	Project/Location	Total Allocation	Prior Years	2015-2016	2016-2017	2017-2018	2018-2019	2019-2020	2020-2021
	Commerce	MR306.23	Washington Blvd Widening and Reconstruction Project	13,500	3,500	7,000	3,000				
	Commerce	MR306.09	Staff Support for the Review of the Draft I-710 South EIR/EIS	75	75						
TOTAL COMMERCE				13,575	3,575	7,000	3,000				
	Compton	MR306.10	Staff Support for the Review of the Draft I-710 South EIR/EIS	35	35						
TOTAL COMPTON				35	35						
	Downey	MR306.18	Staff Support for the Review of the Draft I-710 South EIR/EIS	130	130						
	Downey	MR306.20	Paramount Blvd/Firestone Intersection Improvements	3,390	3,390						
	Downey	MR306.31	Lakewood Blvd Improvement Project	5,000	1,500	3,500					
TOTAL DOWNEY				8,520	5,020	3,500					
	Huntington Park	MR306.36	Staff Support for the Review of the Draft I-710 South EIR/EIS	15	15						
TOTAL HUNTINGTON PARK				15							
	Long Beach	MR306.19	Shoemaker Bridge Replacement Project	5,500	1,000	3,000	1,500				
	Long Beach	MR306.11	Staff Support for the Review of the Draft I-710 South EIR/EIS	200	200						
D	Long Beach		2015 CFP - Great 7th St - Connectivity (Call Match)	0							
D	Long Beach		2015 CFP - LA River Gap Closures (Call Match)	0							
	Long Beach	MR306.22	Atlantic Ave/Willow St Intersection Improvements	300	300						
TOTAL LONG BEACH				6,000	1,500	3,000	1,500				0
	Maywood	MR306.12	Staff Support for the Review of the Draft I-710 South EIR/EIS	65	65						
TOTAL MAYWOOD				65	65						
	Paramount	MR306.13	Staff Support for the Review of the Draft I-710 South EIR/EIS	130	130						
	Paramount	MR306.32	Garfield Ave Improvements	2,075	1,625	450					
TOTAL PARAMOUNT				2,205	1,755	450					
	South Gate	MR306.14	Staff Support for the Review of the Draft I-710 South EIR/EIS	200	200						
	South Gate	MR306.17	Atlantic Ave/Firestone Blvd Intersection Improvements	12,400	12,400						
D	South Gate		South Gate Regional Bikeway Connectivity Program (Call Match)	0							
	South Gate	MR306.33	Firestone Blvd Regional Corridor Capacity Enhancement Project	6,000	1,500	4,500					
TOTAL SOUTH GATE				18,600	14,100	4,500					
C	Vernon	MR306.15	Staff Support for the Review of the Draft I-710 South EIR/EIS	75	57	18					
	Vernon	MR306.25	Atlantic Blvd Bridge Widening and Rehabilitation	2,070		1,220	850				
TOTAL VERNON				2,145	57	1,238	850				
TOTAL I-710 SOUTH AND EARLY ACTION PROJECTS				142,112	67,095	30,690	44,053	0			258
						5 Year Allocation					



Board Report

File #: 2016-0444, File Type: Contract

Agenda Number: 22.

PLANNING AND PROGRAMMING COMMITTEE
JUNE 15, 2016
SUBJECT: LONG RANGE TRANSPORTATION PLAN (LRTP) DEVELOPMENT**ACTION: APPROVE RECOMMENDATION****RECOMMENDATION**

AUTHORIZE the Chief Executive Officer to:

- A. EXECUTE Modification No. 1 to Task Order No. PS3420000 under Contract No. PS4010-3041 -F-XX, with Cambridge Systematics, Inc. for the **Long Range Transportation Plan (LRTP) Development to conduct several additional travel demand model runs and technical analysis associated with the Potential Ballot Measure and LRTP update**, in the amount of \$497,209 increasing the total Task Order value from \$968,947.45 to \$1,466,156.45;
- B. INCREASE Contract Modification Authority (CMA) specific to Task Order No. PS3420000, LRTP Development, in the amount of \$100,000, increasing the total authorized CMA amount from \$100,000 to \$200,000 to support potential need to forecast the regional economic impact of LRTP and additional modeling, if necessary, for the LRTP update; and
- C. APPROVE amendment to FY17 Budget for Cost Center 4220 of \$497,209 to fund Modification No. 1 to Task Order No. PS3420000, LRTP Development.

ISSUE

In September 2014, the Board directed staff to initiate an update to the 2009 Long Range Transportation Plan (LRTP). It was anticipated that the LRTP update would incorporate existing 2009 Plan projects as well as new project initiatives generated through a bottoms-up process that gathered extensive stakeholder input through the development of the subregional Mobility Matrices. The Board action also directed staff to explore the development of the Potential Ballot Measure (PBM) to fund the projects included in the LRTP update. In September 2015, Metro awarded a firm-fixed price Task Order to Cambridge Systematics Inc. for the LRTP Development to conduct performance analysis and update the LRTP.

In December 2015, the Board adopted the performance metrics framework for the LRTP Update and directed staff to apply these performance metrics to the major highway and transit projects to be included in the PBM. In order to fully analyze the projects to be included in the PBM while meeting

the required deadlines to report the findings back to the Board at the March 2016 meeting, Cambridge Systematics Inc. was requested to conduct several additional travel demand model runs and associated analytics in a much shorter timeframe than envisioned in the original Scope of Work. Staff is seeking approval for a modification to the existing Task Order to update the LRTP. This Task Order Modification is necessary in order to continue the technical and strategic requirements for the update to the LRTP.

DISCUSSION

In support of the development and performance analysis of the Long Range Transportation Plan - Draft Potential Ballot Measure presented to the Board in March 2016, Cambridge Systematics Inc. was requested to conduct several additional travel demand model runs and associated analysis of the major projects to be included in the PBM in a much shorter timeframe than originally envisioned in the original Scope of Work. The Modification to the existing Task Order includes; calculating system performance, project performance, and assisting staff in regional economic analysis of the PBM and LRTP.

In addition to the performance analysis for systemwide performance and individual projects, the Modification includes two optional tasks. The first optional task is for Cambridge Systematics Inc. to perform two (2) regional economic model runs to isolate and report the projected future economic benefits of cumulative transportation investments considered in the PBM and the LRTP update. Cambridge Systematics Inc. shall use Regional Economic Models Inc. (REMI) TranSight software to perform the analyses, working with Metro staff to confirm future year socioeconomic assumptions. Metro shall provide project cost information. Cambridge Systematics Inc. will utilize the REMI TranSight model to provide horizon-year projections of the economic value of reduced congestion, and economic gain resulting from proposed transportation investments. In the second optional task, Cambridge Systematics Inc. shall perform, if necessary, additional travel demand modeling for the LRTP update.

DETERMINATION OF SAFETY IMPACT

This Modification to the Long Range Transportation Plan update will have no direct impact on the safety of our customers and employees.

FINANCIAL IMPACT

Staff is requesting a budget amendment to the Fiscal Year 2017 Budget for Cost Center 4220, for an increase of \$497,209 to Project # 405511, Transit Planning. Additionally, this report includes a request to increase the CMA by \$100,000 for a total of \$200,000 to support the potential need for regional economic analysis of the PBM and LRTP Update, as well as project performance for the LRTP update.

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

Impact to Budget

The source of funds is Propositions A, C and TDA Administration, which is not eligible for bus/rail operating or capital expenses.

ALTERNATIVES CONSIDERED

The Board could consider using in-house resources to conduct the technical and analytical requirements for the LRTP update for system performance, individual project performance, and regional economic modeling. This is not recommended as extensive specialized technical expertise is needed to conduct technical and analytical requirements of this magnitude and scope.

Cambridge Systematics, Inc. offers both national expertise in travel demand modeling and regional economic analysis, as well as decades of experience working with Metro and subregions in performance analysis, Mobility Matrix, and other subregional plans. Their approach involves close collaboration with regional stakeholders, including subregions, regional agencies, and interest groups.

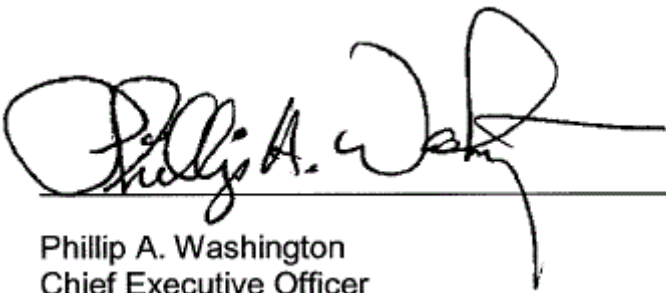
NEXT STEPS

Upon Board approval, staff will execute Modification No. 1 to Task Order No. PS3420000 to conduct several additional travel demand model runs and technical analysis associated with the Potential Ballot Measure and LRTP update.

ATTACHMENTS

Attachment A - Procurement Summary
Attachment B - Task Order Log
Attachment C - DEOD Summary

Prepared by: David Yale, Managing Executive Officer, (213) 922-2469
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Reviewed by: Ivan Page, Interim Executive Director,
Vendor/Contract Management, (213) 922-6383
Therese W. McMillan, Chief Planning Officer, (213) 922-7077



Phillip A. Washington
Chief Executive Officer

PROCUREMENT SUMMARY

LONG RANGE TRANSPORTATION PLAN DEVELOPMENT/PS4010-3041-F-XX

1.	Contract Number: PS4010-3041-F-XX Task Order No. PS3420000		
2.	Contractor: Cambridge Systematics, Inc.		
3.	Mod. Work Description: Conduct several additional travel demand model runs and technical analysis associated with the Potential Ballot Measure and long range transportation plan (LRTP) update.		
4.	Work Description: LRTP Development		
5.	The following data is current as of: 05/17/16		
6.	Contract/TO Completion Status:		Financial Status:
	Award Date:	09/01/15	Awarded Task Order amount: \$968,947.45
	Notice to Proceed (NTP):	09/01/15	
	Original Completion Date:	09/01/17	Value of Mods. Issued to Date (including this action): \$497,209.00
	Current Est. Complete Date:	09/01/17	Total Amount (including this action): \$1,466,156.45
7.	Contract Administrator: Jesse Zepeda		Telephone Number: (213) 922-4156
8.	Project Manager: Steven Lee		Telephone Number: (213) 922-4899

A. Contract Action Summary

This Board Action is to approve Modification No. 1 to Task Order No. PS3420000 under Contract No. PS4010-3041-F-XX in support of the development of the Potential Ballot Measure presented to the Board on March 23, 2016. The purpose of this Modification is to conduct several additional travel demand model runs and associated analytics, additional performance analysis and LRTP update.

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

On September 1, 2015, Task Order No. PS3420000 for the firm fixed price of \$968,947.45 for the LRTP Development was issued to Cambridge Systematics, Inc., a contractor on the Countywide Planning Bench, Discipline 1 (Transportation Planning).

Refer to Attachment B, Task Order Log, for details on task orders and modifications issued to date.

B. Cost/Price Analysis

The recommended price has been determined to be fair and reasonable based upon an independent cost estimate (ICE), cost analysis, and technical evaluation. All direct labor rates and fee remain unchanged from the original task order.

Proposal Amount	Metro ICE	Negotiated Amount
\$497,209	\$571,900	\$497,209

TASK ORDER LOG

TASK ORDER NO. PS3420000 MODIFICATION LOG

LONG RANGE TRANSPORTATION PLAN DEVELOPMENT/PS4010-3041-F-XX

Mod. No.	Description	Status (approved or pending)	Date	Amount
1	Conduct several additional travel demand model runs and technical analysis associated with the Potential Ballot Measure and LRTP update.	Pending	Pending	\$497,209.00
	Task Order Modification Total:	Pending	Pending	\$497,209.00
	Original Task Order Amount:	09/01/15		\$968,947.45
	Total:			\$1,466,156.45

TASK ORDER LOG

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

Discipline No./ Description	Contract No.	Contractor	Value of Task Orders Issued to Date
1/Transportation Planning	PS4010-3041-O-XX	David Evans & Associates, Inc.	\$459,587.68
	PS4010-3041-BB-XX	IBI Group	\$343,471.02
	PS4010-3041-F-XX	Cambridge Systematics, Inc. <i>This Pending Action</i>	\$2,373,455.74 + \$497,209.00
	PS4010-3041-U-XX	Fehr & Peers	\$896,537.11
	PS4010-3041-YY-XX	STV Corporation	\$490,954.00
	PS4010-3041-I-XX	CH2M Hill, Inc.	\$286,865.00
	PS4010-3041-DD-XX	Iteris, Inc.	\$1,063,293.06
	PS4010-3041-Y1-XX	HDR Engineering, Inc.	\$1,641,541.24
	PS4010-3041-Y1-XX	KOA Corporation	\$298,142.85
	PS4010-3041-RR-XX	Parsons Transportation Group	\$1,832,178.00
	PS4010-3041-EE-XX	Kimley Horn & Associates, Inc.	\$291,005.46
	PS4010-3041-A-XX	AECOM Technical Services, Inc.	\$799,193.33
			Subtotal
2/Environmental Planning	PS4010-3041-FF-XX	Kleinfelder West Inc.	\$749,392.00
		Subtotal	\$749,392.00

Discipline No./ Description	Contract No.	Contractor	Value of Task Orders Issued to Date
6/Architecture	PS4010-3041-RR-XX	Parsons Transportation Group	\$115,817.00
		Subtotal	\$115,817.00
9/Environmental Graphic Design	PS4010-3041-WW-09	Selbert Perkins Design	\$248,361.00
		Subtotal	\$248,361.00
11/Financial Analysis	PS4010-3041-I-XX	CH2M Hill, Inc.	\$587,011.00
		Subtotal	\$587,011.00
12/Land Use and Regulatory Planning	PS4010-3041-BB-XX	IBI Group	\$299,986.00
		Subtotal	\$299,986.00
13/Sustainability/Active Transportation	PS4010-3041-U-XX	Fehr & Peers	\$1,041,461.00
	PS4010-3041-XX-13	Stantec Consulting Services, Inc.	\$618,390.76
		Subtotal	\$1,659,851.76
14/Database Technical Services	PS4010-3041-PP-14	Novanis	\$398,176.17
		Subtotal	\$398,176.17
17/Community Outreach/Public Education & Research Services	PS4010-3041-EEE-17	The Robert Group	\$771,839.00
		Subtotal	\$771,839.00
		Total Task Orders Awarded to Date	\$16,103,867.42
		Board Authorized Not-To-Exceed (NTE) Cumulative Total Value	\$30,000,00.00
		Remaining Board Authorized NTE Cumulative Total Value	\$13,896,132.58

DEOD SUMMARY

TASK ORDER NO. PS3420000

LONG RANGE TRANSPORTATION PLAN DEVELOPMENT/PS4010-3041-F-XX

A. Small Business Participation

Cambridge Systematics, Inc. made a 15.30% Small Business Enterprise (SBE) commitment. The project is 32% complete. Current SBE participation is 0.71%, a shortfall of 14.59%. Cambridge Systematics explained, and was confirmed by Metro's Project Manager, that its shortfall is attributable to the outreach schedule for large scale stakeholders. Public outreach, scheduled to begin in September 2016, will increase SBE subcontractor utilization, and will continue until adoption of the Long Range Transportation Plan, scheduled for mid-2017.

Cambridge Systematics confirmed that SBE subcontractor, MBI Media, recently began participating in potential ballot measure public outreach events throughout the region. Cambridge Systematics also confirmed that its SBE subcontractors will play a larger role in helping to develop, refine, and implement the outreach approach in the upcoming months. Cambridge Systematics is expected to continue demonstrating progress toward meeting its SBE commitment. It is expected that SBE commitments will increase upon submittal of updated payment reports.

Small Business Commitment	15.30% SBE	Small Business Participation	0.71% SBE
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	SBE Subcontractors	% Committed	Current Participation¹
1.	AVS Consulting Inc.	2.59%	0.71%
2.	D. Barton Doyle	2.58%	0.00%
3.	MBI Media	10.13%	0.00%
	Total	15.30%	0.71%

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

B. Living Wage and Service Contract Worker Retention Policy Applicability

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

C. Prevailing Wage Applicability

Prevailing wage is not applicable to this contract.

D. Project Labor Agreement/Construction Careers Policy

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

**Board Report**

File #: 2016-0489, **File Type:** Informational Report**Agenda Number:** 23.

**PLANNING AND PROGRAMMING COMMITTEE
JUNE 15, 2016****SUBJECT: FIRST/LAST MILE PURPLE LINE SECTION 2; 3% LOCAL CONTRIBUTION
PROVISION****ACTION: RECEIVE AND FILE / MOTION****RECOMMENDATION**

CONSIDER:

- A. RECEIVING AND FILING report on **approach to incorporating First/Last Mile elements into the Purple Line Extension Section 2.**
- B. APPROVING **Motion 14.2 by Directors Butts, DuBois, Knabe and Solis** to amend Motion 14.1 under subsection B-6 to specify that, henceforth, Metro would negotiate in a standardized MOU with the respective contributing jurisdiction(s) that up to 100% of a local jurisdiction's 3% local contribution can go towards underwriting Active Transportation Program (ATP), First/Last Mile, bike and pedestrian and street safety projects that contribute to the accessibility and success of the stations in the respective jurisdictions, inclusive of the framework provided in Attachment C.
- C. DIRECTING staff to commence with the development of guidelines to implement the potential use of local jurisdictions' 3% capital contribution to underwrite ATP and First/Last Mile investments within the framework included as Attachment C.

ISSUE**A. Incorporating First/Last Mile Elements into the Purple Line Extension Section 2.**

On May 26, 2016, the Metro Board of Directors passed Motion 14.1 directing various activities related to the implementation of the Active Transportation Strategic Plan and the First/Last Mile Strategic Plan (Attachment A). Among the required follow-up was an immediate report back to the Planning and Programming Committee on the potential ramifications of incorporating First/Last Mile implementation in the Purple Line Extension Section 2 (hereinafter referred to as "Section 2"). This direction was given in light of the fact that Section 2 contracts are currently out to bid and additional expectations on contractors should be assessed prior to commitment. This report responds to direction relative to the Section 2, and prompts consideration of a related Motion 14.2 (included as Attachment B) on the application of the 3% local contribution for transit capital projects.

B. Allowing 3% Local Contribution to underwrite First/Last Mile elements.

Staff were directed to examine the financial impacts associated with the Motion as amended. There are two primary capital project level financial impacts:

- Increased costs to “incorporate First/Last Mile Priority network project delivery into the planning, design, and construction of all MTA transit projects starting with the Purple Line Extension Section 2 project” (14.1.B.6).
- Revenue impacts associated with the provision in the amending Motion 14.2 that “henceforth, Metro would negotiate in a standardized MOU with the respective contributing jurisdiction(s)” to allow that “up to 100% of a local jurisdiction’s 3% local contribution can go towards underwriting ATP, First/Last Mile, bike and pedestrian and street safety projects that contribute to the accessibility and success of the station in the respective jurisdictions.”

DISCUSSION

A. Incorporating First/Last Mile elements into the Purple Line Extension Section 2.

Motion 14.1 passed by the Metro Board of Directors on May 26, 2016 designated streets within Metro’s Active Transportation Strategic Plan’s (ATSP) 661 transit station areas as the Countywide First/Last Mile Priority Network. In that motion, the Board also specifically identified a number of elements to facilitate build-out of the First/Last Mile Priority Network. The Board directed that implementation of the First/Last Mile Priority Network be included in future transit capital projects, starting with Section 2, with additional direction, as noted above, to report back to the June meeting of Planning and Programming Committee specifically on Section 2 issues.

Findings

Metro staff has reviewed the Section 2 station plans, local plans affecting the surrounding areas, and has initiated coordination discussions. At this time, we have concluded that the intent of the Board’s direction relative to Section 2 can be accommodated without revising the scope of the Section 2 capital project. . This conclusion was reached in light of a number of factors, including:

- The late stage of project development - Section 2 construction contracts are currently out to bid. Further, Metro is currently seeking concurrence on the currently defined project scope from the Federal Transit Administration. Both of these processes would be significantly complicated by any change in scope at this time.
- Plans for Section 2 stations themselves are generally adequate in that they contain the necessary components for the station element of the First/Last Mile Priority Network that would be located at the station site. This does not preclude improvements as we move forward, but there are not obvious omissions that would cause us to re-scope the project at this time.
- While staff is able to provide a tentative assessment of the cost of First/Last Mile

implementation, that estimate is highly variable and subject to substantial change once an “on-the-ground” assessment is completed and project plans are created. Looking beyond the stations, the development of First/Last Mile plans is crucial to responding to the Board’s direction.

- In subsequent discussions involving authors of the Motion and the Countywide Planning and Construction Departments, it was concluded that the intent of the motion could be satisfied by implementing the First/Last Mile Priority Network through parallel, coordinated but separate projects that would proceed according to an approach described further below.

Staff completed a preliminary assessment of the level of effort required for First/Last Mile implementation for Section 2. This assessment was largely based on the methodology included in the ATSP; further analyses will be completed and reported back to the Board in October 2016 as requested.

B. Allowing 3% Local Contribution to underwrite ATP improvements.

For purposes of this Board report and consistent with discussions with Board offices regarding the intent of Motion 14.1 and 14.2, scopes of projects currently under construction or out to bid will not be revised to reflect additional First/Last Mile elements, and these projects’ 3% local contribution will be applied to costs of the scope as approved by the Board. Therefore, there are two, board categories of projects where 3% local contribution funds might be applied to First/Last Mile elements:

1) Projects not under construction but under contract for pre-construction activities (design and engineering)

This may be challenging, depending on the status of the project in design, budgeting and funding. Impacts of added costs and schedule delay would need to be identified. Should adjustments to include First-Last Mile elements be considered, the earlier in the process the better, and it would be best to do so before a Life of Project budget is established.

- Staff proposes to develop an evaluative procedure for these projects on a case by case basis as to whether additional First/Last mile elements are made as part of the project, or as a distinct, separately funded capital project. Analysis of the First/Last Mile elements that may be desirable and the development of a station area access plan will be in done in close collaboration with local jurisdictions.

2) Projects that are still in the planning and environmental stages.

This is the most ideal stage to bring in local jurisdictions to consider and seek commitments for attendant, non-Metro First/Last Mile elements and identify those First/Last Mile elements to be included in the Metro Project scope:

- Staff proposes developing specific guidelines on how to incorporate First/Last Mile elements into the planning, environmental and design stages of new projects, in order to develop both:

- Metro project specific budgets including appropriate First/Last elements; and
- potential agreements with jurisdictions responsible for non-Metro First/Last mile improvements and attendant funding commitments for such. These agreements would include development of a station area access plan and agreed upon eligible capital ATP and First/Last Mile station or stop elements. This will also include recommendations to address how local jurisdictions may apply their 3% local contribution requirements.

3) Revenue Impacts

Motion 14.2 regarding 3% local contribution would represent a revenue impact under one category of projects, and a budget impact under another.

(a) Projects not under construction but under contract for pre-construction activities (design and engineering).

- POST-Life of Project (LOP)/PRE-BID advertisement: the Board may elect to incorporate First/Last Mile elements into the scope of the project, with the attendant cost increase.
 - Staff proposes to develop procedures wherein a local jurisdiction may direct all or a portion of their 3% contribution to an agreed upon set of First/Last Mile elements identified in a Metro-approved station access plan that are part of that adjusted budget.

(b) Projects that are still in the planning and environmental stages.

Staff proposes developing guidelines consistent with these findings that will address project planning and budget development, as summarized in Attachment C. They will include evaluative criteria for local jurisdictions that intend to consider utilizing all or a portion of their 3% contribution to underwrite an agreed upon set of First-Last Mile elements that are either attached directly to the project footprint, or provide direct access to the project as shown in a Metro approved station access plan. These guidelines will be developed in consultation with local jurisdictions who may be impacted by Motions 14.1 and 14.2. Further, should the Board pursue any additional directives regarding application of the 3% local contribution, the referenced guidelines will be adjusted to coordinate with those directives.

FINANCIAL IMPACT

- A. This report describes an approach to implementing Board direction (May 26, 2016, Motion 14.1) that will have a financial impact by requiring additional staff and consultant effort to develop two station area First/Last Mile concept and implementation plans relating to the Purple Line Section 2 Extension. This activity falls within a larger set of activities directed through the same motion. Staff will respond to Motion 14.1 in full at the October 2016 Board meeting, and at that time will identify scope, schedule and funding requirements to carry out the plans. Per the approach described in this Board Report, staff will produce a plan for implementation of the First/Last Mile

Priority Network for Section 2 of the Purple Line Extension. This plan would be subject to future Board consideration.

- B. Approval of Motion 14.2 to amend Motion 14.1 to allow all or a portion of the 3% local contribution toward First/Last Mile Priority Network improvements that directly improve Transit Station access may also have financial impact subject to future negotiations with local agencies. The scope of the financial impact is dependent on a number of variables including total project costs and the extent of approved First/Last Mile access improvements included in each station area plan to be developed as part of the Transit Project planning. The cost of such new First/Last Mile station success improvements represent new Transit Project costs that were not anticipated in the preliminary financial plans that have been utilized in the past, including in the LRTP. As station access improvement plans are developed for the applicable 3% projects, cost estimates and the resulting financial impacts will be identified.

Impact to Budget

Station Area ATP and Access Improvements Plan activities associated with this report will have an impact to the 2017 budget due to the need for augmented staffing and consultant services. Staff will provide a full report on implementation of Motion 14.1 at the October 2016 Board meeting and will suggest how those activities may be accommodated in the FY2017 budget at that time.

ALTERNATIVES CONSIDERED

Information provided in this report is for the Committee's consideration and does not include a staff recommendation.

NEXT STEPS

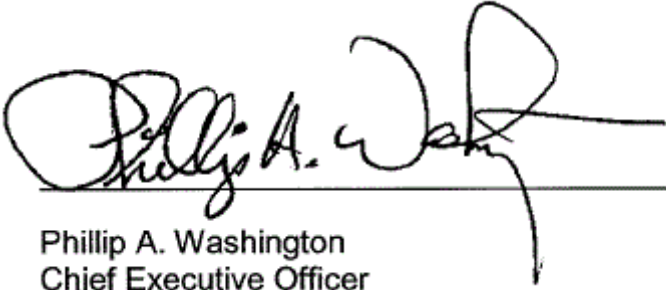
- A. Staff will proceed according to the approach described within this report, including on-going coordination discussions with the cities of Los Angeles and Beverly Hills, pursuing planning projects, and providing a full report to the Board at the October 2016 meeting.
- B. Should the Board approve item 14.2, staff will commence with the development of guidelines consistent with the framework included as Attachment C to implement the potential use of local jurisdictions' 3% capital contribution to underwrite First/Last Mile elements as described above.

ATTACHMENTS

Attachment A - Motion 14.1
Attachment B - Motion 14.2
Attachment C - Motion Response Framework

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Phillip A. Washington
Chief Executive Officer



Metro

Board Report

ATTACHMENT A

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

File #:2016-0442, File Type:Motion / Motion
Response

Agenda Number:14.1

**PLANNING AND PROGRAMMING COMMITTEE
MAY 18, 2016**

Motion by:

Directors Garcetti, Bonin, Kuehl, Solis, DuBois and Najarian

May 18, 2016

Item 14, File ID 2016-0108; First-Last Mile

According to MTA data, 76 percent of Metro Rail customers and 88 percent of Metro Bus customers arrive at their station or stop by walking, biking, or rolling. To support these customers, MTA staff prepared an Active Transportation Strategic Plan which contains many First-Last Mile improvements that will connect people to MTA's transit network and maximize the benefits from transit investments being made across Los Angeles County.

First-Last Mile elements include, but are not limited to, ADA-compliant curb ramps, crosswalk upgrades, traffic signals, bus stops, carshare, bikeshare, bike parking, context-sensitive bike infrastructure, and signage/wayfinding. The Federal Transit Administration considers First-Last Mile infrastructure to be essential to providing safe, convenient, and practical access to public transportation.

So far, MTA has taken important preliminary steps to implement First-Last Mile projects, including the award-winning 2014 Complete Streets Policy, the Wayfinding Signage Grant Pilot Program, providing carshare vehicles at Metro Rail stations, and pilot First-Last Mile infrastructure at Arcadia, Duarte, Expo/Bundy, and 17th Street/SMC stations.

However, more can be done to support First-Last Mile facilities across all of Los Angeles County.

MTA's award-winning Complete Streets Policy stated that MTA would approach every project as an opportunity to improve the transportation network for all users. However, in practice, there is a needlessly narrow approach to major transit projects that has resulted in many missed opportunities to deliver First-Last Mile elements.

Outside of major transit projects, it will typically not be MTA's role to deliver First-Last Mile projects that are the purview of local jurisdictions. However, MTA can take steps to meaningfully facilitate and help local jurisdictions deliver First-Last Mile projects through a variety of means.

To support regional and local transit ridership across Los Angeles County, it is time for MTA to reaffirm its dedication to the delivery of First-Last Mile facilities across all of Los Angeles County.

APPROVE Motion by Garcetti, Bonin, Kuehl, Solis, DuBois and Najarian that the Board adopt the Active Transportation Strategic Plan (Item 14); and,

WE FURTHER MOVE that the Board direct the CEO to:

- A. Designate streets within the Active Transportation Strategic Plan's 661 transit station areas as the Countywide First-Last Mile Priority Network;
- B. To support regional and local transit ridership and facilitate build-out of the Countywide First-Last Mile Priority Network, including, but not limited to, ADA-compliant curb ramps, crosswalk upgrades, traffic signals, bus stops, carshare, bikeshare, bike parking, context-sensitive bike infrastructure (including Class IV and access points for Class I bike infrastructure), and signage/wayfinding:
 1. Provide technical and grant writing support for local jurisdictions wishing to deliver First-Last Mile projects on the Countywide First-Last Mile Priority Network, including providing technical assistance and leadership to jurisdictions to help and encourage the implementation of subregional networks that serve the priority network;
 2. Prioritize funding for the Countywide First-Last Mile Priority Network in MTA grant programs, including, but not limited to, the creation of a dedicated First-Last Mile category in the Call for Projects;
 3. Create, and identify funding for, a Countywide First-Last Mile Priority Network Funding Match Program, separate from existing MTA funding and grant programs, for local jurisdictions wishing to deliver First-Last Mile projects on the Countywide First-Last Mile Priority Network;
 4. To support the Active Transportation Strategic Plan, dedicate funding for the Countywide First-Last Mile Priority Network in the ongoing Long-Range Transportation Plan update, including a review of First-Last Mile project eligibility for all Prop A, Prop C, and Measure R capital funding categories;
 5. Building on MTA's underway effort to conduct First-Last Mile studies for Blue Line stations, conduct First-Last Mile studies and preliminary design for First-Last Mile facilities for all MTA Metro Rail stations (existing, under construction, and planned), all busway stations, the top 100 ridership Los Angeles County bus stops, and all regional rail stations;
 6. Incorporate Countywide First-Last Mile Priority Network project delivery into the planning, design, and construction of all MTA transit projects ~~starting with the Purple Line Extension~~

Section 2 project. These Countywide First-Last Mile Priority Network elements shall not be value engineered out of any project; and staff to report back at the June Planning and Programming Committee on the Purple Line Extension Section 2 Project.

C. Report on all the above during the October 2016 MTA Board cycle.

AMENDMENT by Solis to include Foothill Gold Line Phase 2B Extension to Claremont.

Metro



Metro

Board Report

File #:2016-0451, **File Type:**Motion / Motion Response

Agenda Number:

**PLANNING AND PROGRAMMING COMMITTEE MEETING
MAY 18, 2016**

Motion by:

Directors Butts, DuBois, Knabe and Solis

May 18, 2016

Relating to Item 14.1, File ID 2016-0442; Active Transportation Plan

The preamble of Motion 14.1 states an excellent case for how important the Active Transportation Strategic Plan will be for local jurisdictions, especially for those jurisdictions through which the rail system is running with stations lying therein.

The fact that half of all trips are three miles or less highlights the need to focus on enhancing access to and from Metro transit stations and Motion 14.1 underscores those issues.

The co-authors address the connection in Sections B-4 and B-6 in reaffirming Metro’s dedication to the delivery of First-Last Mile facilities and the need to leverage funding opportunities and Metro resources by incorporating “...Countywide First-Last Mile Priority Network project delivery into the planning, design, and construction of all MTA transit projects...”

Motion 14.1 further points out that “...outside of major transit projects, it will typically not be MTA’s role to deliver First-Last Mile projects that are the purview of local jurisdictions. However, MTA can take steps to meaningfully facilitate and help local jurisdictions deliver First-Last Mile projects through a variety of means.”

We believe that the existing practice of encouraging local jurisdictions to contribute up to 3% of a rail project’s budget should be included among that “variety of means” as an appropriate vehicle to facilitate the leveraging of Metro and local jurisdictions’ resources towards the goals contained in the ATSP and section B-6 of Motion 14.1.

APPROVE Motion by Butts, DuBois, Knabe and Solis to amend Motion 14.1 under subsection B-6 to specify that, henceforth, Metro would negotiate in a standardized MOU with the respective contributing jurisdiction(s) that up to 100% 50% of a local jurisdiction’s 3% local contribution can go towards underwriting ATP, First-Last Mile, bike and pedestrian and street safety projects that contribute to the accessibility and success of the stations in the respective jurisdictions.

File #:2016-0451, **File Type:**Motion / Motion
Response

Agenda Number:

AMENDMENT by Solis to include Foothill Gold Line Phase 2B Extension to Claremont.

FRAMEWORK: Board Report 2016-0489 First/Last Mile Purple Line Section 2; 3% Local Contribution Provision (Motion 14.1 and 14.2 response)

Applicability:

- Projects subject to this Motion Response and any implementation policy and guidelines will be new major rail and Bus Rapid Transit (BRT) transit capital expansion projects that have not yet been advertised for construction.
- “Project Footprint” is defined as the project scope that is located on property that Metro owns or controls.
- The 3% contribution refers to the local government contribution provision included in Measure R and applies only to rail expansion projects.

	Projects Pre-Bid Advertisement	Projects in Scoping/ Environment Stage
Metro “Within Project Footprint” Station Active Transportation (AT) and First/Last Mile (F/L) Elements	<ul style="list-style-type: none"> • AT and F/L elements already included in Base scope per design guidelines, and budget – make no changes • <i>3% Contribution: Eligible if assigned to elements in adopted scope and budget.</i> 	<p>Develop Guidelines to reassess design criteria for onsite elements; make changes as advised from assessment</p> <ul style="list-style-type: none"> • <i>3% Contribution: include Guidelines criteria for underwriting eligible AT and F/L elements</i>
“Off Project Footprint” AT and F/L Mile Station Connections	<ul style="list-style-type: none"> • On case by case basis, determine if any off-footprint F/L elements are to be added to project definition and budget; and/or • In cooperation with local jurisdictions, may pursue a plan for additional elements “off Project” scope and budget • <i>3% Contribution; Project must be in a PRE-Bid advertisement status. Determine eligibility on case by case basis to extent Board elects to change project scope and budget.</i> 	<p>Develop Guidelines to include:</p> <ul style="list-style-type: none"> • Process to develop Metro/local jurisdiction joint station access plan • Establishment of funding responsibilities attached to said plan • <i>3% Contribution: include Guidelines criteria for underwriting eligible AT and F/L elements consistent with joint plans</i>
Non-Connecting AT Elements	<ul style="list-style-type: none"> • No inclusion in transit capital scope and budget • Other funding sources can be explored • <i>3% Contribution: not eligible – no nexus to project</i> 	<ul style="list-style-type: none"> • No inclusion in transit capital scope and budget • Other funding sources can be explored • <i>3% Contribution: not eligible – no nexus to project</i>



Board Report

File #: 2015-1716, File Type: Contract

Agenda Number: 24

**CONSTRUCTION COMMITTEE
JUNE 16, 2016**

SUBJECT: CRENSHAW/LAX TRANSIT PROJECT

ACTION: APPROVE CONTRACT MODIFICATIONS

RECOMMENDATION

CONSIDER:

- A. AUTHORIZING the Chief Executive Officer (CEO) to issue a Modification to Contract No. C0988 with Walsh/Shea Corridor Constructors (WSCC), to begin **construction on accommodations so as not to preclude a future Light Rail Transit (LRT) Station at 96th Street, Airport Metro Connector (AMC)**, in an amount not to exceed \$7,400,000 increasing the total contract value from \$1,294,476,149.38 to \$1,301,876,149.38; and
- B. APPROVING an increase in Contract Modification Authority (CMA) for Contract No. C0988 in the amount of \$7,400,000 increasing the total CMA from \$134,699,993 to \$142,099,993.

ISSUE

WSCC has completed the design required for the Crenshaw/LAX Transit Project to construct the accommodations for the future AMC transit station at 96th Street. Board authorization is requested to provide funding to issue construction a Modification to allow construction of the accommodation's scope of work. Authorization in the form of construction Modification is required to start construction to prevent any additional schedule delay impact on the Crenshaw/LAX Transit Project. Metro and WSCC are continuing to negotiate a final value, including direct, indirect and delay impact costs, and will return to the Board once final costs have been negotiated.

DISCUSSION

On May 28, 2015, the Board approved Design Option 3 for the Crenshaw/LAX track alignment to accommodate and cure the ailment of no public transportation (rail) to LAX for the future AMC transit station at 96th Street. Subsequently, staff issued modifications to WSCC, Metro's Crenshaw/LAX Transit Project design-builder, for engineering design services to incorporate Option 3. The design modifications increased construction costs specifically tied to the required accommodations. Staff is requesting a Modification authorization in the amount of \$7,400,000 for the direct construction costs for FY17. Authorization is required now to commence construction to prevent any additional

schedule delay impact on the Crenshaw/LAX Transit Project.

At the May 2015 Board meeting, staff forecasted that design changes and subsequent construction changes to accommodate the future AMC Project could potentially impact the schedule. Metro is continuing to negotiate with WSCC on the total time the work will take to accommodate the AMC Project and how it is projected to impact the Crenshaw/LAX Transit Project.

Staff will return to the Board for Contract Modification authority when the direct costs and time impact negotiations are completed. In addition, WSCC will be issued a time extension to their substantial completion milestone which will impact the ability of the Project to complete the Crenshaw/LAX Transit Project as currently scheduled. A request to modify the current Revenue Service date may also be included as a recommendation in the next Board action. In addition to the design and construction costs, there will be administrative costs incurred for construction management, Metro staff and other costs associated with the schedule impact.

The Final Environmental Impact Statement/Final Environmental Impact Report (FEIS/FEIR), which was adopted by the Metro Board in September 2011 and a federal Record of Decision (ROD) received in December 2011, includes a tail track option located adjacent and north of the Aviation/Century station. An environmental analysis was conducted to determine the potential environmental impacts associated with the tail track relocation from north of the Aviation/Century station to south of Arbor Vitae. The new location is approximately 1,550 feet north of the Aviation/Century station. The analysis indicates that the proposed design changes would not introduce any impacts that would exceed a threshold of significance or any impacts beyond those or increase in the severity of impacts, previously disclosed in the approved FEIS/FEIR. As applicable, Metro would continue to implement the mitigation measures identified in the ROD for the overall project to ensure significant impacts are continually mitigated. The findings of the environmental analysis were supported by the FTA.

DETERMINATION OF SAFETY IMPACT

This Board action will not have an impact on established safety standards.

FINANCIAL IMPACT

The funds, in an amount of \$7,400,000, to construct accommodations work under the first recommendation is included in the adopted FY17 budget for Project 460303, AMC Project, in Cost Center 8510, Program Management-Construction Procurement. Although WSCC is the design-build contractor for the Crenshaw/LAX Transit Project, this recommendation is funded by the AMC Project (460303). The Crenshaw/LAX Transit Project Life-of-Project budget is not impacted by this action.

Since this is a multi-year project the Executive Director, Program Management will be responsible for budgeting in future fiscal years.

Impact to Budget

The source of funds is federal Congestion Mitigation and Air Quality (CMAQ) funds. This is in

compliance with the November 2014 Board approval (Item 56). No other funding sources have been considered.

ALTERNATIVES CONSIDERED

The Board may elect not to approve construction Modification to accommodate changes for the future AMC station. Staff does not recommend this alternative since the Board already approved Option 3 at the May 2015 board, which included the required design and construction changes to the Project. Additionally, these modifications need to be made now as once the Crenshaw/LAX line is operating, it will be more difficult to construct the accommodations.

NEXT STEPS

Upon Board authorization, staff will proceed with a time-sensitive construction Modification to WSCC's contract, directing the design-builder to start construction of the accommodations scope of work for the future AMC station. Staff will complete negotiations with WSCC for all remaining costs and will return to the Board for final approval of a fully defined Contract Modification.

ATTACHMENTS

- Attachment A - Procurement Summary
- Attachment B - Contract Modification/Change Order Log
- Attachment C - Design Option 3
- Attachment D - DEOD Summary
- Attachment E - November 2014 Board Report Item 56

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Reviewed by:

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Phillip A. Washington
Chief Executive Officer

PROCUREMENT SUMMARY

CRENSHAW/LAX TRANSIT PROJECT / C0988

1.	Contract Number: C0988 Crenshaw/LAX Transit Corridor Design-Build		
2.	Contractor: Walsh/Shea Corridor Constructors (WSCC)		
3.	Description: Construct accommodations so as not to preclude a future Light Rail Station (LRT) Station at 96th Street.		
4.	The following data is current as of: April 30, 2016		
5.	Contract Completion Status:		
	Proposals Opened	6/12/12	% Completion \$'s 44.4%
	Contract Awarded	6/27/13	% Completion Time 51.8%
	Notice to Proceed (NTP)	9/10/13	Orig. Contract Days 1824
	Original Completion Date	9/08/18	Change Order Days 35
	Current Estimated Completion Date	10/13/18	Suspended Days 0
	Total Revised Days		1859
6.	Financial Status:		
	Contract Award :	\$1,272,632,356.00	
	Total of Mods/Changes Approved :	\$21,843,793.38	
	Current Contract Value :	\$1,294,476,149.38	
7.	Contract Administrator: Frederick Origel Director, Contract Administration	Telephone Number: (213) 922-7331	
8.	Project Director: Charles Beauvoir, S.E. Deputy Executive Officer, Project Management	Telephone Number: (213) 922-3095	

A. Procurement Background

On June 27, 2013, Contract No. C0988 was awarded to Walsh/Shea Corridor Constructors (WSCC), the lowest responsive and responsible proposer, in the amount of \$1,272,632,356.

This Board Action is to authorize the CEO to issue a Change Order to start the construction of accommodations so as not to preclude a future Light Rail Transit (LRT) Station in the vicinity of 96th Street, while staff negotiate a total contract modification. Contract Modification(s) will be processed in accordance with Metro's Acquisition Policy.

Metro Staff is requesting approval of a not-to-exceed value to allow for the procurement of long lead items and construction of the change work to mitigate potential delays to project schedule.

Refer to Attachment B for modifications/change orders approved and pending as of April 30, 2016, to add and/or delete work and the proposed modifications pending authorization.

B. Cost/Price Analysis

The final price for this contract change will be reviewed and analyzed by Metro staff to determine a fair and reasonable price in accordance with Metro Procurement Policies and Procedures. The negotiation process will included, but is not limited to, fact finding, technical evaluation, cost analysis, and an independent cost estimate. The recommended price will be audited by MASD and subject to removal of any unallowable or unallocable costs.

Design for the necessary accommodations for the future 96th street station was Approved for Construction (AFC) on March 10, 2016 and two (2) Notice of Design Changes (NDC) have been approved, latest dated May 19, 2016. Contractor is reviewing the approved AFC and NDC design packages and after discussions with Metro will submit a revised cost proposal for Construction.

MOD. No.	Modification Description	Proposed Amount	Metro ICE	NTE Amount
TBD	Construct W. Alignment Shift for 96 th Street Station	TBD	TBD	\$7,400,000.00

ATTACHMENT B

**CONTRACT MODIFICATION / CHANGE ORDER LOG –
CRENSHAW/LAX TRANSIT PROJECT**

Mod. No.	Description	Status	Cost
1	Administrative Change - Update Special Provision SP -05-Notice and Service and SP-06-Insurance Requirements	Approved	No Cost
2	Administrative Change - Technical Reports Part 6.3 PSR/PR	Approved	No Cost
3	CPUC Application	Approved	No Cost
4	Administrative Change - Revised Contractor's Mailing address	Approved	No Cost
5.3	Clarification of Schedule F Applicability	Approved	No Cost
6	Administrative Change – Update Metro Rail Directive Drawings	Canceled	Canceled
7	Design -Aviation/Century Station – Pedestrian Vertical Circulation	Approved	\$366,400.00
8	Design - Century Boulevard Future Right Turn Lane (LAWA)	Approved	\$47,820.00
9	Design -Protect for Future Transport. Corridor at 98th Street	Approved	\$120,458.00
10	Update Volume 1: Form of Contract, Volume 4: Metro Specifications and Volume 5: Metro Rail Design Criteria	Canceled	Canceled
11	Special Events Traffic Control Site Improvements	Approved	\$26,754.00
12	Design Fare Gates At-Grade Latching	Approved	\$239,000.00
13	Construction of Fare Gates At-Grade Latching	Approved	\$2,310,000.00
14	Hazardous Material Abatement Parcel	Approved	\$260,338.90
15	Hazardous Material Abatement Parcel Florence	Approved	\$481,555.20
16	Updated Volume 1, 4, and 7	Approved	No Cost
17	Construction - Century Boulevard Future Right Turn Lane (LAWA)	Approved	\$122,503.49
18	Construction -Protect for Future Transport. Corridor at 98 th St	Approved	\$240,434.34
19	Update MRDC Station Benches	Approved	No Cost
20	Waste Removal Bellanca & Arbor ROW	Approved	\$80,880.00
21	Design Underground Structure HDPE	Approved	No Cost
22	ADA Directional Tile	Approved	No Cost
23	Modify Property Turnover Dates	Approved	No Cost
24	Phone System For Field Office	Approved	\$44,019.07
25	Additional Property Demo, Parcel HS-2706	Approved	\$60,731.85
26	Rail Design Criteria Update – Full Height Platform End Gate	Approved	\$194,412.00
27	Rail Design Criteria Update – LED Lighting	Approved	\$407,242.00
28	Rail Design Criteria Update – Park and Ride Lot ETEL	Approved	\$407,552.00
29.1	Traffic Control Support for DWP Utility Work	Approved	\$113,232.00
29.2	Adjustment Traffic Control for DWP at MLK	Approved	\$112,216.00
30.3	Access for Construction of Temporary Roadway	Approved	No Cost
31	Security Guard – Crenshaw/LAX IPMO	Approved	\$102,757.54

32	ACM Removal Century-Aviation Bridge	Approved	\$55,012.20
33	Revised Steel Canopy Sections	Approved	(\$66,254.00)
34	Temporary Fencing at Avis Property	Approved	\$1,212.43
35	Hazardous Material Abatement Gourmet Food Bldg	Approved	\$341,074.00
36	Hazard Material Abatement-Bldgs /Properties	Approved	\$211,166.00
37	Dispute Review Board Procedures	Canceled	Canceled
38.2	Update Volume 1 Conformed Articles	Approved	No Cost
39.1	Update Vol 1 SP 6 Insurance Requirements	Approved	No Cost
40.1	ADA Tactile Guidance Pathways	Approved	\$565,376.00
40.2	ADA Tactile – Color Change	Approved	No Cost
41	Parking for Florence/West Park & Ride	Approved	\$99,500.00
42	SC Edison Design Engineering	Approved	\$55,606.11
43	HVAC Repair/Replacement LAX IPMO	Approved	\$119,630.00
44	Fencing at ROW Cedar/Eucalyptus	Approved	\$8,695.00
45	Construct HDPE Geo membrane Cushion	Approved	\$697,495.00
46	Striping and Traffic Loops	Approved	\$19,041.13
47	CHP Support for Century Crush	Approved	\$46,566.84
48.2	35 Day Delay – Milestone	Approved	No Cost
49	Hazardous Material Parcels	Approved	\$52,420.00
50	UST Removal – Parcels SW-0103	Approved	\$51,827.00
51	UST Remv-Parcels HS2201/2206 CR3701	Approved	\$176,376.00
52	Update Roll-Up Grilles & Pay Phone	Approved	\$136,597.00
53	Contaminated Soil/Slurry	Approved	\$240,218.00
54	COI Design Serv. Century Crush	Approved	\$14,543.00
55	Security Guard – 24 hour Shifts	Approved	\$82,947.12
56	Station Architectural Standards	Approved	\$69,162.00
57	Millstone Revision Exercise Option 2A & 2B	Approved	No Cost
58.2	Design Extended Track	Approved	\$274,876.55
59	SP 24 Incorporating BAFO Changes	Approved	No Cost
60	Design Accommodations for 96 th St Sept 1,2, Part A	Approved	\$641,378.28
61.1	TIFA Certification Requirements	Approved	No Cost
62	Design Centinela Crossing/Eucalyptus	Approved	\$251,158.00
63	Design Harbor Sub At Grade Lighting	Approved	\$216,080.00
64	Removal of Contaminated Seg A Imperial	Approved	\$1,824.07
65	Capri AC Unit Replacement	Approved	\$22,191.89
66	Unknown UG Obstruction at MLK Phase	Approved	\$30,234.68
67	3rd Party (Conad) Repair on Victoria	Approved	\$1,592.63
68	LADWP Gate and Laydown	Approved	\$1,767.14
69.1	Revised Radio System Frequencies	Approved	\$6,222.00
70	Clarification of Radiating Cable and Assembly Parts	Canceled	Canceled
71	Aviation/Century Temp Sidewalk	Approved	\$18,207.00
72	Hazardous Material Removal at Parcel SW-010CR 3304	Approved	\$33,212.00
73	Dollar Rent A Car Facility Hazardous Material Removal	Approved	\$204,924.00

74	Access to Covered Manholes	Approved	\$200,000.00
75	Design Updated Station Customer Signage Directive Drawings	Approved	\$55,665.00
76	Capri Electrical-Surveillance Camera	Approved	\$19,649.58
77	Relocate LAWA Water Service – Design	Approved	\$50,702.00
78	African Drum Project Tree Removal	Approved	\$2,512.76
79	Update Vol. 1 Indefinite Qty Equipment	Approved	No Cost
80	Contaminated Drilling Slurry Century	Canceled	Canceled
81	Reroute Northrop Bent 1A	Approved	\$20,988.00
82	96th Station West Option Analysis	Approved	\$17,333.52
83	Additional Recurring of Properties	Approved	\$8,331.44
84	MIC Control System	Approved	\$1,076,736
85	Delete HS-2001 & 0.1 FM SP 16/17	Approved	No Cost
86	Fence Adjustment at MLK	Approved	\$10,011.21
87	Claim Resolution-Electric Mtrg Switchgear	Approved	\$610,300.00
88	Design 10” & 8” Abandon Lines Crenshaw	Approved	\$18,180.00
89	At Grade Station Ticketing Zone	Approved	\$70,074.00
90	Utility Investigation for 96th Street	Approved	\$35,808.21
91	Additional Security “ Taste of Soul”	Approved	\$15,912.55
92	Abandoned 8” and 10” Pipe at Vernon Station	Approved	\$222,752.00
93	Daily Stand By Construction Zone 2/2A	Approved	\$90,000.00
94	Storage Trailer at the Arlington Yard	Approved	\$8,695.00
95	Unknown Concrete Slab Encounter at FCBC Facility	Approved	\$11,032.00
96	Electrical Ductbank Revisions at Exposition Station	Approved	\$541,193.00
97	Continuous Deflection Monitoring Greenline Counterweight Removal	Approved	\$155,461.00
98	Intrusion Detection Access Control Interface	Approved	\$65,926.00
99	16” Gas Pipe ACM Abatement Expo	Approved	\$17,972.98
100	Additional Rebar at Deck Panel	Approved	\$282,386.56
101	Security Guard for Crenshaw/LAX – Year 2	Approved	\$171,919.90
102	Cable Transmission System Update	Approved	\$65,517.00
102.1	Cable Transmission System Update – Add Diagrams	Approved	No Cost
103	Obstructions at Green Line Bent 3 and 4	Approved	\$30,821.00
104	Contaminated Soil – Multiple Locations	Approved	\$387,257.46
105	Century/Aviation Bridge Camera	Approved	\$9,719.00
106	Asbestos Testing Monitoring at Avis	Approved	\$1,894.00
107	Haz Mat Investigation Removal – Car Wash UST	Approved	\$14,541.73
108	Reconfiguration of Traffic Control Plan – La Brea	Approved	\$55,053.00
109	Cedar Encroachment Removal	Approved	\$17,566.00
110.2	Transmit LACMTA Lease Agreement and SWY Turnover Dates	Approved	\$26,533.00
111.1	Crenshaw Blvd. Tree and Landscaping	Approved	\$399,308.00
112	HNTB Design Costs for 96 th Street W. Alignment	Approved	\$922,997.00
113	Centinela Crossing Tree Preservation	Approved	\$45,450.00
114	Claim Resolution – DWP Vault Relocation MLK	Approved	\$125,614.66

115	Deletion of Public Phone	Approved	(\$59,315.19)
116	Harbor Sub Encasement Verification – Non Highlighted Utilities	Approved	\$94,240.13
117	Harbor Sub Encasement Verification – Unknown Utilities	Approved	\$159,743.78
118	Harbor Sub Encasement Verification – Highlighted Utilities	Approved	\$208,350.12
119	Encasement Verification – City of LA	Approved	\$45,448.78
120	Contaminated Oil Removal – UG1 FOG Lines	Approved	\$41,193.00
121	Florence/West Station – Redondo Blvd. Temporary Parking	Approved	\$35,000.00
122	ATC System at Slauson Signals	Approved	\$42,943.00
123	Track Drainage CI Pipe in Lieu of PVC	Approved	\$130,217.00
124	City of Inglewood Water Line Relocation	Approved	\$697,526.00
125	LKC Design W. Alignment Shift for 96 th Street	Approved	\$217,638.00
126.1	Provisional Sum – Unknown Utility	Pending	\$3,000,000.00
127.1	Modifications for 24” FAA Fiber Optic Duckbank at UG1	Approved	\$134,735.00
128	Greenline Safety Walkway – Design	Approved	\$44,068.00
129	Support of Excavation 2.0 Safety Factor	Approved	\$504,769.00
130	Unique 65 Foot Mast Arm at Aviation Blvd. and Century Blvd.	Canceled	Canceled
131	Unknown Obstructions at 405 Bridge Bent 2	Approved	\$63,480.00
132	Claim Resolution – Traffic Control at LADOT’s	Approved	\$155,988.75
133	Design – Eliminate DWP Switchgear at MLK	Approved	\$51,410.00
134	Addition of LATS Time Synchronization	Approved	\$39,880.00
135	Updated Standard Wayside Rail Operation Signage	Approved	\$39,735.00
136	UG 1 Wayfinding – Design	Approved	\$68,548.00
137	LKC Design Accommodations 96 th Street, Step 2 part A	Approved	\$65,132.00
138	Claim Resolution – Install Video Detection Camera	Approved	\$27,216.00
139	Claim Resolution – ATSAC Fiber Optic Relocation at Expo	Approved	\$221,652.00
140	TPSS #10 Build-out, Power Drop and UG4 Fan Revision	Pending	\$259,244.53
141	Mitigation Reimbursement (Golf Carts)	Approved	\$14,853.90
142	Design- North Yard Lead Revisions	Approved	\$21,030.00
143	Line Removal at Florence and Isis in Conflict with Storm Drain Installation	Approved	\$4,483.00
144	Removal of Underground Storage Tanks at Florence Properties	Approved	\$69,486.57
145	Remove/Dispose/Burn Contaminated Soils from Expo	Approved	\$487,827.24
146	TPSS No. 2 Upgrade from 1.5 MW to 2.0 MW	Approved	\$46,802.00
147	Unknown Slab at 111 th and Aviation	Approved	\$6,746.00
148	Subsurface Investigation 317 E. Florence	Pending	\$30,087.60
149	Removal of Underground Storage Tank at Expo Yard Excavation	Approved	\$43,876.87
150	Gas Line in Pole Foundation at Arlington and MLK	Approved	\$2,489.41
151	Market Street Catch Basin Tie-in	Pending	\$14,010.00
152	Abandoned 8” and 10” Pipe Environmental Testing UG-4	Pending	\$417,000.00
153.1	Removal of the Track/Rail and Hump at Imperial and Aviation Blvd.	Pending	\$70,128.00
154	18in Sanitary Sewer Relocation at MSE Wall	Pending	\$614,133.00
155	Claim Resolution – TPSS #1 Relocation S. Imperial	Pending	\$91,252.00

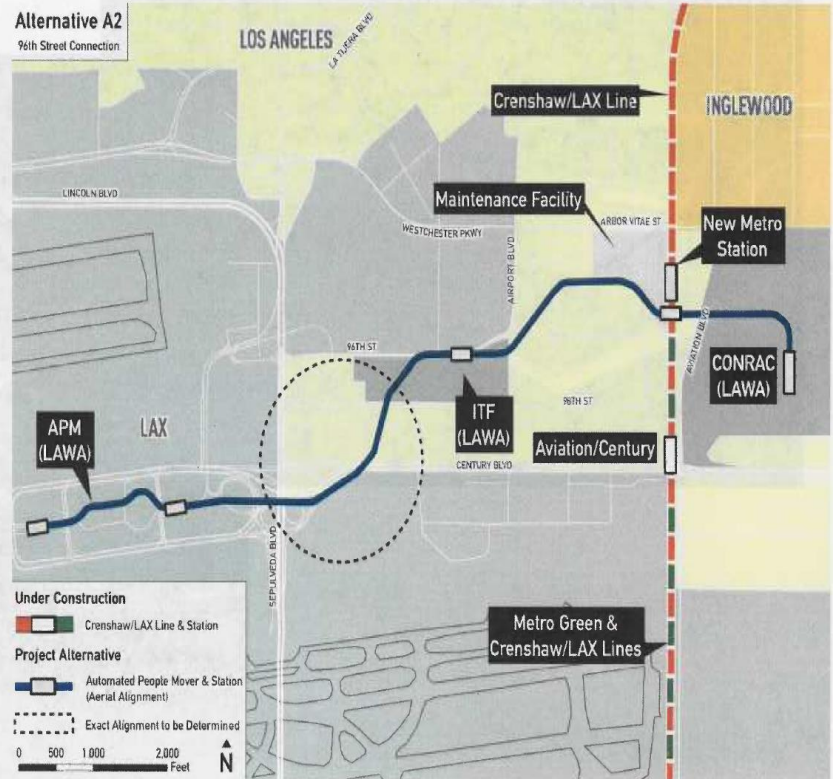
156	Qwest Line Relocation	Pending	\$436,312.00
157	Delay Cost at CP-4	Pending	\$115,000.00
158	Vernon ATSAC Relocation	Pending	\$270,555.00
159	Claim Resolution – FAA LAWA Navid Light	Pending	\$125,000.00
160	Pothole & Remove 216in Gas Line	Pending	\$52,000.00
161	UG 1 Ventilation Fans	Pending	\$390,429.00
162	Tunneling Requirements	Pending	(\$5,534.40)
163	Claim Resolution – 104 St. Deck Lid – Design	Pending	\$62,000.00
165	Claim Resolution – SWY Removal of Electric Service	Pending	\$25,000.00
166	Claim Resolution – Metro Directed Fencing	Pending	\$35,228.80
167	Claim Resolution – Metro Directed Potholing	Pending	\$6,919.87
173	Florence/ La Brea Bus Transfer Station	Pending	\$2,200,000.00
Change Orders			
CO 30	Board Approved Station Name Change	NTE	\$10,000.00
CO 37.2	Design Hold Out Signals Aviation/Century	NTE	\$50,000.00
CO 38	Abandoned 8” and 10” Pipe Environmental Test and Removal (UG3)	NTE	\$362,500.00
CO 40	Relocate LAWA Water Service to 111 th	NTE	110,000.00
CO 41	Design Deluge System at Expo Crossover	NTE	\$0
CO 46.2	Underground Fire Rated Conduit Cable	NTE	\$200,000.00
CO 50.1	Turnback and Speed Restrictions	NTE	\$100,000.00
CO 51	Shut Down at MLK Station	Pending	\$60,000.00
CO 52	Habor Sub Potholing Unknown Utilities Eucalyptus	NTE	\$20,000.00
CO 53	Signal House Monitors	NTE	\$15,000.00
CO 58	Encasement Verification City of LA Sewer at Arbor Vitae	NTE	\$8,000.00
CO 59	Park Mesa Heights Median Exhibit Study	Canceled	Canceled
CO 60.1	Revise Street Plans at Hindry Avenue	NTE	\$21,600.00
CO 61	Park Mesa Heights Resequencing	NTE	\$300,000.00
CO 62	Encase City of LA Sanitary Sewers	NTE	\$100,000.00
CO 63.1	Civil Revisions for CPUC Striping at West Street	NTE	\$30,000.00
CO 64	Crenshaw Landscaped Median Rendering	NTE	\$50,000.00
CO 65	Removal/Disposal of Asbestos Pipe 255+30	NTE	\$2,000.00
CO 66	Removal and Disposal of Unknown Concrete at Redondo	NTE	\$5,000.00
CO 67	Ballast Wall Extension at Eucalyptus	NTE	\$12,500.00
CO 68	TPSS No.1 New Power Transmission	NTE	\$260,000.00
CO 69	Unknown 18inch Storm Drain UG-1	NTE	\$12,000.00
CO 71	Credit Crenshaw Tree Permit	NTE	No Cost
CO 72	Removal of 24in Storm Drain at MLK Station	NTE	\$100,000.00
CO 73	Tree Species and Bike Racks	NTE	\$8,000.00
CO 74	Pedestrian Lights Slauson Station	NTE	\$16,000.00
CO 75	Unknown Storm Drain Utility West Century	NTE	\$2,000.00
CO 76	LADOT Parking Lots Improvements	NTE	\$20,000.00
TBD	W. Alignment Shift for 96 th Street Station Accommodations	Pending	\$7,400,000.00

Subtotal – Approved Modifications & Change Orders	\$21,843,793.38
Subtotal – Pending Changes/Modifications	\$15,668,765.40
Total Mods and Pending Changes (including this change)	\$37,512,558.78
Prior CMA Authorized by the Board (including base award and other modifications)	\$134,699,993.00
Increased CMA for this recommended action	\$7,400,000.00
Total CMA including this action	\$142,099,993.00
Remaining CMA for Future Changes	\$104,587,434.22

ATTACHMENT C

Alternative A2 – New LRT/APM Stations at 96th Street

- North of 96th Street APM route preferred by recent LAWA analysis
- Requires new at-grade Crenshaw/LAX/Green Line LRT station at 96th Street to connect to APM
- 2.1 miles with 5 stations
- Provides direct connection from Metro Rail to Intermodal Transportation Facility (ITF) and CTA



DEOD SUMMARY

CRENSHAW/LAX TRANSIT PROJECT

A. (1) Small Business Participation – Design

Walsh/Shea Corridor Constructors (WSCC) made a 20.59% Disadvantaged Anticipated Level of Participation (DALP) commitment for Design. DBE commitments were made to 10 DBE subcontractors at the time of award, and 10 additional DBE subcontractors have been added to-date. The current (DBE) participation is 25.61%.

DISADVANTAGED BUSINESS ENTERPRISE ANTICIPATED LEVEL OF PARTICIPATION COMMITMENT	DALP 20.59%	DISADVANTAGED BUSINESS ENTERPRISE ANTICIPATED LEVEL OF PARTICIPATION	DALP 25.61%
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Item No.	Design DBE Subcontractors	% Commitment	Current ¹ Participation	Ethnicity
1.	BA, Inc.	0.61%	0.95%	African American
2.	D'Leon Consulting Engineers	0.85%	1.48%	Hispanic American
3.	FPL and Associates, Inc.*	0.41%	0.36%	Asian Pacific American
4.	IDC Consulting Engineers, Inc.	0.94%	1.06%	Asian Pacific American
5.	Innovative Engineering Grp., Inc. *	0.23%	0.24%	Asian Pacific American
6.	Lynn Capouya	0.96%	1.09%	Non-Minority Women
7.	Martin & Libby	0.85%	0.92%	Non-Minority Women
8.	MGE Engineering	1.48%	2.12%	Asian Pacific American
9.	Mia Lehrer + Associates	0.51%	0.35%	Hispanic American

10.	NBA Engineering	0.72%	0.83%	Non-Minority Women
11.	Parikh Consultants	1.85%	2.89%	Asian Pacific American
12.	Sapphos Environmental *	0.02%	0.02%	Hispanic American
13.	Selbert Perkins Design Collaborative *	0.27%	0.32%	Non-Minority Women
14.	TEC Management *	0.41%	0.77%	African American
15.	Ted Tokio Tanaka Architects *	0.51%	0.54%	Asian Pacific American
16.	Togo Systems *	0.46%	0.78%	Asian Pacific American
17.	Universal Reprographics *	0.03%	0.14%	Non-Minority Women
18.	V&A, Inc.	9.25%	10.60%	Hispanic American
19.	YBI Management Services*	0.03%	0.02%	Hispanic American
20.	YEI Engineers *	0.20%	0.13%	Asian Pacific American
	Total Commitment	20.59%	25.61%	

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

* DBEs added after contract award

A. (2) Small Business Participation – Construction

Walsh Shea Corridor Constructors (WSCC) made a 20% Disadvantaged Anticipated Level of Participation (DALP) commitment for Construction at the time of contract award, and made 5 DBE subcontract commitments. After the start of Construction, 43 DBE subcontractors were added. WSCC is currently achieving 9.96% of their proposed 20% DBE subcontract commitment for Construction. It is expected that DBE commitments will continue to increase as Construction progresses.

Based on the total amount paid-to-date to WSCC and the total actual amount paid-to-date to DBE subcontractors, current participation is 25.62%. WSCC is expected

to continue ongoing outreach and good faith efforts to meet their DBE contract commitment.

DISADVANTAGED BUSINESS ENTERPRISE ANTICIPATED LEVEL OF PARTICIPATION COMMITMENT	DALP 20%	DISADVANTAGED BUSINESS ENTERPRISE ANTICIPATED LEVEL OF PARTICIPATION	DALP 25.62%
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Item No.	Construction DBE Subcontractors	% Commitment	Current ¹ Participation	Ethnicity
1.	Ace Fence Company*	0.03%	0.09%	Hispanic American
2.	Advantage Demolition & Grading*	0.01%	0.02%	African American
3.	Alameda Construction*	0.06%	0.16%	African American
4.	Analysis & Solution Consultants*	0.04%	0.08%	African American
5.	Anytime Dumping*	0.68%	1.17%	African American
6.	B&B Diversified Materials*	0.26%	0.76%	Asian Pacific American
7.	Bravo Pacific*	1.68%	1.04%	Hispanic American
8.	C Bass Dirtyworks*	0.03%	0.09%	African American
9.	Clean Up America*	0.04%	0.11%	African American
10.	Coast Surveying	0.25%	0.24%	Hispanic American
11.	Coleman Construction*	0.03%	0.10%	African American
12.	CPR Trucking	0.20%	0.06%	Hispanic American
13.	DC Engineering Group*	0.01%	0.20%	Sub-Continent Asian American

14.	Davis Blue Print Co., Inc.*	0.00%	0.01%	Hispanic American
15.	DCD Electric*	0.07%	0.46%	African American
16.	Deco Pave*	0.01%	0.07%	Asian Pacific American
17.	Deborah Dyson Electrical Contractor*	0.00%	0.01%	African American
18.	E-Nor Innovations*	0.06%	0.18%	African American
19.	EW Corporation*	0.01%	7.67%	Hispanic American
20.	Excelsior Elevator Corporation*	0.62%	0.27%	Asian Pacific American
21.	Fine Grade Equipment*	0.02%	0.01%	Native American
22.	Flores Construction*	0.00%	0.01%	Hispanic American
23.	G & C Equipment Corporation*	1.92%	6.36%	African American
24.	G.O. Rodriguez*	0.00%	0.01%	Hispanic American
25.	GW Civil Constructors, Inc.*	0.32%	0.80%	African American
26.	Integrity Rebar Placers*	2.54%	2.94%	Hispanic American
27.	Lowers Welding and Fabrication, Inc.*	0.02%	0.57%	Non-Minority Female
28.	Morgner Construction Management*	0.07%	0.12%	Hispanic American
29.	Nextline Protection Services *	0.03%	0.32%	African American
30.	Pacrim Engineering*	0.00%	0.00%	Asian Pacific American
31.	Padilla & Associates	0.15%	0.36%	Hispanic American
32.	Quality Engineering, Inc.	0.31%	0.32%	African American
33.	Robnett Electric, Inc.*	0.00%	0.01%	African American
34.	RJ Lalonde, Inc.*	0.00%	0.00%	Non-Minority Women

35.	RJ Safety Supply Co.*	0.00%	0.00%	Non-Minority Women
36.	Safeprobe*	0.02%	0.04%	Asian Pacific
37.	Sapphos Environmental	0.05%	0.08%	Hispanic American
38.	Soteria Company (Griego and Associates)	0.10%	0.13%	Hispanic American
39.	South Coast Sweeping*	0.12%	0.21%	Non-Minority Women
40.	The Jungle Nursery*	0.01%	0.00%	Hispanic American
41.	Thomas Land Clearing*	0.03%	0.16%	African American
42.	TEC Management Consulting*	0.02%	0.02%	African American
43.	Titan Disposal*	0.03%	0.00%	African American
44.	Treesmith Enterprises*	0.02%	0.06%	Hispanic American
45.	Universal Reprographics, Inc.*	0.00%	0.03%	Non-Minority Women
46.	V&A, Inc.*	0.07%	0.16%	Hispanic American
47.	VMA Communications	0.04%	0.10%	Hispanic American
48.	YBI Management Services*	0.00%	0.01%	Hispanic American
	Total Commitment	9.96%	25.62%	

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

* DBEs added after contract award

B. Project Labor Agreement / Construction Careers Policy (PLA/CCP)

The Contractor has committed to complying with PLA/CCP requirements for this project. This project is 53.92% complete which represents the number of construction labor hours worked to date divided by the total projected labor hours for the project. The contractor is achieving the 40% Targeted Worker Goal at 58.72% not achieving the 20% Apprentice Worker Goal at 18.27%, and achieving the Disadvantaged Worker Goal at 11.54%. Contractor provided an Employment Hiring Plan that the Apprentice Worker goal will be fully achieved by Mid-2017. Staff will continue to monitor and report the contractor's progress toward meeting the goals of the PLA/CCP.

C. Prevailing Wage Applicability

Prevailing Wage requirements are applicable to this project. DEOD will continue to monitor contractors' compliance with the State of California Department of Industrial Relations (DIR), California Labor Code, and, if federally funded, the U S Department of Labor (DOL) Davis Bacon and Related Acts (DBRA).

D. Living Wage Service Contract Worker Retention Policy

Living wage is not applicable to this modification.


Metro

 Los Angeles County
 Metropolitan Transportation Authority

 One Gateway Plaza
 Los Angeles, CA 90012-2952

 213.922.2000 Tel
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REVISED
PLANNING AND PROGRAMMING COMMITTEE
NOVEMBER 5, 2014
CONSTRUCTION COMMITTEE
NOVEMBER 6, 2014

SUBJECT: AIRPORT METRO CONNECTOR
ACTION: APPROVE PURSUING ACCELERATED FUNDING AND RENAMING PROJECT
RECOMMENDATION
A. Approve:

1. Pursuing acceleration of up to \$33.2 million in federal Congestion Mitigation and Air Quality (CMAQ) funds and Measure R Transit Sub-funds currently planned for the Airport Metro Connector (AMC) project in Fiscal Years (FY) 2024 and 2025 to cover the cost of accommodations implemented as part of the Crenshaw/LAX Transit Project (Crenshaw/LAX) and design of the new station; and
2. ~~Renaming the Airport Metro Connector project to "LAX Gateway Station";~~

B. Receive and File:

1. Preliminary project schedule, developed in coordination with Los Angeles World Airports (LAWA), for the environmental review phase only; and
2. Status report on the station design guidelines directed by the Board in June 2014.

ISSUE

On June 26, 2014, the Board approved a new Metro Rail station (LAX Station) on the Crenshaw/LAX transit corridor as the preferred alternative for the AMC Project. On the same date, the Board also approved a motion containing a set of design guidelines for staff to incorporate during the development of this new rail station. Attachment A includes the June 2014 Board motion. At the October 2, 2014 meeting, the Board directed, among other items, that staff report to the Board at the November 2014 meeting with a financial plan, in coordination with LAWA, to accelerate completion of the AMC project to complement the opening of the Crenshaw/LAX project in 2019. Attachment B includes the October 2, 2014 Board motion. This report responds, in part, to the October Board directive, ~~requests Board approval to change the project name~~ and provides a status report on the station design elements and environmental

clearance schedule. Staff will report to the Board in February 2015 with a financial plan and updated project schedule.

DISCUSSION

At the July 2014 meeting, the Board approved increasing the total contract value for Contract No. C0988 with Walsh/Shea Corridor Constructors by \$3 million to design and construct accommodations so as not to preclude a future Metro Rail station, near Aviation Boulevard and 96th Street, being developed as part of the AMC project. The accommodations presented in July included relatively minor modifications to the alignment design and involved work within the current Metro-owned Right-of-Way (ROW).

Since July, AMC and Crenshaw/LAX staff have explored expanding the scope of the accommodations, beyond the current Metro-owned ROW, in an attempt to realize better efficiencies between current and future construction activities as well as reducing impacts to future Metro Rail service. This analysis was initiated in response to the Board's directive to explore strategic steps necessary to accelerate completion of the AMC project.

The expanded scope for accommodations is part of a possible three-step phasing strategy intended to accelerate AMC project completion. As suggested in the September 2014 staff report, a phased implementation plan could include:

1. Not-to-preclude accommodations as part of Crenshaw/LAX
2. Construction of light rail platforms and bus plaza
3. Construction of fully-enclosed transit center building, in coordination with LAWA's construction of the APM station

All three phases are contingent upon the acceleration of AMC funding. Phase 3 may also require a financial contribution by LAWA and/or other parties. ~~Metro and LAWA~~ Staff will continue to explore cost and funding strategies as the building program is developed.

Project Funding Acceleration

The proposed first phase of the AMC project is estimated to cost approximately \$33.2 million. This cost includes right of way acquisition, construction of the Crenshaw/LAX accommodations, and design of the full transit facility (excluding the APM station).

To finance and deliver the Crenshaw/LAX accommodations, Metro staff is proposing to accelerate the use of as much CMAQ funds as possible from the \$33.3 million currently planned for AMC in fiscal years 2024 and 2025. Subject to approval by the Federal Transit Administration (FTA), these funds would be made available to the Crenshaw/LAX project so that this work could be done as part of the construction. Some Measure R Transit Sub-fund revenues may be used to fulfill matching requirements or project needs that pre-date the availability of the CMAQ funds. The Crenshaw/LAX project budget includes federal Transportation Infrastructure Finance

and Innovation Act (TIFIA) funds and Metro staff anticipates that federal action to amend the current Crenshaw/LAX TIFIA agreement will need to occur. The balance of CMAQ funds along with available Measure R funds programmed to AMC will be used for architectural services for the transit center.

Crenshaw/LAX Accommodations

AMC and Crenshaw/LAX project staff continue to evaluate the accommodations which could be made to the Crenshaw/LAX project so as to protect for the future Metro station and minimize impacts to future Metro Rail operations. The accommodations identified to date involve the acquisition of right-of-way, utility relocation, redesign and construction of mainline tracks, relocation of special track work, and grade crossing modifications. Completion of these accommodations is contingent upon accelerated AMC funding and Board approval of Crenshaw/LAX contract modification.

Potential Impacts to Crenshaw/LAX Project

A Notice to Proceed was issued to the Crenshaw/LAX design-builder C0988 Walsh/Shea Corridor Constructors (WSCC), on September 10, 2013. WSCC is completing final design and has already begun construction work in several areas of the project alignment.

Crenshaw/LAX and AMC staff are currently validating the expanded scope of work for the accommodations, which includes executing a separate design process that will proceed in parallel with WSCC's base contract work. The expanded scope of accommodations, that is proposed to be implemented as part of the Crenshaw/LAX project, requires supplemental environmental approval (California Environmental Quality Act [CEQA]/National Environmental Policy Act [NEPA]) and property acquisition prior to construction. The supplemental environmental approval would need to be completed by Spring 2015 and the property acquisition would need to be completed by Summer 2015 in order to avoid delays to the Crenshaw/LAX project. The full impacts to the Crenshaw/LAX construction schedule, if any, will not be known until the environmental and property acquisition processes are initiated and progressed. Crenshaw/LAX and Metro Real Estate staff are in the process of initiating the environmental and property acquisition processes, respectively.

Another potential impact to the Crenshaw/LAX project is the timing of the future AMC construction. Currently, construction of the LAX Station cannot begin until after the environmental clearance process is completed and funding for Phase 2 (light rail platforms and bus plaza) is accelerated. Should the AMC construction phase begin as early as 2017, this would create a condition where two contractors from different projects would be working in the same area which could result in delay claims by one or both contractors. In addition, the AMC construction activities could potentially impact local area systems installation and testing as well as pre-revenue testing for the Crenshaw/LAX project, which could delay completing the project on schedule.

AMC Project Schedule

Over the last several months, Metro and LAWA have worked to better define the respective projects, including the development of initial studies which are intended to streamline the environmental review phase.

As currently planned, both Metro and LAWA will initiate preparation of separate, yet coordinated, CEQA Environmental Impact Reports (EIR) in January/February 2015. The CEQA environmental review process will precede the federal process. Metro and LAWA are currently coordinating with the ~~Federal Transit Administration (FTA)~~ and the Federal Aviation Administration (FAA), respectively, to keep both federal partners apprised of the projects and to explore strategies for streamlining the federal environmental review phase in accordance with the NEPA. Attachment C contains the preliminary schedule, developed in coordination with LAWA, for the environmental review phase, including CEQA and NEPA clearance. The procurement for architectural services is still scheduled to begin in January 2015 with the project design phase estimated to begin in July/August 2015.

The acceleration of the Metro construction phase is contingent upon three factors:

- Metro Board approval to accelerate project funding;
- LAWA commitment to deliver the APM; and
- Ability to integrate AMC and Crenshaw/LAX construction activities.

Staff will continue to coordinate with LAWA and the Crenshaw/LAX project to identify opportunities as well as risk associated with delivering Phase 2 of the AMC project in conjunction with the opening of the Crenshaw/LAX line. Staff will also coordinate with LAWA to ensure bus service to the LAX terminals remains in operation with the Crenshaw/LAX opening and the implementation of AMC, as appropriate.

Initial Design Phase

Metro staff has worked closely with internal and external stakeholders over the last several months to better define the various transit operations planned for the new LAX station and how those operations influence the design of the new intermodal transit facility. Following initial meetings with Metro Rail and Bus Operations, staff held a design workshop with local municipal bus operators to gather input on the design and operation of the planned bus terminal. Design elements such as bus access/egress, quantity and design of bus bays, layover spaces, passenger and operator restrooms, real-time bus information, passenger wayfinding, and connectivity to rail platforms were discussed during this workshop. On October 13th, staff held a second workshop with various Metro Departments to gather initial input on the services, amenities and ancillary spaces needed on the planned station site and within the enclosed building. With a preliminary list of requirements, staff then met with LAWA on October 20th to begin identifying airport-specific functions and amenities that would share space in the new LAX station. The information gathered during these workshops will be used to prepare the Statement of Work (SOW) for the architectural design contract anticipated to be released in January 2015. Workshop information will also be used to better define

the project in the Notice of Preparation for the start of the CEQA environmental review process.

Below is a listing of the 16 transit station design elements (A through P), approved by the Board in June 2014, broken down by agency(s) responsible for implementation:

<u>Metro</u>	<u>Metro/LAWA</u>	<u>LAWA</u>
<ul style="list-style-type: none"> • Metro Bike Hub 	<ul style="list-style-type: none"> • Enclosed facility • Integrated LRT/APM Station • Concourse area • Station restrooms • Free public WiFi • Device charging areas • Private vehicle drop-off • Pedestrian plaza • Retail • Connectivity to surrounding areas • LEED Classification • Public art • Passenger safety 	<ul style="list-style-type: none"> • LAX airline check-in • Flight information boards • LAX information • Misc. airport traveler amenities

DETERMINATION OF SAFETY IMPACT

There is no impact to the safety of our customers and employees.

FINANCIAL IMPACT

Metro’s Countywide Financial Forecast currently identifies the \$33.3 million of CMAQ funds for the AMC project in fiscal years 2024 and 2025 as part of the total revenues planned for the project in that same period of time. While accelerating the use of the \$33.2 million in CMAQ funds and any necessary matching funds from Measure R is not anticipated to have any negative financial impact on any other Metro projects or projects sponsored by local agencies in Los Angeles County, accelerating the entire AMC Measure R funding now programmed in FY25 through FY28 is expected to involve such trade-offs.

While the initial project activities are underway, staff will be updating the Countywide Financial Forecast to determine the financial trade-offs that we will recommend to the Board to accomplish the entire AMC project in the context of that update. By necessity, these recommendations will involve a strategy for accelerating the funds necessary into the first decade of the Long Range Transportation Plan (LRTP), from where they are now forecasted in the second decade. In addition, staff will need to identify

contributions that will be needed from ~~LAWA~~ and/or other parties to accomplish the project.

Impact to Budget

The sources of funds for the AMC project are capital funds assumed in the LRTP. The recommended acceleration of these funds does not have an impact to Metro operations funding sources. Future budget amendments related to the Crenshaw/LAX accommodations funding and delivery strategies will be brought back for Board consideration and will be subject to federal approval.

ALTERNATIVES CONSIDERED

The Board could direct staff not to pursue accelerating AMC funding to cover the costs of the not-to-preclude accommodations to be implemented as part of the Crenshaw/LAX project. This is not recommended as it goes against prior Board direction to explore funding alternatives that could accelerate completion of the AMC project.

~~With regard to renaming the project, the Board could instead retain the current AMC name or approve a name other than LAX Gateway Station. Retaining the current name is not recommended as the LAX Gateway Station more appropriately describes the project as defined by the Board.~~

NEXT STEPS

Staff will finalize the accommodations recommended to be designed and built by the Crenshaw/LAX Project. Concurrent to the time-sensitive coordination with the Crenshaw/LAX Project, staff will complete an initial study intended to streamline the AMC project's environmental process. Parallel with the initial study, staff will prepare the SOW to procure architectural design services for the new station. Options for project delivery, including an updated project schedule and financial plan, will be presented at the February 2015 meeting for the Board's consideration. Staff will continue to coordinate closely with LAWA staff.


ATTACHMENTS

- A. June 26, 2014 Board Motion
- B. October 2, 2014 Board Motion
- C. Preliminary Environmental Schedule

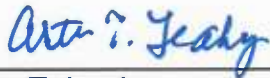
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REVISED
PLANNING AND PROGRAMMING COMMITTEE
NOVEMBER 5, 2014
CONSTRUCTION COMMITTEE
NOVEMBER 6, 2014

SUBJECT: AIRPORT METRO CONNECTOR

ACTION: APPROVE PURSUING ACCELERATED FUNDING AND RENAMING PROJECT

RECOMMENDATION

A. Approve:

1. Pursuing acceleration of up to \$33.2 million in federal Congestion Mitigation and Air Quality (CMAQ) funds and Measure R Transit Sub-funds currently planned for the Airport Metro Connector (AMC) project in Fiscal Years (FY) 2024 and 2025 to cover the cost of accommodations implemented as part of the Crenshaw/LAX Transit Project (Crenshaw/LAX) and design of the new station; and
2. ~~Renaming the Airport Metro Connector project to "LAX Gateway Station";~~

B. Receive and File:

1. Preliminary project schedule, developed in coordination with Los Angeles World Airports (LAWA), for the environmental review phase only; and
2. Status report on the station design guidelines directed by the Board in June 2014.

ISSUE

On June 26, 2014, the Board approved a new Metro Rail station (LAX Station) on the Crenshaw/LAX transit corridor as the preferred alternative for the AMC Project. On the same date, the Board also approved a motion containing a set of design guidelines for staff to incorporate during the development of this new rail station. Attachment A includes the June 2014 Board motion. At the October 2, 2014 meeting, the Board directed, among other items, that staff report to the Board at the November 2014 meeting with a financial plan, in coordination with LAWA, to accelerate completion of the AMC project to complement the opening of the Crenshaw/LAX project in 2019. Attachment B includes the October 2, 2014 Board motion. This report responds, in part, to the October Board directive, ~~requests Board approval to change the project name~~ and provides a status report on the station design elements and environmental

clearance schedule. Staff will report to the Board in February 2015 with a financial plan and updated project schedule.

DISCUSSION

At the July 2014 meeting, the Board approved increasing the total contract value for Contract No. C0988 with Walsh/Shea Corridor Constructors by \$3 million to design and construct accommodations so as not to preclude a future Metro Rail station, near Aviation Boulevard and 96th Street, being developed as part of the AMC project. The accommodations presented in July included relatively minor modifications to the alignment design and involved work within the current Metro-owned Right-of-Way (ROW).

Since July, AMC and Crenshaw/LAX staff have explored expanding the scope of the accommodations, beyond the current Metro-owned ROW, in an attempt to realize better efficiencies between current and future construction activities as well as reducing impacts to future Metro Rail service. This analysis was initiated in response to the Board's directive to explore strategic steps necessary to accelerate completion of the AMC project.

The expanded scope for accommodations is part of a possible three-step phasing strategy intended to accelerate AMC project completion. As suggested in the September 2014 staff report, a phased implementation plan could include:

1. Not-to-preclude accommodations as part of Crenshaw/LAX
2. Construction of light rail platforms and bus plaza
3. Construction of fully-enclosed transit center building, in coordination with LAWA's construction of the APM station

All three phases are contingent upon the acceleration of AMC funding. Phase 3 may also require a financial contribution by LAWA and/or other parties. ~~Metro and LAWA~~ Staff will continue to explore cost and funding strategies as the building program is developed.

Project Funding Acceleration

The proposed first phase of the AMC project is estimated to cost approximately \$33.2 million. This cost includes right of way acquisition, construction of the Crenshaw/LAX accommodations, and design of the full transit facility (excluding the APM station).

To finance and deliver the Crenshaw/LAX accommodations, Metro staff is proposing to accelerate the use of as much CMAQ funds as possible from the \$33.3 million currently planned for AMC in fiscal years 2024 and 2025. Subject to approval by the Federal Transit Administration (FTA), these funds would be made available to the Crenshaw/LAX project so that this work could be done as part of the construction. Some Measure R Transit Sub-fund revenues may be used to fulfill matching requirements or project needs that pre-date the availability of the CMAQ funds. The Crenshaw/LAX project budget includes federal Transportation Infrastructure Finance

and Innovation Act (TIFIA) funds and Metro staff anticipates that federal action to amend the current Crenshaw/LAX TIFIA agreement will need to occur. The balance of CMAQ funds along with available Measure R funds programmed to AMC will be used for architectural services for the transit center.

Crenshaw/LAX Accommodations

AMC and Crenshaw/LAX project staff continue to evaluate the accommodations which could be made to the Crenshaw/LAX project so as to protect for the future Metro station and minimize impacts to future Metro Rail operations. The accommodations identified to date involve the acquisition of right-of-way, utility relocation, redesign and construction of mainline tracks, relocation of special track work, and grade crossing modifications. Completion of these accommodations is contingent upon accelerated AMC funding and Board approval of Crenshaw/LAX contract modification.

Potential Impacts to Crenshaw/LAX Project

A Notice to Proceed was issued to the Crenshaw/LAX design-builder C0988 Walsh/Shea Corridor Constructors (WSCC), on September 10, 2013. WSCC is completing final design and has already begun construction work in several areas of the project alignment.

Crenshaw/LAX and AMC staff are currently validating the expanded scope of work for the accommodations, which includes executing a separate design process that will proceed in parallel with WSCC's base contract work. The expanded scope of accommodations, that is proposed to be implemented as part of the Crenshaw/LAX project, requires supplemental environmental approval (California Environmental Quality Act [CEQA]/National Environmental Policy Act [NEPA]) and property acquisition prior to construction. The supplemental environmental approval would need to be completed by Spring 2015 and the property acquisition would need to be completed by Summer 2015 in order to avoid delays to the Crenshaw/LAX project. The full impacts to the Crenshaw/LAX construction schedule, if any, will not be known until the environmental and property acquisition processes are initiated and progressed. Crenshaw/LAX and Metro Real Estate staff are in the process of initiating the environmental and property acquisition processes, respectively.

Another potential impact to the Crenshaw/LAX project is the timing of the future AMC construction. Currently, construction of the LAX Station cannot begin until after the environmental clearance process is completed and funding for Phase 2 (light rail platforms and bus plaza) is accelerated. Should the AMC construction phase begin as early as 2017, this would create a condition where two contractors from different projects would be working in the same area which could result in delay claims by one or both contractors. In addition, the AMC construction activities could potentially impact local area systems installation and testing as well as pre-revenue testing for the Crenshaw/LAX project, which could delay completing the project on schedule.

AMC Project Schedule

Over the last several months, Metro and LAWA have worked to better define the respective projects, including the development of initial studies which are intended to streamline the environmental review phase.

As currently planned, both Metro and LAWA will initiate preparation of separate, yet coordinated, CEQA Environmental Impact Reports (EIR) in January/February 2015. The CEQA environmental review process will precede the federal process. Metro and LAWA are currently coordinating with the ~~Federal Transit Administration (FTA)~~ and the Federal Aviation Administration (FAA), respectively, to keep both federal partners apprised of the projects and to explore strategies for streamlining the federal environmental review phase in accordance with the NEPA. Attachment C contains the preliminary schedule, developed in coordination with LAWA, for the environmental review phase, including CEQA and NEPA clearance. The procurement for architectural services is still scheduled to begin in January 2015 with the project design phase estimated to begin in July/August 2015.

The acceleration of the Metro construction phase is contingent upon three factors:

- Metro Board approval to accelerate project funding;
- LAWA commitment to deliver the APM; and
- Ability to integrate AMC and Crenshaw/LAX construction activities.

Staff will continue to coordinate with LAWA and the Crenshaw/LAX project to identify opportunities as well as risk associated with delivering Phase 2 of the AMC project in conjunction with the opening of the Crenshaw/LAX line. Staff will also coordinate with LAWA to ensure bus service to the LAX terminals remains in operation with the Crenshaw/LAX opening and the implementation of AMC, as appropriate.

Initial Design Phase

Metro staff has worked closely with internal and external stakeholders over the last several months to better define the various transit operations planned for the new LAX station and how those operations influence the design of the new intermodal transit facility. Following initial meetings with Metro Rail and Bus Operations, staff held a design workshop with local municipal bus operators to gather input on the design and operation of the planned bus terminal. Design elements such as bus access/egress, quantity and design of bus bays, layover spaces, passenger and operator restrooms, real-time bus information, passenger wayfinding, and connectivity to rail platforms were discussed during this workshop. On October 13th, staff held a second workshop with various Metro Departments to gather initial input on the services, amenities and ancillary spaces needed on the planned station site and within the enclosed building. With a preliminary list of requirements, staff then met with LAWA on October 20th to begin identifying airport-specific functions and amenities that would share space in the new LAX station. The information gathered during these workshops will be used to prepare the Statement of Work (SOW) for the architectural design contract anticipated to be released in January 2015. Workshop information will also be used to better define

the project in the Notice of Preparation for the start of the CEQA environmental review process.

Below is a listing of the 16 transit station design elements (A through P), approved by the Board in June 2014, broken down by agency(s) responsible for implementation:

<u>Metro</u>	<u>Metro/LAWA</u>	<u>LAWA</u>
<ul style="list-style-type: none"> • Metro Bike Hub 	<ul style="list-style-type: none"> • Enclosed facility • Integrated LRT/APM Station • Concourse area • Station restrooms • Free public WiFi • Device charging areas • Private vehicle drop-off • Pedestrian plaza • Retail • Connectivity to surrounding areas • LEED Classification • Public art • Passenger safety 	<ul style="list-style-type: none"> • LAX airline check-in • Flight information boards • LAX information • Misc. airport traveler amenities

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Metro’s Countywide Financial Forecast currently identifies the \$33.3 million of CMAQ funds for the AMC project in fiscal years 2024 and 2025 as part of the total revenues planned for the project in that same period of time. While accelerating the use of the \$33.2 million in CMAQ funds and any necessary matching funds from Measure R is not anticipated to have any negative financial impact on any other Metro projects or projects sponsored by local agencies in Los Angeles County, accelerating the entire AMC Measure R funding now programmed in FY25 through FY28 is expected to involve such trade-offs.

While the initial project activities are underway, staff will be updating the Countywide Financial Forecast to determine the financial trade-offs that we will recommend to the Board to accomplish the entire AMC project in the context of that update. By necessity, these recommendations will involve a strategy for accelerating the funds necessary into the first decade of the Long Range Transportation Plan (LRTP), from where they are now forecasted in the second decade. In addition, staff will need to identify

contributions that will be needed from ~~LAWA~~ and/or other parties to accomplish the project.

Impact to Budget

The sources of funds for the AMC project are capital funds assumed in the LRTP. The recommended acceleration of these funds does not have an impact to Metro operations funding sources. Future budget amendments related to the Crenshaw/LAX accommodations funding and delivery strategies will be brought back for Board consideration and will be subject to federal approval.

ALTERNATIVES CONSIDERED

The Board could direct staff not to pursue accelerating AMC funding to cover the costs of the not-to-preclude accommodations to be implemented as part of the Crenshaw/LAX project. This is not recommended as it goes against prior Board direction to explore funding alternatives that could accelerate completion of the AMC project.

~~With regard to renaming the project, the Board could instead retain the current AMC name or approve a name other than LAX Gateway Station. Retaining the current name is not recommended as the LAX Gateway Station more appropriately describes the project as defined by the Board.~~

NEXT STEPS

Staff will finalize the accommodations recommended to be designed and built by the Crenshaw/LAX Project. Concurrent to the time-sensitive coordination with the Crenshaw/LAX Project, staff will complete an initial study intended to streamline the AMC project's environmental process. Parallel with the initial study, staff will prepare the SOW to procure architectural design services for the new station. Options for project delivery, including an updated project schedule and financial plan, will be presented at the February 2015 meeting for the Board's consideration. Staff will continue to coordinate closely with LAWA staff.


ATTACHMENTS

- A. June 26, 2014 Board Motion
- B. October 2, 2014 Board Motion
- C. Preliminary Environmental Schedule

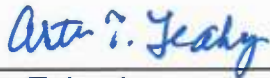
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Chief Planning Officer



Bryan Pennington
Executive Director
Engineering and Construction



Arthur T. Leahy
Chief Executive Officer

June 26, 2014 Board Motion

**MTA Board Meeting
June 26, 2014**

Relating to Item 65

**MOTION BY
MAYOR ERIC GARCETTI, COUNCILMEMBER MIKE BONIN, SUPERVISOR
DON KNABE & SUPERVISOR MARK RIDLEY-THOMAS**

For decades, the biggest missing piece of the transportation puzzle in Los Angeles has been a quick, convenient, and viable option for the traveling public to connect to our airport using our mass transit system. Making that connection has been a high priority for all Angelenos, who clearly made their position known by overwhelmingly supporting the construction of a direct airport connection as part of Measure R.

Several criteria are essential in evaluating the various alternatives that have been proposed for the Airport Metro Connector including cost, travel time, and interoperability with the regional network. However, given the considerable importance that the transit riders have placed on a seamless and robust airport connection, the final project will be judged largely by its ability to deliver on one critical aspect: passenger convenience.

The desire to provide an exceptional passenger experience should guide the Metro Board in designing this project. This airport connection will only be as good as the passenger experience it delivers, and the ridership numbers will largely reflect our ability to anticipate, meet, and exceed the expectations of the traveling public.

Done right, Alternative A2 (96th Street Station) could be the airport rail connection that Angelenos have longed for. It would provide a direct rail connection that will not only help address the ground transportation challenges at LAX, but also continue to expand MTA's regional transportation network, and has the potential to provide a world-class passenger experience to the traveling public.

The 96th Street Station can be the new "front door" to LAX for transit riders, and MTA and LAWA should work together and think imaginatively to meet and exceed the needs of the traveling public, and create a robust, visionary transit facility.

WE THEREFORE MOVE THAT the MTA Board of Directors adopt and direct the Chief Executive Officer to do the following:

1. Develop the 96th Street Station, in consultation with LAWA, using the following design guidelines:

- a. Enclosed facility
- b. Integrated APM/Light Rail station, minimizing walk distances
- c. Concourse areas
- d. LAX airline check-in with flight information boards
- e. Station restrooms
- f. Free public WiFi & device charging areas
- g. Private vehicle drop-off area, and taxi stand
- h. Pedestrian plaza with landscaping and street furniture
- i. Metro Bike Hub with parking, a bike repair stand and bike pump, showers, lockers, controlled access and 24-hour security cameras
- j. Retail (food/beverage and convenience)
- k. L.A. visitor info and LAX info kiosk
- l. Connectivity to Manchester Square and surrounding areas, including walkways
- m. At a minimum, LEED Silver certification
- n. Public art installation
- o. Other amenities for airport travelers, including currency exchange and bank/ATM machines
- p. Passenger safety

2. Report back at the September 2014 MTA Board meeting, in consultation with LAWA, with a review of baggage check amenities that are available at other transportation centers that serve major airports, including an assessment of the feasibility of offering baggage check at the proposed 96th Street Station.
3. Procure a qualified architectural firm to design the station as described under no. 1 above.
4. Provide quarterly updates, in coordination with LAWA staff, including, but not limited to, on the development of the 96th Street Station, the Intermodal Transportation Facility and Automated People Mover, of the following:
 - a. Design
 - b. Schedule
 - c. Cost Estimates
5. Report back at the September 2014 MTA Board meeting with a conceptual and station design approach plan as described above, and provide quarterly updates on implementation progress thereafter; and
6. Instruct the CEO to work with LAWA and the Board of Airport Commissioners to obtain their written commitment to construct and operate an automated people mover connecting the airport's central terminal area to a planned Metro Rail Station, and to report back at next month's (July 2014) Planning and Programming and Construction Committees, and at Committees each month thereafter until this written commitment is obtained, in order to ensure that the light rail connection to LAX that was promised to the voters in Measure R becomes a reality.

October 2, 2014 Board Motion

**MTA Board Meeting
October 2, 2014**

Relating to Item 26 and 30

**MOTION BY
DIRECTORS KNABE, GARCETTI, RIDLEY-THOMAS, AND BONIN
THE REGIONAL IMPORTANCE OF ACCELERATING THE AIRPORT METRO
CONNECTOR/GREEN LINE EXTENSION TO LAX**

Connecting Los Angeles International Airport (LAX) directly to the Metro Rail System is among our highest priorities. Completing an accelerated transit connection to LAX by 2019, concurrent with the planned opening of the Crenshaw/LAX Line, would show our prospective Federal funding partners and regulatory agencies that we are serious about working with them to build a transit system that makes sense and that we value a regional rail system directly connected to LAX.

Metro and Los Angeles World Airports (LAWA) have made significant progress towards improving regional rail access to LAX; however, lost in the discussion is the importance that the Airport Metro Connector project and associated Automated People Mover (APM)/LAWA transit connection will have throughout the region and the need to formally recognize the “regional significance” of this project.

Metro’s promise to the voters in 2008 in Measure R included expenditure plan details that subsequently informed the Board’s adoption of the 2009 Long Range Transportation Plan (LRTP) update; at that time, the regional rail connection to LAX (funds availability date starting 2010-2012; completion during 2015-2028) was acknowledged as a major transportation system priority and an important missing link in the countywide transportation system.


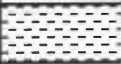


Metro staff is currently hard at work with the sub-regions to develop Mobility Matrices and the next LRTP update. However, at present, the transportation issues and financial implications relating to connecting the countywide rail system to LAX are being examined through a geographically-limited focus on the South Bay sub-region; left out of this important examination are regional entities, such as LAX/LAWA, and the value of the Airport Metro Connector to the regional transportation system, to ensure that connecting LAX to our rail system remains a significant Measure R priority that benefits travelers throughout Los Angeles County.



WE, THEREFORE, MOVE that the MTA Board instruct the CEO to:

1. Report back at the November 2014 Board meeting with an updated financial plan, in coordination with LAWA, for Board consideration to accelerate the Airport Metro Connector Project which will complement the completion of the Crenshaw/LAX Light Rail Project in 2019;
2. As part of the Mobility Matrix studies, create a regional category, separate from the individual sub-regional mobility matrix studies, which would include projects and programs countywide, cross-county entities such as LAX/LAWA, the Ports, etc;
3. Report back with recommendations as to how regional projects will not impact sub-regional funding allocations should a new sales tax ballot measure be approved.

ATTACHMENT C

Preliminary Environmental Schedule

Calendar Year	2014		2015				2016				2017				2018			
	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Project Definition & Initial Studies for NOP																		
Environmental																		
																		

Metro	
LAWA APM	

**Board Report**

File #: 2016-0230, **File Type:** Contract**Agenda Number:** 25

**CONSTRUCTION COMMITTEE
JUNE 16, 2016****SUBJECT: CRENSHAW/LAX TRANSIT PROJECT****ACTION: AUTHORIZE THE CHIEF EXECUTIVE OFFICER (CEO) TO EXECUTE CONTRACT MODIFICATION****RECOMMENDATION**

CONSIDER:

- A. AUTHORIZING the CEO to execute a Contract Modification to Contract No. C0988 with Walsh/Shea Corridor Constructors (WSCC), to **design and construct a bus transfer facility** for \$2,200,000, increasing the total contract price from \$1,294,476,149.38 to \$1,296,676,149.38 for the **Crenshaw/LAX Transit Project**;
- B. APPROVING an increase in Contract Modification Authority (CMA) for Contract No. C0988, in the amount of \$2,200,000, increasing the total CMA from \$134,699,993 to \$136,899,993;
- C. ADOPTING a Life-of-Project (LOP) Budget of \$2,200,000 for the Bus Transfer Facility; and
- D. AUTHORIZING the execution of this Contract Modification subject to final execution of the 3% Local Match funding agreement between Metro and the City of Inglewood.

ISSUE

A notice-to-proceed was issued to Walsh/Shea Corridor Constructors (WSCC) on September 10, 2013 for Contract No. C0988. The C0988 contract included three park- and-ride facilities: Expo/Crenshaw Station, Fairview Heights Station, and Downtown Inglewood Station. The Metro Board approved a bus transit facility at the Downtown Inglewood light rail station during the November 2015 Board meeting. This was also approved by the South Bay Cities Council of Governments (COG) in November 2015. Changing the park-and-ride facility at the Downtown Inglewood station into a bus transit facility is a change to the Contract No. C0988 and requires a Contract Modification.

DISCUSSION

The Metro Board approved a bus transit facility at the Downtown Inglewood light rail facility at the November 2015 Board meeting. The South Bay Cities COG also approved the project in November 2015. The Final Environmental Impact Statement /Final Environmental Impact Report (FEIS/FEIR), which was adopted by the Metro Board in September 2011, includes a park-and-ride facility at the Downtown Inglewood station located at Florence/La Brea. An environmental analysis was conducted to determine the potential environmental impacts associated with the repurposing of the Downtown Inglewood Station from a park-and-ride lot to a bus transit center. In addition to the repurposing of the parking lot at the Downtown Inglewood station, the analysis included impacts to ancillary properties at the Fairview Heights station. The addresses for these properties are 6848 West Blvd, Los Angeles, CA 90043; 1119 E. Redondo Blvd., Inglewood, CA 90302; 1123 E. Redondo Blvd., Inglewood, CA 90302; 1133 E. Redondo Blvd., Inglewood, CA 90302; and 1137 E. Redondo Blvd., Inglewood, CA 90302. This analysis indicates that identified potential environmental impacts would have no adverse effects resulting from the action. Metro would continue to implement the mitigation measures identified in the Record of Decision for the overall project to ensure significant impacts are continually mitigated.

Locating the bus transit facility at the Downtown Inglewood station will require repurposing the parking lot from vehicle parking spaces to bus bays. The entry into the bus transit facility will also require upgrading the intersection signal at Florence/Hillcrest. Subsequent to the Metro Board approval for the bus transit center, Metro has determined that an additional \$700,000 from the previous December 2015 approval of \$1,500,000 is required to fully build out the bus transit facility. The additional cost is required due to addition of a restroom dedicated for the bus operators per the contract with the United Transportation Union (UTU) and revised design as part of the completed negotiations with the design-builder, WSCC.

The execution of this Contract Modification is subject to final execution of the 3% Local Match funding agreement between Metro and the City of Inglewood.

DETERMINATION OF SAFETY IMPACT

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

FINANCIAL IMPACT

Upon approval of the recommendations, staff will designate a project number and establish a life of project budget for \$2.2 million. The planned funds will be allocated as follows: \$260,000 in FY16, \$1,240,000 in FY17 and \$700,000 in FY18. Budget will be included in Cost Center 8510, Construction Contract Procurements, Account 50316 - Professional / Technical Services and 53101 - Acquisitions Building and Structures.

The funding for the recommendations is separate from the Fiscal Year budget and the life-of-project budget for the Crenshaw/LAX Transit Project (C/LAX). The recommendations have no financial impact to the C/LAX project. Because this is a multi-year project, the Executive Director, Program

Management, will be accountable for requesting funding in future years.

Impact to Budget

The source of funds for the recommendations is a combination of Highway Operational Improvements (HOI) funds from the South Bay Cities COG for \$1.5 million and \$0.7 million from Proposition A / Proposition C / TDA Admin funds for the planning, study and redesign. These funds are not eligible for bus and rail capital and operations expenses. No other funds were considered.

In considering the use of HOI funds, staff evaluated the potential added benefits to the service provided by the Crenshaw transit corridor project, which is a significant Metro investment intended to shift considerable number of automobile trips along the corridor to transit ridership. The connection of the proposed bus transit center to the Crenshaw Corridor rail service will be an enhancement to allow riders to continue their transit trips to other destinations without the use of a vehicle. Additionally, the plans to provide direct connection between this transit facility and the proposed stadium in Inglewood could create opportunities for greater transit access and less freeway trips to and from the events.

The HOI funds for \$1.5 million originated from the South Bay Cities COG which agreed to fund the recommendations. Moving forward, staff will develop a mutual understanding with the South Bay Cities COG that all future transit projects targeted for use of the HOI funds will be evaluated individually and on a case-by-case basis to identify congestion relief along with providing adequate technical studies and justifications to the Metro Highway Program for review.

ALTERNATIVES CONSIDERED

The Board may elect to not approve this Contract Modification; however, the Board already authorized modification of the Downtown Inglewood park-and-ride as a bus transit facility. Staff does not recommend this alternative as the C/LAX Project would then proceed with the existing plan to construct the park-and-ride facility. If this Contract Modification is not approved and the park-and-ride facility is constructed, the costs will increase to construct a bus facility in the future and there will also be added costs to demolish the newly built park-and-ride facility.

NEXT STEPS

Upon approval of the recommendations, staff will execute the Contract Modification.

ATTACHMENTS

- Attachment A - Procurement Summary
- Attachment B - Contract Modification/Change Order Log
- Attachment C - Downtown Inglewood Bus Plaza Concept
- Attachment D - DEOD Summary

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Kimberly Ong, Interim DEO, Project Management

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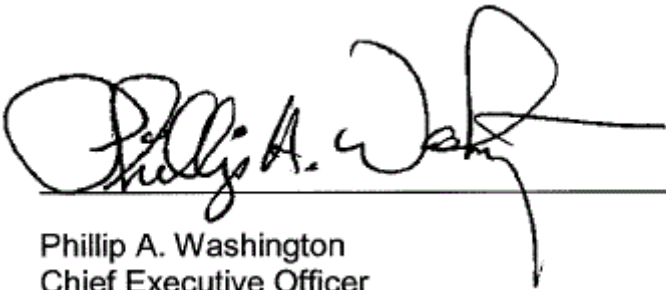
Isidro Panuco, Transportation Planning Manager

(213) 922-7984

Reviewed by:

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

Richard Clarke, Executive Director, Program Management, (213) 922-7557



Phillip A. Washington
Chief Executive Officer

PROCUREMENT SUMMARY

CRENSHAW/LAX TRANSIT PROJECT / C0988

1.	Contract Number: C0988 Crenshaw/LAX Transit Corridor Design-Build		
2.	Contractor: Walsh/Shea Corridor Constructors (WSCC)		
3.	Description: Design and construct bus transfer facility		
4.	The following data is current as of: April 30, 2016		
5.	Contract Completion Status:		
	Proposals Opened	6/12/12	% Completion \$'s 44.4%
	Contract Awarded	6/27/13	% Completion Time 51.8%
	Notice to Proceed (NTP)	9/10/13	Orig. Contract Days 1824
	Original Completion Date	9/08/18	Change Order Days 35
	Current Estimated Completion Date	10/13/18	Suspended Days 0
	Total Revised Days		1859
6.	Financial Status:		
	Contract Award :	\$1,272,632,356.00	
	Total of Mods/Changes issued to Date	\$21,843,793.38	
	Current Contract Value :	\$1,294,476,149.38	
7.	Contract Administrator: Frederick Origel Director, Contract Administration	Telephone Number: (213) 922-7331	
8.	Project Director: Charles Beauvoir, S.E. Deputy Executive Officer, Project Management	Telephone Number: (213) 922-3095	

A. Procurement Background

This Board Action is to authorize the CEO to execute a Contract Modification to design and construct a bus transfer facility at the Florence/La Brea Station. This Contract Modification will be processed in accordance with Metro's Acquisition Policy.

On June 27, 2013, Contract No. C0988 was awarded to Walsh/She Corridor Constructors, the lowest responsive and responsible proposer, in the amount of \$1,272,632,356. As of April 30, 2016, a total of 167 Contract Modifications and Change Orders have been approved and 22 changes are pending.

Attachment B shows modifications issued as of April 30, 2016, to add and/or delete work and the proposed modifications pending authorization.

B. Cost/Price Analysis

The final negotiated price for this contract change was determined to be fair and reasonable in accordance with Metro Procurement Policies and Procedures. The negotiation process included, but was not limited to, clarification, fact finding, technical evaluation, cost analysis, and an independent cost estimate. The recommended price will be audited by MASD and subject to removal of any unallowable or unallocable costs.

MOD. No.	Modification Description	Proposed Amount	Metro ICE	Negotiated Amount
TBD	La Brea Bus Transfer Facility	\$2,254,164.86	\$2,108,296.00	\$2,200,000.00

ATTACHMENT B

**CONTRACT MODIFICATION / CHANGE ORDER LOG –
CRENSHAW/LAX TRANSIT PROJECT**

Mod. No.	Description	Status	Cost
1	Administrative Change - Update Special Provision SP -05-Notice and Service and SP-06-Insurance Requirements	Approved	No Cost
2	Administrative Change - Technical Reports Part 6.3 PSR/PR	Approved	No Cost
3	CPUC Application	Approved	No Cost
4	Administrative Change - Revised Contractor's Mailing address	Approved	No Cost
5.3	Clarification of Schedule F Applicability	Approved	No Cost
6	Administrative Change – Update Metro Rail Directive Drawings	Canceled	Canceled
7	Design -Aviation/Century Station – Pedestrian Vertical Circulation	Approved	\$366,400.00
8	Design - Century Boulevard Future Right Turn Lane (LAWA)	Approved	\$47,820.00
9	Design -Protect for Future Transport. Corridor at 98th Street	Approved	\$120,458.00
10	Update Volume 1: Form of Contract, Volume 4: Metro Specifications and Volume 5: Metro Rail Design Criteria	Canceled	Canceled
11	Special Events Traffic Control Site Improvements	Approved	\$26,754.00
12	Design Fare Gates At-Grade Latching	Approved	\$239,000.00
13	Construction of Fare Gates At-Grade Latching	Approved	\$2,310,000.00
14	Hazardous Material Abatement Parcel	Approved	\$260,338.90
15	Hazardous Material Abatement Parcel Florence	Approved	\$481,555.20
16	Updated Volume 1, 4, and 7	Approved	No Cost
17	Construction - Century Boulevard Future Right Turn Lane (LAWA)	Approved	\$122,503.49
18	Construction -Protect for Future Transport. Corridor at 98 th St	Approved	\$240,434.34
19	Update MRDC Station Benches	Approved	No Cost
20	Waste Removal Bellanca & Arbor ROW	Approved	\$80,880.00
21	Design Underground Structure HDPE	Approved	No Cost
22	ADA Directional Tile	Approved	No Cost
23	Modify Property Turnover Dates	Approved	No Cost
24	Phone System For Field Office	Approved	\$44,019.07
25	Additional Property Demo, Parcel HS-2706	Approved	\$60,731.85
26	Rail Design Criteria Update – Full Height Platform End Gate	Approved	\$194,412.00
27	Rail Design Criteria Update – LED Lighting	Approved	\$407,242.00
28	Rail Design Criteria Update – Park and Ride Lot ETEL	Approved	\$407,552.00
29.1	Traffic Control Support for DWP Utility Work	Approved	\$113,232.00
29.2	Adjustment Traffic Control for DWP at MLK	Approved	\$112,216.00
30.3	Access for Construction of Temporary Roadway	Approved	No Cost

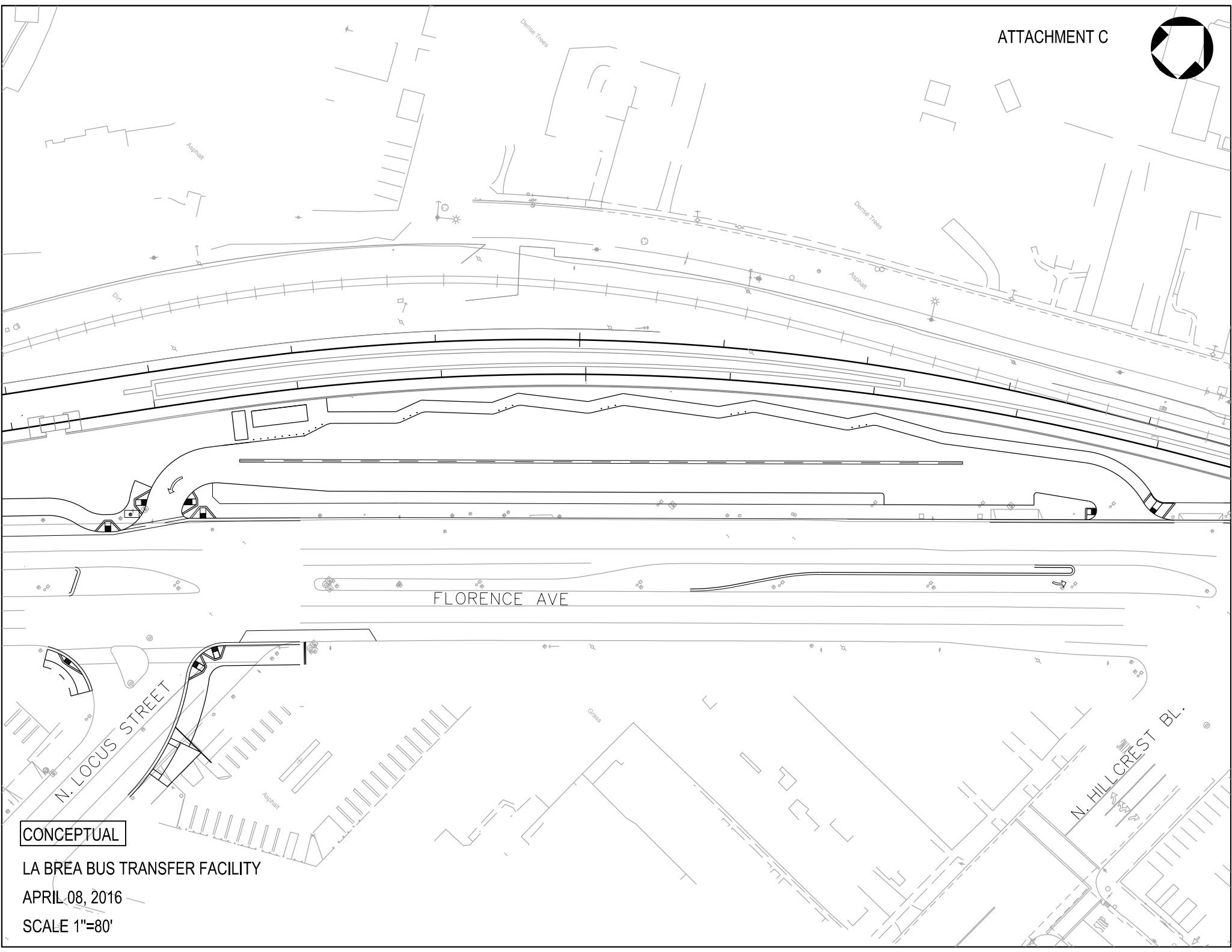
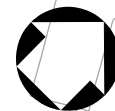
31	Security Guard – Crenshaw/LAX IPMO	Approved	\$102,757.54
32	ACM Removal Century-Aviation Bridge	Approved	\$55,012.20
33	Revised Steel Canopy Sections	Approved	(\$66,254.00)
34	Temporary Fencing at Avis Property	Approved	\$1,212.43
35	Hazardous Material Abatement Gourmet Food Bldg	Approved	\$341,074.00
36	Hazard Material Abatement-Bldgs /Properties	Approved	\$211,166.00
37	Dispute Review Board Procedures	Canceled	Canceled
38.2	Update Volume 1 Conformed Articles	Approved	No Cost
39.1	Update Vol 1 SP 6 Insurance Requirements	Approved	No Cost
40.1	ADA Tactile Guidance Pathways	Approved	\$565,376.00
40.2	ADA Tactile – Color Change	Approved	No Cost
41	Parking for Florence/West Park & Ride	Approved	\$99,500.00
42	SC Edison Design Engineering	Approved	\$55,606.11
43	HVAC Repair/Replacement LAX IPMO	Approved	\$119,630.00
44	Fencing at ROW Cedar/Eucalyptus	Approved	\$8,695.00
45	Construct HDPE Geo membrane Cushion	Approved	\$697,495.00
46	Striping and Traffic Loops	Approved	\$19,041.13
47	CHP Support for Century Crush	Approved	\$46,566.84
48.2	35 Day Delay – Milestone	Approved	No Cost
49	Hazardous Material Parcels	Approved	\$52,420.00
50	UST Removal – Parcels SW-0103	Approved	\$51,827.00
51	UST Remv-Parcels HS2201/2206 CR3701	Approved	\$176,376.00
52	Update Roll-Up Grilles & Pay Phone	Approved	\$136,597.00
53	Contaminated Soil/Slurry	Approved	\$240,218.00
54	COI Design Serv. Century Crush	Approved	\$14,543.00
55	Security Guard – 24 hour Shifts	Approved	\$82,947.12
56	Station Architectural Standards	Approved	\$69,162.00
57	Millstone Revision Exercise Option 2A & 2B	Approved	No Cost
58.2	Design Extended Track	Approved	\$274,876.55
59	SP 24 Incorporating BAFO Changes	Approved	No Cost
60	Design Accommodations for 96 th St Sept 1,2, Part A	Approved	\$641,378.28
61.1	TIFA Certification Requirements	Approved	No Cost
62	Design Centinela Crossing/Eucalyptus	Approved	\$251,158.00
63	Design Harbor Sub At Grade Lighting	Approved	\$216,080.00
64	Removal of Contaminated Seg A Imperial	Approved	\$1,824.07
65	Capri AC Unit Replacement	Approved	\$22,191.89
66	Unknown UG Obstruction at MLK Phase	Approved	\$30,234.68
67	3rd Party (Conad) Repair on Victoria	Approved	\$1,592.63
68	LADWP Gate and Laydown	Approved	\$1,767.14
69.1	Revised Radio System Frequencies	Approved	\$6,222.00
70	Clarification of Radiating Cable and Assembly Parts	Canceled	Canceled
71	Aviation/Century Temp Sidewalk	Approved	\$18,207.00
72	Hazardous Material Removal at Parcel SW-010CR 3304	Approved	\$33,212.00

73	Dollar Rent A Car Facility Hazardous Material Removal	Approved	\$204,924.00
74	Access to Covered Manholes	Approved	\$200,000.00
75	Design Updated Station Customer Signage Directive Drawings	Approved	\$55,665.00
76	Capri Electrical-Surveillance Camera	Approved	\$19,649.58
77	Relocate LAWA Water Service – Design	Approved	\$50,702.00
78	African Drum Project Tree Removal	Approved	\$2,512.76
79	Update Vol. 1 Indefinite Qty Equipment	Approved	No Cost
80	Contaminated Drilling Slurry Century	Canceled	Canceled
81	Reroute Northrop Bent 1A	Approved	\$20,988.00
82	96th Station West Option Analysis	Approved	\$17,333.52
83	Additional Recurring of Properties	Approved	\$8,331.44
84	MIC Control System	Approved	\$1,076,736
85	Delete HS-2001 & 0.1 FM SP 16/17	Approved	No Cost
86	Fence Adjustment at MLK	Approved	\$10,011.21
87	Claim Resolution-Electric Mtrg Switchgear	Approved	\$610,300.00
88	Design 10" & 8" Abandon Lines Crenshaw	Approved	\$18,180.00
89	At Grade Station Ticketing Zone	Approved	\$70,074.00
90	Utility Investigation for 96th Street	Approved	\$35,808.21
91	Additional Security "Taste of Soul"	Approved	\$15,912.55
92	Abandoned 8" and 10" Pipe at Vernon Station	Approved	\$222,752.00
93	Daily Stand By Construction Zone 2/2A	Approved	\$90,000.00
94	Storage Trailer at the Arlington Yard	Approved	\$8,695.00
95	Unknown Concrete Slab Encounter at FCBC Facility	Approved	\$11,032.00
96	Electrical Ductbank Revisions at Exposition Station	Approved	\$541,193.00
97	Continuous Deflection Monitoring Greenline Counterweight Removal	Approved	\$155,461.00
98	Intrusion Detection Access Control Interface	Approved	\$65,926.00
99	16" Gas Pipe ACM Abatement Expo	Approved	\$17,972.98
100	Additional Rebar at Deck Panel	Approved	\$282,386.56
101	Security Guard for Crenshaw/LAX – Year 2	Approved	\$171,919.90
102	Cable Transmission System Update	Approved	\$65,517.00
102.1	Cable Transmission System Update – Add Diagrams	Approved	No Cost
103	Obstructions at Green Line Bent 3 and 4	Approved	\$30,821.00
104	Contaminated Soil – Multiple Locations	Approved	\$387,257.46
105	Century/Aviation Bridge Camera	Approved	\$9,719.00
106	Asbestos Testing Monitoring at Avis	Approved	\$1,894.00
107	Haz Mat Investigation Removal – Car Wash UST	Approved	\$14,541.73
108	Reconfiguration of Traffic Control Plan – La Brea	Approved	\$55,053.00
109	Cedar Encroachment Removal	Approved	\$17,566.00
110.2	Transmit LACMTA Lease Agreement and SWY Turnover Dates	Approved	\$26,533.00
111.1	Crenshaw Blvd. Tree and Landscaping	Approved	\$399,308.00
112	HNTB Design Costs for 96 th Street W. Alignment	Approved	\$922,997.00
113	Centinela Crossing Tree Preservation	Approved	\$45,450.00

114	Claim Resolution – DWP Vault Relocation MLK	Approved	\$125,614.66
115	Deletion of Public Phone	Approved	(\$59,315.19)
116	Harbor Sub Encasement Verification – Non Highlighted Utilities	Approved	\$94,240.13
117	Harbor Sub Encasement Verification – Unknown Utilities	Approved	\$159,743.78
118	Harbor Sub Encasement Verification – Highlighted Utilities	Approved	\$208,350.12
119	Encasement Verification – City of LA	Approved	\$45,448.78
120	Contaminated Oil Removal – UG1 FOG Lines	Approved	\$41,193.00
121	Florence/West Station – Redondo Blvd. Temporary Parking	Approved	\$35,000.00
122	ATC System at Slauson Signals	Approved	\$42,943.00
123	Track Drainage CI Pipe in Lieu of PVC	Approved	\$130,217.00
124	City of Inglewood Water Line Relocation	Approved	\$697,526.00
125	LKC Design W. Alignment Shift for 96 th Street	Approved	\$217,638.00
126.1	Provisional Sum – Unknown Utility	Pending	\$3,000,000.00
127.1	Modifications for 24" FAA Fiber Optic Duckbank at UG1	Approved	\$134,735.00
128	Greenline Safety Walkway – Design	Approved	\$44,068.00
129	Support of Excavation 2.0 Safety Factor	Approved	\$504,769.00
130	Unique 65 Foot Mast Arm at Aviation Blvd. and Century Blvd.	Canceled	Canceled
131	Unknown Obstructions at 405 Bridge Bent 2	Approved	\$63,480.00
132	Claim Resolution – Traffic Control at LADOT's	Approved	\$155,988.75
133	Design – Eliminate DWP Switchgear at MLK	Approved	\$51,410.00
134	Addition of LATS Time Synchronization	Approved	\$39,880.00
135	Updated Standard Wayside Rail Operation Signage	Approved	\$39,735.00
136	UG 1 Wayfinding – Design	Approved	\$68,548.00
137	LKC Design Accommodations 96 th Street, Step 2 part A	Approved	\$65,132.00
138	Claim Resolution – Install Video Detection Camera	Approved	\$27,216.00
139	Claim Resolution – ATSAC Fiber Optic Relocation at Expo	Approved	\$221,652.00
140	TPSS #10 Build-out, Power Drop and UG4 Fan Revision	Pending	\$259,244.53
141	Mitigation Reimbursement (Golf Carts)	Approved	\$14,853.90
142	Design- North Yard Lead Revisions	Approved	\$21,030.00
143	Line Removal at Florence and Isis in Conflict with Storm Drain Installation	Approved	\$4,483.00
144	Removal of Underground Storage Tanks at Florence Properties	Approved	\$69,486.57
145	Remove/Dispose/Burn Contaminated Soils from Expo	Approved	\$487,827.24
146	TPSS No. 2 Upgrade from 1.5 MW to 2.0 MW	Approved	\$46,802.00
147	Unknown Slab at 111 th and Aviation	Approved	\$6,746.00
148	Subsurface Investigation 317 E. Florence	Pending	\$30,087.60
149	Removal of Underground Storage Tank at Expo Yard Excavation	Approved	\$43,876.87
150	Gas Line in Pole Foundation at Arlington and MLK	Approved	\$2,489.41
151	Market Street Catch Basin Tie-in	Pending	\$14,010.00
152	Abandoned 8" and 10" Pipe Environmental Testing UG-4	Pending	\$417,000.00
153.1	Removal of the Track/Rail and Hump at Imperial and Aviation Blvd.	Pending	\$70,128.00
154	18in Sanitary Sewer Relocation at MSE Wall	Pending	\$614,133.00

155	Claim Resolution – TPSS #1 Relocation S. Imperial	Pending	\$91,252.00
156	Qwest Line Relocation	Pending	\$436,312.00
157	Delay Cost at CP-4	Pending	\$115,000.00
158	Vernon ATSAC Relocation	Pending	\$270,555.00
159	Claim Resolution – FAA LAWA Navid Light	Pending	\$125,000.00
160	Pothole & Remove 216in Gas Line	Pending	\$52,000.00
161	UG 1 Ventilation Fans	Pending	\$390,429.00
162	Tunneling Requirements	Pending	(\$5,534.40)
163	Claim Resolution – 104 St. Deck Lid – Design	Pending	\$62,000.00
165	Claim Resolution – SWY Removal of Electric Service	Pending	\$25,000.00
166	Claim Resolution – Metro Directed Fencing	Pending	\$35,228.80
167	Claim Resolution – Metro Directed Potholing	Pending	\$6,919.87
173	Florence/ La Brea Bus Transfer Station	Pending	\$2,200,000.00
TBD	W. Alignment Shift for 96 th Street Station Accommodations	Pending	\$7,400,000.00
Change Orders			
CO 30	Board Approved Station Name Change	NTE	\$10,000.00
CO 37.2	Design Hold Out Signals Aviation/Century	NTE	\$50,000.00
CO 38	Abandoned 8” and 10” Pipe Environmental Test and Removal (UG3)	NTE	\$362,500.00
CO 40	Relocate LAWA Water Service to 111 th	NTE	110,000.00
CO 41	Design Deluge System at Expo Crossover	NTE	\$0
CO 46.2	Underground Fire Rated Conduit Cable	NTE	\$200,000.00
CO 50.1	Turnback and Speed Restrictions	NTE	\$100,000.00
CO 51	Shut Down at MLK Station	Pending	\$60,000.00
CO 52	Habor Sub Potholing Unknown Utilities Eucalyptus	NTE	\$20,000.00
CO 53	Signal House Monitors	NTE	\$15,000.00
CO 58	Encasement Verification City of LA Sewer at Arbor Vitae	NTE	\$8,000.00
CO 59	Park Mesa Heights Median Exhibit Study	Canceled	Canceled
CO 60.1	Revise Street Plans at Hindry Avenue	NTE	\$21,600.00
CO 61	Park Mesa Heights Resequencing	NTE	\$300,000.00
CO 62	Encase City of LA Sanitary Sewers	NTE	\$100,000.00
CO 63.1	Civil Revisions for CPUC Striping at West Street	NTE	\$30,000.00
CO 64	Crenshaw Landscaped Median Rendering	NTE	\$50,000.00
CO 65	Removal/Disposal of Asbestos Pipe 255+30	NTE	\$2,000.00
CO 66	Removal and Disposal of Unknown Concrete at Redondo	NTE	\$5,000.00
CO 67	Ballast Wall Extension at Eucalyptus	NTE	\$12,500.00
CO 68	TPSS No.1 New Power Transmission	NTE	\$260,000.00
CO 69	Unknown 18inch Storm Drain UG-1	NTE	\$12,000.00
CO 71	Credit Crenshaw Tree Permit	NTE	No Cost
CO 72	Removal of 24in Storm Drain at MLK Station	NTE	\$100,000.00
CO 73	Tree Species and Bike Racks	NTE	\$8,000.00
CO 74	Pedestrian Lights Slauson Station	NTE	\$16,000.00
CO 75	Unknown Storm Drain Utility West Century	NTE	\$2,000.00

CO 76	LADOT Parking Lots Improvements	NTE	\$20,000.00
Subtotal – Approved Modifications & Change Orders			\$21,843,793.38
Subtotal – Pending Changes/Modifications			\$15,668,765.40
Total Mods and Pending Changes (including this change)			\$37,512,558.78
Prior CMA Authorized by the Board (including base award and other modifications)			\$134,699,993.00
Increased CMA for this recommended action			\$2,200,000.00
Total CMA including this action			\$136,899,993.00
Remaining CMA for Future Changes			\$99,387,434.22



FLORENCE AVE

N. LOCUST STREET

N. HILLCREST BL.

CONCEPTUAL

LA BREA BUS TRANSFER FACILITY

APRIL 08, 2016

SCALE 1"=80'

DEOD SUMMARY

CRENSHAW/LAX TRANSIT PROJECT / C0988

A. (1) Small Business Participation – Design

Walsh/Shea Corridor Constructors (WSCC) made a 20.59% Disadvantaged Anticipated Level of Participation (DALP) commitment for Design. DBE commitments were made to 10 DBE subcontractors at the time of award, and 10 additional DBE subcontractors have been added to-date. The current (DBE) participation is 25.61%.

DISADVANTAGED BUSINESS ENTERPRISE ANTICIPATED LEVEL OF PARTICIPATION COMMITMENT	DALP 20.59%	DISADVANTAGED BUSINESS ENTERPRISE ANTICIPATED LEVEL OF PARTICIPATION	DALP 25.61%
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Item No.	Design DBE Subcontractors	% Commitment	Current ¹ Participation	Ethnicity
1.	BA, Inc.	0.61%	0.95%	African American
2.	D’Leon Consulting Engineers	0.85%	1.48%	Hispanic American
3.	FPL and Associates, Inc.*	0.41%	0.36%	Asian Pacific American
4.	IDC Consulting Engineers, Inc.	0.94%	1.06%	Asian Pacific American
5.	Innovative Engineering Grp., Inc. *	0.23%	0.24%	Asian Pacific American
6.	Lynn Capouya	0.96%	1.09%	Non-Minority Women
7.	Martin & Libby	0.85%	0.92%	Non-Minority Women
8.	MGE Engineering	1.48%	2.12%	Asian Pacific American
9.	Mia Lehrer + Associates	0.51%	0.35%	Hispanic American
10.	NBA Engineering	0.72%	0.83%	Non-

				Minority Women
11.	Parikh Consultants	1.85%	2.89%	Asian Pacific American
12.	Sapphos Environmental *	0.02%	0.02%	Hispanic American
13.	Selbert Perkins Design Collaborative *	0.27%	0.32%	Non-Minority Women
14.	TEC Management *	0.41%	0.77%	African American
15.	Ted Tokio Tanaka Architects *	0.51%	0.54%	Asian Pacific American
16.	Togo Systems *	0.46%	0.78%	Asian Pacific American
17.	Universal Reprographics *	0.03%	0.14%	Non-Minority Women
18.	V&A, Inc.	9.25%	10.60%	Hispanic American
19.	YBI Management Services*	0.03%	0.02%	Hispanic American
20.	YEI Engineers *	0.20%	0.13%	Asian Pacific American
	Total Commitment	20.59%	25.61%	

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

* DBEs added after contract award

A. (2) Small Business Participation – Construction

Walsh Shea Corridor Constructors (WSCC) made a 20% Disadvantaged Anticipated Level of Participation (DALP) commitment for Construction at the time of contract award, and made 5 DBE subcontract commitments. After the start of Construction, 43 DBE subcontractors were added. WSCC is currently achieving 9.96% of their proposed 20% DBE subcontract commitment for Construction. It is expected that DBE commitments will continue to increase as Construction progresses.

Based on the total amount paid-to-date to WSCC and the total actual amount paid-to-date to DBE subcontractors, current participation is 25.62%. WSCC is expected

to continue ongoing outreach and good faith efforts to meet their DBE contract commitment.

DISADVANTAGED BUSINESS ENTERPRISE ANTICIPATED LEVEL OF PARTICIPATION COMMITMENT	DALP 20%	DISADVANTAGED BUSINESS ENTERPRISE ANTICIPATED LEVEL OF PARTICIPATION	DALP 25.62%
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Item No.	Construction DBE Subcontractors	% Commitment	Current ¹ Participation	Ethnicity
1.	Ace Fence Company*	0.03%	0.09%	Hispanic American
2.	Advantage Demolition & Grading*	0.01%	0.02%	African American
3.	Alameda Construction*	0.06%	0.16%	African American
4.	Analysis & Solution Consultants*	0.04%	0.08%	African American
5.	Anytime Dumping*	0.68%	1.17%	African American
6.	B&B Diversified Materials*	0.26%	0.76%	Asian Pacific American
7.	Bravo Pacific*	1.68%	1.04%	Hispanic American
8.	C Bass Dirtyworks*	0.03%	0.09%	African American
9.	Clean Up America*	0.04%	0.11%	African American
10.	Coast Surveying	0.25%	0.24%	Hispanic American
11.	Coleman Construction*	0.03%	0.10%	African American
12.	CPR Trucking	0.20%	0.06%	Hispanic American
13.	DC Engineering Group*	0.01%	0.20%	Sub-Continent Asian American

14.	Davis Blue Print Co., Inc.*	0.00%	0.01%	Hispanic American
15.	DCD Electric*	0.07%	0.46%	African American
16.	Deco Pave*	0.01%	0.07%	Asian Pacific American
17.	Deborah Dyson Electrical Contractor*	0.00%	0.01%	African American
18.	E-Nor Innovations*	0.06%	0.18%	African American
19.	EW Corporation*	0.01%	7.67%	Hispanic American
20.	Excelsior Elevator Corporation*	0.62%	0.27%	Asian Pacific American
21.	Fine Grade Equipment*	0.02%	0.01%	Native American
22.	Flores Construction*	0.00%	0.01%	Hispanic American
23.	G & C Equipment Corporation*	1.92%	6.36%	African American
24.	G.O. Rodriguez*	0.00%	0.01%	Hispanic American
25.	GW Civil Constructors, Inc.*	0.32%	0.80%	African American
26.	Integrity Rebar Placers*	2.54%	2.94%	Hispanic American
27.	Lowers Welding and Fabrication, Inc.*	0.02%	0.57%	Non-Minority Female
28.	Morgner Construction Management*	0.07%	0.12%	Hispanic American
29.	Nextline Protection Services *	0.03%	0.32%	African American
30.	Pacrim Engineering*	0.00%	0.00%	Asian Pacific American
31.	Padilla & Associates	0.15%	0.36%	Hispanic American
32.	Quality Engineering, Inc.	0.31%	0.32%	African American
33.	Robnett Electric, Inc.*	0.00%	0.01%	African American
34.	RJ Lalonde, Inc.*	0.00%	0.00%	Non-Minority Women

35.	RJ Safety Supply Co.*	0.00%	0.00%	Non-Minority Women
36.	Safeprobe*	0.02%	0.04%	Asian Pacific
37.	Sapphos Environmental	0.05%	0.08%	Hispanic American
38.	Soteria Company (Griego and Associates)	0.10%	0.13%	Hispanic American
39.	South Coast Sweeping*	0.12%	0.21%	Non-Minority Women
40.	The Jungle Nursery*	0.01%	0.00%	Hispanic American
41.	Thomas Land Clearing*	0.03%	0.16%	African American
42.	TEC Management Consulting*	0.02%	0.02%	African American
43.	Titan Disposal*	0.03%	0.00%	African American
44.	Treesmith Enterprises*	0.02%	0.06%	Hispanic American
45.	Universal Reprographics, Inc.*	0.00%	0.03%	Non-Minority Women
46.	V&A, Inc.*	0.07%	0.16%	Hispanic American
47.	VMA Communications	0.04%	0.10%	Hispanic American
48.	YBI Management Services*	0.00%	0.01%	Hispanic American
	Total Commitment	9.96%	25.62%	

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

* DBEs added after contract award

B. Project Labor Agreement / Construction Careers Policy (PLA/CCP)

The Contractor has committed to complying with PLA/CCP requirements for this project. This project is 53.92% complete which represents the number of construction labor hours worked to date divided by the total projected labor hours for the project. The contractor is achieving the 40% Targeted Worker Goal at 58.72% not achieving the 20% Apprentice Worker Goal at 18.27%, and achieving the Disadvantaged Worker Goal at 11.54%. Contractor provided an Employment Hiring Plan that the Apprentice Worker goal will be fully achieved by Mid-2017. Staff will continue to monitor and report the contractor's progress toward meeting the goals of the PLA/CCP.

C. Prevailing Wage Applicability

Prevailing Wage requirements are applicable to this project. DEOD will continue to monitor contractors' compliance with the State of California Department of Industrial Relations (DIR), California Labor Code, and, if federally funded, the U S Department of Labor (DOL) Davis Bacon and Related Acts (DBRA).

D. Living Wage Service Contract Worker Retention Policy

Living wage is not applicable to this modification.



Board Report

File #: 2016-0428, File Type: Informational Report

Agenda Number: 26

CONSTRUCTION COMMITTEE JUNE 15, 2016

SUBJECT: VAN NUYS NORTH PLATFORM PROJECT

ACTION: APPROVE REALLOCATION OF STATE FUNDS FROM METRO TO SCRRA

RECOMMENDATION

APPROVE the transfer and reallocation of State Proposition 1B Intercity Rail Improvement Program (ICR1B) funds for the Van Nuys North Platform Project from Metro to the Southern California Regional Rail Authority (SCRRA)

ISSUE

In January 2016, the California Transportation Commission (CTC) allocated \$30.5 million in ICR1B funds to LACMTA (Metro) for construction of the Van Nuys North Platform Project (the Project). SCRRA has requested that the State allocate the ICR1B funds directly to SCRRA rather than to Metro for the Project.

This action would change the project allocation grantee recipient status from Metro to SCRRA for the Project..

DISCUSSION

There are two main tracks at the Van Nuys Station; however, there is only one side platform, thereby creating a single track capacity constraint and bottleneck at the station. In January 2012 a funding agreement was executed between Caltrans Division of Rail and Mass Transportation (the Department) and Metro for environmental clearance and preliminary engineering for the Project, which was completed in late 2013. In June 2014, a funding agreement was executed between the Department and Metro for final design for the Project, which was completed in late 2015.

In September 2015, SCRRA requested to work with Metro to develop plans to transfer the management of specific capital projects currently under the management of Metro, including the Project, from Metro to SCRRA. Due to SCRRA's unique experience with engineering and construction of commuter rail projects which operate under Federal Railroad Administration (FRA) jurisdiction, staff concurs that some Metro Regional Rail projects, including the Project, are candidates to be transferred for SCRRA management.

Attachment A identifies SCRRA's organization structure and its capacity to deliver commuter rail capital projects for the region. Attachment B identifies the Van Nuys North Platform Project roles and responsibilities between Metro and SCRRA.

SCRRA is currently conducting a constructability review of the 100% design plans. Pending SCRRA's review and acceptance of the 100% design plans and engineer's estimate of the project costs, staff recommends that the Project be transferred to SCRRA as a pilot project for construction. Pending SCRRA's successful construction of this Project, other Metro Regional Rail projects will be assessed and considered for transfer to SCRRA for construction on a case-by-case basis. Therefore, this project can be used as a pilot project to evaluate the transfer of other projects to SCRRA.

DETERMINATION OF SAFETY IMPACT

The Project will include a new pedestrian underpass built to current Metrolink standards. This will provide pedestrian access to the platform without crossing active railroad tracks.

FINANCIAL IMPACT

There is no financial impact to Metro since the \$30.5 million in ICR1B funds will be allocated from the Department directly to SCRRA for construction of the Project.

Impact to Budget

Source of funds: \$30.5 million in State Proposition 1B Intercity Improvement Program (ICR1B) funds (allocated directly by the State to SCRRA)

ALTERNATIVES CONSIDERED

An alternative is that the \$30.5 million in ICR1B funds continue to be allocated to Metro. This is not recommended since SCRRA has a proven successful record of construction of commuter rail projects in accordance with FRA and California Public Utilities Commission (CPUC) requirements. SCRRA has also historically constructed Metrolink commuter rail projects in Los Angeles County on Metro's behalf.

NEXT STEPS

Metrolink will advertise construction of the Project in late 2016, award the contract by April 2017 and issue Notice to Proceed shortly thereafter. The Project is estimated to take two years to complete construction. Metro will monitor the Project as owner of the right of way, and as a major project stakeholder. Staff will report to the board on the Project progress through the Regional Rail quarterly board report.

ATTACHMENTS

ATTACHMENT C



ATTACHMENT A- Organizational Structure of Southern California Regional Rail Authority

Background

Operated by the Southern California Regional Rail Authority (SCRRA), Metrolink commuter rail service was created in October 1992 to fill a void in Southern California's transportation infrastructure. Metrolink is the only long-distance transit provider that serves commuters across six counties. It has expanded over its 24 years of service, starting with three service lines, 11 stations and 2,300 daily boardings to seven service lines, 55 stations and 44,000 daily boardings. Starting in 2016, Metrolink will service an additional four stations along 24 new miles of track between Riverside and Perris Valley.

The Organization

Guided by a board of directors representing Los Angeles County Metropolitan Transportation Authority, Orange County Transportation Authority, Riverside County Transportation Commission, San Bernardino Associated Governments and Ventura County Transportation Commission, SCRRA has a strong track record of delivering multi-million dollar capital projects, including Positive Train Control stopping system, double tracking and station construction and modifications, and, on-going renewal of railroad structures and facilities. Using a contracting out business model, this lean organization of 279 employees is committed to providing safe, efficient and reliable commuter rail service.

The following departments are responsible for planning, supporting and delivering capital projects:

Engineering and Construction

This department develops and maintains engineering standards, manages design and construction of new capital and rehabilitation projects for track, structures, highway-rail crossings, and right-of-way drainage, as well as right-of-way encroachment permit services. It coordinates with the signal and communications department and other operating departments to prevent service disruptions. Additionally, the department provides railroad engineering and project management services required to protect the railroad operating environment and infrastructure for all third-party projects that are designed and constructed by other agencies across or adjacent to the railroad right-of-way through reimbursement agreements with the third-party. Staff resources are supplemented with on-call design and engineering and project management/construction management consultant firms.

- Key staff: Interim Director, Patricia Watkins, has over 23-years of experience in project and construction management roles, working on many projects valued at greater than \$100 million. She has worked for many public agencies and has earned a reputation for managing on-time and on-budget projects. She has a particular expertise in project delivery methods, including design-bid-build, design-build, and design-build-operate-maintain.

ATTACHMENT A- Organizational Structure of Southern California Regional Rail Authority

Planning and Development

This group is responsible for service planning and system performance analytics, strategic planning and regional coordination as well as grants and capital development. This department works closely with the engineering department to plan service levels associated with new capital initiatives. It also secures grant funding for new projects.

- Key staff: Director, Roderick Diaz, has over 20 years of planning and capital development experience. Most recently, he led the successful effort to develop a board-adopted 10-year strategic plan.

Contracts and Procurement

The Contracts and Procurement Department is responsible for the procurements of capital construction projects, professional services, operating maintenance contracts and all material requirements. It also assists other departments with their procurement planning needs as well as grantor compliance requirements.

- Key staff: Assistant Director, Lia McNeil-Kakaris, leads a team responsible for procuring materials and services in support of all Metrolink projects, including Tier 4 locomotives, a contract valued at more than a quarter of a billion dollars.

Risk Management

This function is responsible for the identification, evaluation and elimination or mitigation of risk and making recommendations regarding the retention or transference of risk. Risk transference is accomplished in two primary ways, the purchase of insurance and contractual provisions such as indemnity and warranty provisions. The purchase and administration of insurance policies is a major focus for Risk Management.

- Key staff: Risk Manager, William Garrett, is a licensed attorney who has more than 20 years of experience in risk transference and related transactional legal matters.

Project Management Office

The Project Management Office provides project tracking, reporting and forecasting support to help ensure successful project delivery. This group leads monthly project review meetings to address issues and resolve them quickly so that projects remain on time, schedule and budget.

- Key staff: Assistant Director, Mary Lou Williams, started the PMO practice at SCRRA and has led her team through the successful delivery of all major capital projects. Ms. Williams is well-versed in multiple approaches to project management.

Finance:

This department is responsible for overseeing financial management for the organization. This group works closely with the engineering and planning and development departments to develop budgets and cash flows as well as ensure timely payments to vendors and reimbursements from grantors.

ATTACHMENT A- Organizational Structure of Southern California Regional Rail Authority

- Key staff: Manager of Grants Finance and Administration, Michael Naoum III, has extensive experience with Oracle grants module management and recently led his team in developing practices for securing reimbursements that result in shorter time-to-pay cycles for securing grantor reimbursements to the organization.

Human Resources

The Human Resources Department is responsible for attracting and retaining employees, while delivering innovative and exciting training and development programs.

- Key staff: Director, Patricia Francisco, has over 25 years of public sector human resources experience. She directs the overall management and administration of the major functions in human resources including employee benefits, recruitment and retention, learning and organization development, classification and compensation, and employee relations.

Public Affairs

The Public Affairs Team is responsible for consistent communication with stakeholders through social, traditional and digital mediums. The Public Affairs Department has a community relations firm on contract to help with outreach on various projects.

- Key staff: Director, Sherita Coffelt, manages a team of staff and consultants dedicated to effective and consistent communications. She has expertise in all aspects communications including public relations, crisis communications, event planning, community relations, executive communications, advertising, social media, digital project management, message development and internal communications.

Government Affairs

This department is responsible for managing legislative and regulatory advocacy efforts of the agency which include developing and tracking legislation, conducting analysis, developing strategic coalitions, coordinating with stakeholders, and providing recommendations to the CEO and the Board. A key aspect of the work, in coordination with Public Affairs, is conducting legislative outreach to district offices and facilitating issues with local cities.

- Key staff: Government & Regulatory Affairs Manager, Peter Muller, manages government relations staff and state and federal contract lobbyist teams. He oversees all aspects of this practice.

Attachment - B

Van Nuys North Platform Project Roles and Responsibilities

Reason for this Outline: Specify the roles and responsibilities of each party with regard transferring the Project from Metro's lead to Southern California Regional Rail Authority (SCRRA) as lead for construction of the Project.

By signing the May 13, 2016 letter to Bruce Roberts regarding the Van Nuys North Platform Project – Grant Recipient Change and Vendor Contract Extension Request, which was required to be submitted by that date to be agendaized for approval at the June 29-30, 2016 California Transportation Commission (CTC) meeting, both agencies agree to transfer of the construction of the Project and will cooperate with each other to complete the Project as described herein.

Description of Project: Construction of a new center platform between Metrolink main line tracks 1 and 2 with a pedestrian tunnel undercrossing to access new platform. Remove existing side platform. Modify track and signals to accommodate new platform as well as relocation or protection of fiber optic and other utilities.

Funding Sources: Proposition 1B Intercity Rail funding will cover all design and construction costs.

Metro roles and responsibilities:

- Upon Metro and SCRRA Board approval and SCRRA's acceptance of the 100% design plans and engineer's estimate of project costs, transfer the Project to SCRRA for construction including revisions to the designs per SCRRA's review comments received by Metro by May 26, 2016
- Request Caltrans make SCRRA direct recipient of CTC allocation instead of Metro
- Notify stakeholders of transfer
- Provide copies of executed agreements, easements, licenses, etc. completed during the design phase
- Extend Metro's designer's E&O coverage to include SCRRA (to be provided in contract modification)
- Monitor and provide oversight during construction including but not limited to: reviewing and approving all pay applications, change orders and design modifications, reviewing inspections reports and construction schedules, attending weekly construction meetings, and providing punch list items.

SCRRA roles and responsibilities:

- Upon Metro and SCRRA Board approval and SCRRA's acceptance of the 100% design plans and engineer's estimate of project costs, assume responsibility to construct the Project in accordance with the 100% design plans, including revisions to the designs per SCRRA's review comments received by Metro by May 26, 2016

- SCRRA Board approval of project budget and contract award
- Secure agreement on behalf of Metro with third parties for construction, including UPRR and utilities for fiber relocations
- Secure Operations and Maintenance Agreements on behalf of Metro as the Station property owner and appropriate third parties Caltrans, Amtrak, City of Los Angeles)
- Property easement/licenses cleared on behalf of Metro for construction with UPRR/DOT/Caltrans
- Bid and award construction contract (award is dependent on favorable construction bids)
- Manage the construction of the Project to completion and closeout
- Oversee, coordinate, or perform the procurement, installation and commissioning of Positive Train Control within the project limits.
- Prepare reports for Caltrans as required, and share copies with Metro
- Coordinate construction with stakeholders
- Perform community outreach during construction
- Closeout grant with the State
- Turn over finished station to City for maintenance
- Certify design in accordance with SCRRA design procedures, specifications and standards and arrange for the delivery of as-built drawings and related documents for the completed project.
- Responsible for notification of cost overruns and requests for additional funding required for construction.



Board Report

File #: 2016-0434, File Type: Program

Agenda Number: 27

CONSTRUCTION COMMITTEE JUNE 16, 2016

SUBJECT: BOB HOPE AIRPORT/HOLLYWOOD WAY METROLINK STATION

ACTION: APPROVE LIFE OF PROJECT BUDGET INCREASE AND RELATED ACTIONS

RECOMMENDATION

CONSIDER:

- A. INCREASING Life of Project (LOP) budget in the amount of \$6,560,142 for a total LOP of \$15,000,000 for the **Bob Hope Airport/Hollywood Way Metrolink Station Project (Project)**;
- B. PROGRAMMING an additional \$6,560,142 of Measure R3% - Metrolink Commuter Rail funds towards this project;
- C. AMENDING the FY 2016-17 (FY17) budget in the amount of \$4,265,492 for project 460090; and
- D. AUTHORIZING the Chief Executive Officer (CEO) to enter into an Operations and Maintenance (O&M) agreement with the cities of Los Angeles and Burbank.

ISSUE

The Bob Hope Airport/Hollywood Way Station (Station) will advance Board approved policy to provide plane-to-train connection between the Burbank Airport and the Metrolink service on the Antelope Valley Line (AVL). In December 2015, the Board established LOP budget of \$8,439,858. An additional \$6,560,142 is needed to revise the design in response to stakeholder concerns and to fully fund construction. To proceed with this significant Project, Staff requires approval of the above recommendations to begin construction by November 2016.

DISCUSSION

Metrolink stations are usually operated and maintained by the cities where the station is located. The Station is located approximately 35 percent in City of Los Angeles, and 65 percent in City of Burbank. Both cities agreed to accept operation and maintenance (O&M) responsibilities for the station, but requested design changes be addressed to reduce the ongoing O&M costs. Furthermore, Invitation for Bids (IFB) for construction was issued in March 2016. The bids received were up to 48% more

than the budgeted amount. In addition, contingency for third party/utility relocations and work windows for construction were not properly addressed. Hence, all bids were declined in May 2016.

This Board action will fund the additional engineering, third party, and construction costs, and allow Metro to enter into an O&M agreement to document the roles and responsibilities of Metro, and the Cities of Los Angeles and Burbank pertaining to O&M of the Station including parking.

The Burbank Airport Authority has offered to contribute up to \$2.59 million of its Surface Transportation Uniform Relocation Assistance Act (STURAA) funds (see Attachment B) towards the construction of the Station, in addition to providing a courtesy shuttle service between the Station and the Burbank Airport. Staff is currently working with Caltrans to repurpose the STURAA funds pursuant to the Consolidated Appropriations Act of 2016 for Station construction.

Refer to Attachment A for the planned uses and sources of funds for this project.

DETERMINATION OF SAFETY IMPACT

The Station is designed in accordance with Metrolink standards; therefore no safety impacts are anticipated.

FINANCIAL IMPACT

Upon approval by the Board, the LOP budget for the Project will be increased to \$15,000,000.

Source of Funds for this action: \$6,560,142 million in Measure R 3% funds.

The total project funding is anticipated to consist of \$12.41 million in Measure R3% and \$2.59 million in repurposed STURAA funds.

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.

Impact to Budget

The FY 17 budget will be amended to include an additional \$4,265,492 Measure R 3% funds in cost center 2415, Regional Rail, Project number 460090.

Since this is a multi-year contract, the Interim Executive Officer of Regional Rail and Executive Director of Program Management will be accountable and responsible for budgeting the cost of future fiscal year requirements.

ALTERNATIVES CONSIDERED

An alternative would be to not approve the recommended actions. This is not recommended as the Station is needed to advance this important plane-to-train connection.

NEXT STEPS

- Upon Board approval, staff will proceed with the design revisions and procurement for construction.
- Notice to Proceed for construction is anticipated by November 2016.
- An O&M agreement will be developed between Metro and the cities of Los Angeles and Burbank including courtesy shuttle services provided by the Burbank Airport Authority.

ATTACHMENTS

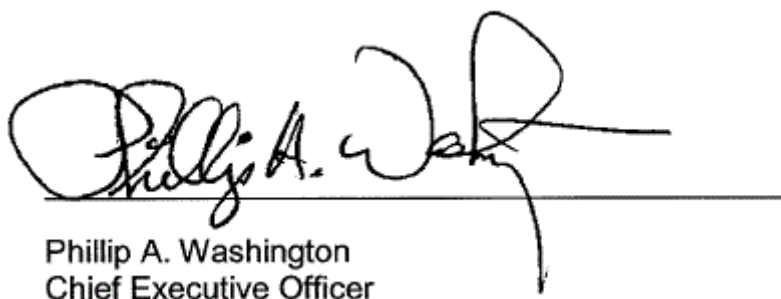
Attachment A - Uses and Sources of Funds

Attachment B - Burbank Airport Authority: Letter of contributions to project

Prepared by: Kate Amisshah, Transportation Planner I, Regional Rail, (213) 922-1203
Jeanet Owens, Interim Executive Officer, Regional Rail, (213) 922-6877

Reviewed by: Richard Clarke, Executive Director Program Management,
(213) 922-7557

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



Phillip A. Washington
Chief Executive Officer

**ATTACHMENT A - BOB HOPE AIRPORT/HOLLYWOOD WAY METROLINK STATION
USES AND SOURCES OF FUNDS (In the Millions)**

USES	BUDGET TOTAL	Up to FY 16	FY17	FY 18
Engineering	\$ 2.00	\$ 1.70	\$ 0.30	
Third Party	\$ 1.50		\$ 1.25	\$ 0.25
Construction Management	\$ 1.50		\$ 1.25	\$ 0.25
Construction	\$ 7.00		\$ 5.00	\$ 2.00
Contingency	\$ 3.00		\$ 2.00	\$ 1.00
Grand Total	\$ 15.00	\$ 1.70	\$ 9.80	\$ 3.50

SOURCES	BUDGET TOTAL	Up to FY 16	FY17	FY 18
Measure R 3%	\$ 12.41	\$ 1.70	\$ 7.21	\$ 3.50
Repurposed STURAA*	\$ 2.59		\$ 2.59	
Grand Total	\$ 15.00	\$ 1.70	\$ 9.80	\$ 3.50

* STURAA - Surface Transportation Uniform Relocation Assistance Act (STURAA) earmark funds are being repurposed pursuant to the Consolidated Appropriations Act of 2016. If the repurposed STURAA funding is not approved for this project, the \$2.59 million will be replaced with Measure R 3%.



May 13, 2016

Ms. Jeanet B. Owens
Executive Officer, Project Management
& Program Management
Los Angeles County Metropolitan
Transportation Authority
One Gateway Plaza, Mail Stop: 99-17-5
Los Angeles, CA 90012-2952

Via Email and US Mail
OwensJ@metro.net

Re: Hollywood Way/San Fernando Metrolink Station

Dear Ms. Owens:

In response to our conversation yesterday morning, you indicated that the Los Angeles County Metropolitan Transportation Authority ("Metro") has placed a "hold" on the Hollywood Way/San Fernando Road Metrolink Station ("Station") unless a resolution could be reached as to how future operations and maintenance ("O&M") expenses would be shared by the stakeholders for the Station. Confirming the position that Mark Hardyment communicated to you previously and as detailed further below, Federal Aviation Administration ("FAA") Grant Agreement Assurances prohibit the Airport Authority ("Authority"), owner and operator of the Bob Hope Airport ("Airport") from participating in a number of activities, specifically revenue diversion to other agencies where the facilities in question are not located on Airport property.

As was confirmed in yesterday's call, the Authority has previously taken actions to provide nearly \$2.6M of its Federal Highway Administration Surface Transportation Uniform Relocation Assistance Act ("STURAA") grant to be used by Metro. That Commission action included adoption of two resolutions authorizing the reallocation of those funds to Metro for both the design and implementation of this Station. Furthermore, from early in our discussions with Metro, the Authority has committed to provide the transportation of passengers between the Airport terminal and the Station. This is a service that is limited to the transportation of passengers between these two points, is consistent with Metro's "Plane to Train" connectivity goals, and is estimated to cost the Authority upwards of \$250,000 annually to meet approximately 30 northbound and southbound trains each day.

As referenced above, FAA Grant Agreement Assurances prohibit the Airport Authority from participating in cost allocation of facilities located off-airport. Specifically, Airport expenditures for ground access projects must be consistent with the requirements of Title 49, United States Code 47107 and, specifically, federal Grant Assurance 25.

Jeanet B. Owens
LA County Metropolitan Transportation Authority
May 13, 2016
Page 2

Grant Assurance 25, entitled Airport Revenue, in essence requires that Airport revenue only be spent on capital or operating costs of the Airport.

Perhaps the best current guidance on the requirements of Assurance 25 is the U.S. Department of Transportation Office of Inspector General Audit Report on the use of airport revenue for the Bay Area Rapid Transit (“BART”) District extension to San Francisco International Airport (“SFO”).ⁱ That audit stated that federal law required that in order for SFO funds to be used for the BART “project”, the project conform with all three of the following requirements:

- (1) BART fixed facilities and operating system for the project be owned by SFO;
- (2) The facilities and operating system be located on SFO property with guaranteed continued SFO access; and
- (3) Costs benefiting both BART and the SFO be prorated on a reasonable basis.

Given the above, the facts that the Metrolink “station” will not be owned by the Airport and will not be located on Airport property means that the Airport cannot commit revenue to that Metrolink station.

In conclusion, the Authority strongly believes that this important connectivity enhancement needs to be constructed, and the Authority has stepped up to the plate by providing the STURAA grant and a commitment to provide passenger transportation to the terminal. We appreciate your willingness to look at the design in an effort to identify aspects that either or both are leading to your cost overrun or may contribute to higher anticipated O&M expenses. To that end, we suggest replacing the awning structure contained in the current design with one more akin to what is currently in use at the Chatsworth Station.

These issues can be discussed in greater detail in the meeting on May 26th. Should you have any questions, please do not hesitate to contact me or Mark Hardyment.

Sincerely,



Dan Feger
Executive Director

cc: BGPAA Commissioners
Mark Hardyment

ⁱ Furthermore, the BART extension was an overall 9.5 mile extension of which the FAA prohibited SFO participation on the 8.7 mile “off-airport” portion. What was conditionally approved was an “on-airport” 0.8 mile segment, and the proration for costs was made on this 0.8 mile segment.

**Board Report**

File #: 2016-0185, **File Type:** Contract**Agenda Number:** 31

**SYSTEM SAFETY, SECURITY AND OPERATIONS COMMITTEE
JUNE 16, 2016****SUBJECT: ELECTRIC COOLING FAN SYSTEM****ACTION: AWARD CONTRACT FOR ELECTRONIC COOLING FAN SYSTEMS****RECOMMENDATION**

AWARD an Indefinite Delivery Indefinite Quantity Contract, No. MA5246200 to Modine Manufacturing Company, the lowest responsive and responsible bidder, for **Electric Cooling Fan Systems** for an amount not-to exceed \$2,758,124.00.

ISSUE

The Bus Maintenance Midlife program targets buses at the mid-point of the bus life and includes major mechanical systems replacements and interior and exterior refurbishment. During the Midlife, the engine which will have accumulated an average of 350,000 miles is replaced. The cooling fan system is part of the engine installation package. The existing hydraulic driven fan system will be replaced with an electric cooling fan system during the engine package change out. This procurement is required to ensure that buses in the Midlife program can continue to operate without delays and that revenue service is not impacted. The Contract will provide up to 299 electric cooling fan systems for engine packages.

DISCUSSION

The NABI 8100-8400 45' composite series which includes 300 buses is on schedule for refurbishment through the Bus Midlife Program. A new Cummins ISLG 280 HP engine package will be installed on these buses. As part of the new engine package installation, the existing hydraulic driven fan system will be replaced with an electric cooling fan system. The new fan system package will include a radiator, fan assemblies, controllers, power generation and necessary wiring, and are warranted to be free from defects in design and materials for two-years with full parts and labor on all warrantable failures. One (1) Electric Cooling Fan System from Modine Manufacturing Company has been installed and tested to ensure workability.

The engine assembly and installation takes an average of two weeks and is performed by Metro Mechanics at the Central Maintenance Shops. One hundred sixty eight (168) engine replacements with electric cooling fan systems are scheduled to be installed in FY17. The balance of one hundred and thirty one (131) will be installed in FY18.

DETERMINATION OF SAFETY IMPACT

Award of the Contract will result in a positive impact on safety. Installing a new electric cooling fan system will ensure that the bus is maintained in accordance with Metro Maintenance standards, eliminate hydraulic fluid leaks, and improve on-road performance and reliability of the bus which will have a beneficial impact on system safety.

FINANCIAL IMPACT

The contract value for these components is \$2,758,124 for up to 299 units. Funding of \$230,612 for the procurement of 25 electric cooling fan system units is included in the FY16 budget in cost center 3366 Central Maintenance Shops, under Capital Project 203036 Bus Midlife Project program, line item 50441, Parts - Revenue Vehicle.

The cost center manager, project manager, and Chief Operations Officer will ensure that the remaining \$2,527,512 for purchase of the remaining 274 electric cooling fan system units will be budgeted in future fiscal years.

Impact to Budget

For FY16 through FY17, the source of the funds for this procurement is a combination of Transportation Development Act Article 4 and Proposition C 40%. Through FY17, these are the designated funds available for bus midlife overhaul project. These funds are eligible for Bus Operations activities however it has a neutral impact to the FY budget as they have been programmed into the project allowing for execution of the proposed recommendation. No other funding sources were considered.

ALTERNATIVES CONSIDERED

The alternative is not to award this master agreement contract and procure electric cooling fan system units on an as-needed basis, using the traditional "min/max" replenishment system method. The "min/max" replenishment system method calculates minimum and maximum inventory levels. This strategy is not recommended since it does not provide for a commitment from the supplier to ensure availability, timely delivery, continued supply and a guaranteed fixed price for electric cooling fan system units.

NEXT STEPS

Refurbishment of the NABI 8100 series bus fleet will continue in accordance with Operations Support Services bus mid-life program and engine replacement program. The engine replacement including the electric cooling fans systems for this NABI bus series is scheduled to be completed by the end of FY18.


ATTACHMENTS

Attachment A - Procurement Summary

Attachment B - DEOD Summary

Prepared by: Amy Romero, Director of Central Maintenance, (213) 922-5709
Christopher Reyes, Transportation Planning Manager III, (213) 922-4808

Reviewed by: James T. Gallagher, Chief Operations Officer, (213) 922-4424
Ivan Page, Interim Executive Director, Vendor/Contract Management (213) 922-6383



Phillip A. Washington
Chief Executive Officer

PROCUREMENT SUMMARY

ELECTRIC COOLING FAN SYSTEMS / CONTRACT NO. MA5246200

1.	Contract Number: MA5246200	
2.	Recommended Vendor(s): Modine Manufacturing Company	
3.	Type of Procurement (check one): <input checked="" type="checkbox"/> IFB <input 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: 3/7/16	
	B. Advertised/Publicized: 3/9/16	
	C. Pre-proposal/Pre-Bid Conference: N/A	
	D. Proposals/Bids Due: 4/19/16	
	E. Pre-Qualification Completed: N/A	
	F. Conflict of Interest Form Submitted to Ethics: 5/10/16	
	G. Protest Period End Date: : 6/24/16	
5.	Solicitations Picked up/Downloaded: 8	Bids/Proposals Received: 3
6.	Contract Administrator: Tanya Allen	Telephone Number: 213/922-1018
7.	Project Manager: John Roberts	Telephone Number: 213/922-5060

A. Procurement Background

This Board Action is to approve an Indefinite Delivery, Indefinite Quantity (IDIQ) Contract, No. MA5246200, resulting from IFB MA24676, for up to 299 each Electric Cooling Fan Systems.

IFB No. MA24676 was issued in accordance with Metro's Acquisition Policy and the contract type is a Firm Fixed Unit Price.

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

- Amendment No. 1, issued on April 1, 2016 clarified potential bidder's questions;
- Amendment No. 2, issued on April 7, 2016 clarified potential bidder's questions.

A total of three bids were received on April 19, 2016.

B. Evaluation of Bids

The firm recommended for award, Modine Manufacturing Company was found to be in full compliance with the bid requirements.

No.	Bidder Name	Bid Amount
1.	Modine Manufacturing Company	\$2,758,124
2.	Diesel Radiator Company	\$2,898,969
3.	EMP	\$2,965,781

C. Price Analysis

The recommended bid price has been determined to be fair and reasonable based upon adequate price competition and selection of the lowest responsive and responsible bidder.

Low Bidder Name	Bid Amount	Metro ICE
Modine Manufacturing Company	\$2,758,124	\$3,250,000

D. Background on Recommended Contractor

The recommended firm, Modine Manufacturing Company, located in Racine, WI, has been in business for 100 years and, is a leader in the field of thermal management systems and components, bringing highly engineered heating and cooling technology and solutions to diversified global markets. Modine Manufacturing Company has provided similar products to other transit agencies including Transit properties in King County, Seattle Washington and to bus manufacturer's Gillig, NABI, New Flyer, Nova Bus, El Dorado, and Motor Coach Industries (MCI). Modine also supports transit retrofit companies such as Complete Coach Works, Coach Crafters, and Midwest Bus Corporation. Modine Manufacturing Company has no previous purchase orders/contracts with Metro.

DEOD SUMMARY

ELECTRIC COOLING FAN SYSTEM/

A. Small Business Participation

The Diversity and Economic Opportunity Department (DEOD) did not establish a small business participation goal based on the lack of subcontracting opportunities. It was determined that the equipment will be provided by the Original Equipment Manufacturer (OEM). It was also confirmed by the Project Manager that installation of the equipment will be performed by Metro.

B. Living/Prevailing Wage and Service Contract Worker Retention Policy Applicability

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

C. Prevailing Wage Applicability

Prevailing wage is not applicable to this contract.

D. Project Labor Agreement/Construction Careers Policy

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



Board Report

File #: 2016-0207, **File Type:** Appointment

Agenda Number: 32

**SYSTEM SAFETY, SECURITY AND OPERATIONS COMMITTEE
JUNE 16, 2016**

SUBJECT: MEMBERSHIP ON METRO SERVICE COUNCILS

ACTION: APPROVE NOMINEES FOR APPOINTMENT TO METRO SERVICE COUNCILS

RECOMMENDATION

APPROVE nominees for **membership on Metro’s 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.

Additional Service Council vacancies occasionally occur due to resignations submitted by Council Members, necessitating nominations to fill a vacancy for the remainder of the seat’s term.

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 to serve by the Councils’ appointing authorities. If approved by the Board, these appointments will serve a three-year term or the remainder of the seat’s three-year term as indicated. A brief listing of qualifications for the new nominees is provided along with the nomination letters from the nominating authorities:

- A. Gene Daniels, Gateway Cities Service Council, Re-Appointment
Nominated by: Gateway Cities Council of Governments
Term Ending: June 30, 2019
- B. Karina Macias, Gateway Cities Service Council, New Appointment
Nominated by: Gateway Cities Council of Governments
Term Ending: June 30, 2019

The demographic makeup of the Gateway Cities Service Council with the appointment of these nominees will consist of four (4) White members and five (5) Hispanic members as self-identified by the members in terms of racial/ethnic identity. The gender breakdown of the Council will be six (6) men and three (3) women.

- C. David Perry, San Fernando Valley Service Council, New Appointment
Nominated by: Fifth District Supervisor Michael D. Antonovich
Term Ending: June 30, 2018
- D. Donald Weissman, San Fernando Valley Service Council, Re-Appointment
Nominated by: Los Angeles Mayor Eric Garcetti
Term Ending: June 30, 2019
- E. Dennis Washburn, San Fernando Valley Service Council, Re-Appointment
Nominated by: Las Virgenes-Malibu Council of Governments
Term Ending: June 30, 2019

The demographic makeup of the San Fernando Valley Service Council with the appointment of these nominees will consist of three (3) White members, four (4) Hispanic members, and one (1) Asian member as self-identified by the members in terms of racial/ethnic identity. The gender breakdown of the Council will be seven (7) men and one (1) woman.

- F. Steven Ly, San Gabriel Valley Service Council, Re-Appointment
Nominated by: City of Rosemead
Term Ending: June 30, 2019
- G. Harry Baldwin, San Gabriel Valley Service Council, Re-Appointment
Nominated by: Fifth District Supervisor Michael D. Antonovich
Term Ending: June 30, 2019
- H. David Spence, San Gabriel Valley Service Council, Re-Appointment
Nominated by: San Gabriel Valley Council of Governments
Term Ending: June 30, 2019

The demographic makeup of the San Gabriel Valley Service Council with the appointment of these nominees will consist of five (5) White members, two (2) Hispanic members, one (1) Asian members, and one (1) Native/Other member as self-identified by the members in terms of racial/ethnic identity. The gender breakdown of the Council will be eight (8) men and one (1) woman.

- I. Robert Burlingham, South Bay Cities Service Council, New Appointment
Nominated by: South Bay Cities Council of Governments
Term Ending: June 30, 2017
- J. Ernie Crespo, South Bay Cities Service Council, New Appointment
Nominated by: South Bay Cities Council of Governments
Term Ending: June 30, 2019
- K. Elaine Jeng, South Bay Cities Service Council, New Appointment
Nominated by: South Bay Cities Council of Governments
Term Ending: June 30, 2019
- L. Roye Love, South Bay Cities Service Council, Re-Appointment
Nominated by: South Bay Cities Council of Governments
Term Ending: June 30, 2019

The demographic makeup of the South Bay Cities Service Council with the appointment of these nominees will consist of two (2) Hispanic members, four (4) White members, one (1) Asian member, and two (2) Black members as self-identified by the members in terms of racial/ethnic identity. The gender breakdown of the Council will be seven (7) men and two (2) women.

- M. Maria Sipin, Westside Central Service Council, Re-Appointment
Nominated by: Los Angeles Mayor Eric Garcetti
Term Ending: June 30, 2019
- N. Perri Sloane Goodman, Westside Central Service Council, Re-Appointment
Nominated by: Westside Cities Council of Governments
Term Ending: June 30, 2019

The demographic makeup of the Westside Central Service Council with the appointment of these nominees will consist of three (3) Hispanic members, three (3) White members, one (1) Asian member, and two (2) Black members as self-identified by the members in terms of racial/ethnic identity. The gender breakdown of the Council will be six (6) men and three (3) women.

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 Council, as it would increase the difficulty of obtaining the quorum necessary to allow the Service Councils to formulate and submit their recommendations to the Board. It would also result in the Service Councils having less diverse representation of their service area.

NEXT STEPS

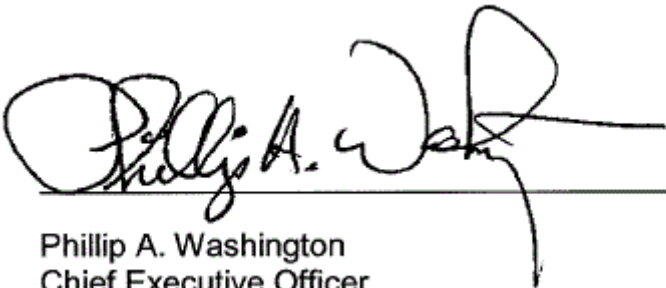
There is one (1) vacant Service Council seat on the San Fernando Valley Service Council for which no nomination has been received. Staff will continue to work closely with the Office of Third District Supervisor Sheila Kuehl, the nominating authority, to identify candidates for the vacant position. Staff will also continue to monitor the major contributors to the quality of bus service from the customer's perspective, and share that information with the Service Councils for use in their work to plan, implement, and improve bus service in their areas and the customer experience using our bus service.

ATTACHMENTS

Attachment A - New Appointees Listing of Qualifications
Attachment B - Appointing Authorities Nomination Letters

Prepared by: Jon Hillmer, Executive Officer of Service Development, Scheduling & Analysis,
(213) 922-6972

Reviewed by: James T. Gallagher, Chief Operations Officer, (213) 922-4424



Phillip A. Washington
Chief Executive Officer

NEW APPOINTEES BIOGRAPHIES AND QUALIFICATIONS

Karina Macias, Nominee for Gateway Cities Service Council



Karina Macias was elected to the Huntington Park City Council in March 2013. Two years after her election, she was voted by her peers to serve as the Mayor of Huntington Park for the 2015-2016 term, making her the youngest Mayor in the history of the City. Councilmember Macias grew up in Huntington Park as the only child of immigrant parents. She holds a Bachelor's Degree in Political Science and Psychology, with a minor in International Studies from Mount St. Mary's University in Los Angeles, and a Master's Degree in International Studies from Chapman University. Upon graduation Ms. Macias began working with the Sisters of St. Joseph as an Assistant Justice

Coordinator for the Social Justice Office where she provides educational services on a variety of social justice topics to the Sisters within the Los Angeles Province.

Additionally, she manages an emergency monetary assistance fund and co-chairs the Southern California Partners for Global Justice group. Her career has given her the community outreach skills that she uses on the City Council, as well as a profound understanding of local government and the importance of transparency in policymaking and governance. Councilmember Macias currently serves as Huntington Park's representative on the HUB Cities Board, Eco Rapid Transit Board, and Sanitation District Board.

Dave Perry, Nominee for San Fernando Valley Service Council



David Perry resides in the San Fernando Valley and has served as Fifth District Supervisor Antonovich's Field Deputy in the Santa Clarita Valley since June 2008. In that capacity, he has been the Supervisor's local point person on issues such as Interstate 5 corridor improvements, California High Speed Rail, Santa Clarita Transit, and local infrastructure projects. Mr. Perry is also the Supervisor's appointee to the North County Transportation Coalition and will further serve the office as the designated Transportation Deputy.

Robert Burlingham, Nominee for South Bay Service Council



Robert Burlingham is a Transportation Planner with Los Angeles World Airports. Mr. Burlingham provided location and site analysis for the LAX FlyAway Program from 2007 through 2011, has worked on various airport pedestrian studies, and has been involved with the Crenshaw line development since he arrived at LAX nine years ago. His 30-year career as an urban planner has included work in regional, county, municipal, and airport planning. Bob has been a resident of Los Angeles since 2002, when he worked as a Senior Regional Planner for

SCAG, and represented SCAG on the South Bay COG Transportation Planning Committee. Bob has an interest in the future of transportation in Los Angeles and believes in a balanced approach with improved transit and rail service, adequate, and maintained highways, and an expanded use of new technologies to better manage congestion and growth in Southern California.

Ernie Crespo, Nominee for South Bay Service Council



Ernie Crespo is currently the Transit Director for the City of Gardena. He has had a lengthy career in transit, having previously worked as Operations Manager with the City of Torrance, a Transit Services Superintendent with Santa Monica Big Blue Bus, and Training and Development Supervisor for Long Beach Transit. Mr. Crespo holds a B.S. in Neurobiology, Physiology and Behavior from UC Davis. Mr. Crespo has a deep passion for providing safe reliable public transit services to the public and seeking efficiencies to

improve service for transit riders. He strives to continue to increase the coordination of services between all South Bay cities, hopefully resulting in better connectivity for customers who use public transit.

Elaine Jeng, Nominee for South Bay Service Council



Elaine Jeng holds a Bachelor's degree in Civil and Environmental Engineering from the University of California, Los Angeles (UCLA). Ms. Jeng's entire working career has been in the field of civil and transportation engineering. She worked for consulting firms URS Corporation and Kaku Associates (now Fehrs and Peers) on highway design, traffic studies, travel demand forecast, and transit oriented developments. As an Associate Civil Engineer for the City of Culver City Public Works, Ms. Jeng implemented a citywide traffic control system including signal synchronization for Metro and Culver

City rapid bus lines using Metro Call for Projects grant funding. The safety of on-street facilities, adequacy of signage and travel path, and the health of the roadway system to support timely arrivals of buses are all areas of Ms. Jeng's expertise.

Ms. Jeng currently works as the Interim Director of Public Works/City Engineer for the City of El Monte. She hopes to bring her insights on building and maintaining infrastructures coupled with her extensive experience with Metro to enhance transit

services to her community and the South Bay. Ms. Jeng is a resident of Manhattan Beach and enjoys riding transit with her family. Ms. Jeng previously served on the South Bay Service Council from July 2014 through June 2015.



Board of Supervisors County of Los Angeles

MICHAEL D. ANTONOVICH
SUPERVISOR

May 20, 2016

Mr. Jon Hillmer
Director, Metro Service Councils
Los Angeles County Metro
One Gateway Plaza
Los Angeles, CA 90012

RE: Recommendation to appoint David Perry to the San Fernando Valley Service Council.

Dear Mr. Hillmer:

This letter serves as my recommendation to appoint David Perry as my representative to the Los Angeles County Metro San Fernando Valley Service Council.

David Perry resides in the San Fernando Valley and has served as my field deputy in the Santa Clarita Valley since June, 2008. In that capacity, he has been the focal point person on issues such as Interstate 5 corridor improvements, California High Speed Rail, Santa Clarita Transit, and local infrastructure projects. David is also my appointee on the North County Transportation Coalition and effective June 8, 2016, will become my transportation deputy.

David'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,

A handwritten signature in blue ink that reads "Mike Antonovich".

MICHAEL D. ANTONOVICH
Supervisor

MDA: ja

ROOM 869 KENNETH HAHN HALL OF ADMINISTRATION, 500 WEST TEMPLE STREET, LOS ANGELES, CALIFORNIA 90012
TELEPHONE (213) 974-5555 • FAX (213) 974-1010 • WEBSITE: www.antonovich.com • E-MAIL: fifthdistrict@lacbes.org



CITY OF BURBANK
OFFICE OF THE CITY MANAGER
(818) 238-5800
FAX (818) 238-5804

March 29, 2016

Mr. Gary Spivack
Deputy Executive Officer
Metro San Fernando Valley Service Council
One Gateway Plaza, MS-99-7-2
Los Angeles, CA 90012

**Re: Nomination of San Fernando Councilmember Antonio Lopez to the Metro
San Fernando Valley Service Council**

Dear Mr. Spivack:

In your letter dated February 22, 2016, you indicated that the Service Council term of San Fernando Councilmember Lopez will expire at the end of June 2016. In order to maintain representation to this important oversight group, the three East Cluster cities of Burbank, Glendale, and San Fernando respectfully request that Councilmember Lopez be re-nominated to serve as a member of the Service Council beginning July 1, 2016. This shortened term would extend to June 30, 2017 to bring his appointment term back in alignment with the Service Council bylaws. This nomination has been discussed with officials from the three East Cluster cities, who agree that Councilmember Lopez is the appropriate person to join Burbank Vice Mayor Jess Talamantes in representing the East Cluster cities on the Service Council.

Thank you for considering our request to nominate Antonio Lopez to the San Fernando Valley Service Council. Should you require any further information, please feel free to contact David Kriske in our Community Development Department at 818.238.5269 or via email at dkriske@burbankca.gov.

Sincerely,

Ron Davis
Interim City Manager
City of Burbank

Cc: Scott Ochoa, City Manager – City of Glendale
Brian Saeki, City Manager – City of San Fernando

273 E. Olive Avenue • P.O. Box 6459
Burbank, California 91510-6459



ERIC GARCETTI
MAYOR

May 12, 2016

Mr. Gary Spivack
Deputy Executive Officer
Metro Regionals Service Councils
One Gateway Plaza MS 99-7-2
Los Angeles, CA 90012

Dear Mr. Spivack:

I hereby submit the nomination of Donald Weissman to continue serving as a representative on the San Fernando Valley Service Council for the term ending June 30, 2019.

Sincerely,

EG:cl

Ramos, Dolores

From: MSN <tdipple@msn.com>
Sent: Friday, May 06, 2016 1:16 PM
To: Ramos, Dolores
Subject: Re: SFV Service Council Appointment

On April 19, 2016, the Las Virgenes-Malibu Council of Governments Governing Board voted to reappoint Dennis Washburn to the San Fernando Valley Service Council seat that is assigned to the West San Fernando Valley cluster of cities as represented by the Las Virgenes-Malibu Council of Governments. The reappointment is effective July 1, 2016 through June 30, 2019.

Please contact me if you have any further questions.

Terry Dipple
Executive Director
Las Virgenes-Malibu COG
818-968-9088

> On May 6, 2016, at 11:18 AM, Ramos, Dolores <RamosD@metro.net> wrote:

>

> Dennis Washburn currently holds on the San Fernando Valley Service Council is assigned to the West San Fernando Valley cluster of cities as represented by the Las Virgenes-Malibu Council of Governments. As the sole nominating authority representing those cities, we just need confirmation that the COG would like to reappoint Dennis Washburn to the July 1, 2016 – June 30, 2019 term.



April 25, 2016

OFFICERS

President
Gene Murabito
1st Vice President
Kevin Stapleton
2nd Vice President
Cynthia Sternquist
3rd Vice President
Margaret Clark

Gary Spivack
Deputy Executive Officer, Metro Service Councils
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza, MS 99-7-2
Los Angeles, CA 90012

RE: METRO SERVICE SECTOR APPOINTMENT

MEMBERS

Alhambra
Arcadia
Azusa
Baldwin Park
Bradbury
Claremont
Covina
Diamond Bar
Duarte
El Monte
Glendora
Industry
Irwindale
La Cañada Flintridge
La Puente
La Verne
Monrovia
Montebello
Monterey Park
Pasadena
Pomona
Rosemead
San Dimas
San Gabriel
San Marino
Sierra Madre
South El Monte
South Pasadena
Temple City
Walnut
West Covina
First District, LA County
Unincorporated Communities
Fourth District, LA County
Unincorporated Communities
Fifth District, LA County
Unincorporated Communities
SGV Water Districts

Dear Mr. Spivack:

This letter is to confirm that at its April 21, 2015 meeting, the San Gabriel Valley Council of Government's (SGVCOG) Governing Board recommended Dave Spence to continue serving as one of the SGVCOG on the MTA San Gabriel Valley Service Sector Board of Directors.

If you have any questions or require further information, please do not hesitate to contact our office at (626) 457-1800 or sgv@sgvcog.org.

Sincerely,

Philip A. Hawkey
Executive Director
San Gabriel Valley Council of Governments

San Gabriel Valley Council of Governments
1000 South Fremont Avenue, Unit #42 ♦ Alhambra, California 91803



Board of Supervisors County of Los Angeles

MICHAEL D. ANTONOVICH
SUPERVISOR

April 14, 2016

Mr. Phil Washington, CEO
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012

Nominee for the Metro San Gabriel Valley Service Council

Dear Mr. Washington:

I am pleased to nominate Harry Baldwin for another term as my appointment to the Metro San Gabriel Valley Service Council.

Harry has been a strong advocate for public transportation in the San Gabriel Valley for several decades, demonstrating clear leadership and support for transportation initiatives in the region.

Harry also is an avid user of the Metro Bus system and will continue to be a vital member of the Service Council.

If you have any questions regarding this nomination, please do not hesitate to contact me.

Sincerely,


MICHAEL D. ANTONOVICH
Supervisor

MCA:mcc

ROOM 809 KENNETH HAHN HALL OF ADMINISTRATION, 500 WEST TEMPLE STREET, LOS ANGELES, CALIFORNIA 90012
TELEPHONE (213) 974-5555 • FAX (213) 974-1010 • WEBSITE: www.antonovich.com • E-MAIL: fifthdistrict@lacbos.org

MAYOR:
SANDRA ARMENTA

MAYOR PRO TEM:
POLLY LOW

COUNCIL MEMBERS:
WILLIAM ALABEON
MARY-LETT CLARK
STEVEN LY



City of Rosemead

8835 E. VALLEY BOULEVARD P.O. BOX 399
ROSEMEAD, CALIFORNIA 91770
TELEPHONE: (626) 569-2100
FAX: (626) 507-9218

April 28, 2016

Gary Spivak
Deputy Executive Officer
1 Gateway Plaza MS 99-7-2
Los Angeles, CA 90012-2952
spivackg@metro.net

Re: Reappointment of Steven Ly to Metro's SGV Service Council

Dear Mr. Spivak:

As you know, Rosemead City Council Member Steven Ly currently represents the cities of Montebello, Monterey Park, and Rosemead on Metro's San Gabriel Valley Service Council. The Metro San Gabriel Valley Service Council is charged with making decisions about bus routes and schedules for Metro bus lines operating in our region. As such, Service Council Bylaws require that nominees live, work, or represent in the region they represent and that they ride public transit on a regular basis. Service Council Members may serve multiple three-year terms. The San Gabriel Valley Service Council currently meets on the second Monday of each month at 5:00 p.m. at Metro's El Monte Division 9 Building.

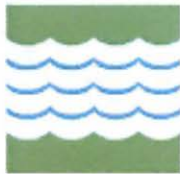
Steven Ly's current three-year term on the Metro SGV Service Council will expire on June 30, 2016. He is a passionate advocate of expanded access to effective public transportation services, particularly for the most vulnerable members of our communities. Accordingly, Steven is interested in being reappointed to serve in this capacity as the representative of the cities of Montebello, Monterey Park and Rosemead.

Please accept this nomination to reappoint Steven Ly to Metro's San Gabriel Valley Service Council representing the cities of Montebello, Monterey Park, and Rosemead.

Sincerely,

Sandra Armenta
Mayor

c Steven Ly, City Council Member
Art Barajas, Mayor, Montebello
Peter Chan, Mayor, Monterey Park
Paul Talbot, City Manager, Monterey Park
Francesca Tucker-Schuyler, City Manager, Montebello
Bill Manis, City Manager, Rosemead



**SOUTH BAY CITIES
COUNCIL OF GOVERNMENTS**

Elba

20285 Western Avenue, Suite 100
Torrance, California 90501
(310) 371-7222
sbccog@southbaycities.org
www.southbaycities.org

April 29, 2016

The Honorable Mark Ridley-Thomas, Chair
& Members of the Board
Los Angeles Metropolitan Transportation Authority
1 Gateway Plaza
Los Angeles, California 90012

Receive
MAY 03 2016
Office of the CEO

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 and one seat that has been vacated. Recommended after receiving the approval of the SBCCOG Board of Directors at the meeting of April 28, 2016 are Elaine Jeng (Redondo Beach resident and rider), Roye Love (Carson senior and rider) and Ernie Crespo (General Manager of G-Trans representing the Municipal Operators). These Appointments are for 3 years. The SBCCOG Board further recommends that Robert Burlingham (LAWA) fill the fourth seat which was vacated. Since he is filling an unexpired term, his appointment is for one year.

We request that you agendize the appointment of these representatives for as soon as possible so they can be seated in July, 2016.

Please notify us when the appointments are confirmed or if you have any questions.

Sincerely,

Jim Gazeley
SBCCOG Chair
Mayor, City of Lomita

cc: Phil Washington, CEO

LOCAL GOVERNMENTS IN ACTION

Carson El Segundo Gardena Hawthorne Hermosa Beach Inglewood Lawndale Lomita
Los Angeles Manhattan Beach Palms Verdes Estates Rancho Palms Verdes Redondo Beach Rolling Hills
Rolling Hills Estates Torrance Los Angeles District #15 Los Angeles County



ERIC GARCETTI
MAYOR

May 12, 2016

Mr. Gary Spivack
Deputy Executive Officer
Metro Regionals Service Councils
One Gateway Plaza MS 99-7-2
Los Angeles, CA 90012

Dear Mr. Spivack:

I hereby submit the nomination of Maria Sipin to continue serving as a representative on the Westside/Central Service Council for the term ending June 30, 2019.

Sincerely,

A handwritten signature in blue ink, appearing to read 'E. Garcetti'.

EG:cl



Date: May 12, 2016

To: Gary Spivack
Deputy Executive Officer, Metro

From: Cecilia Estolano
Executive Director, WSCCOG

CC: Eric Geier, Community Relations Manager, Metro
Dolores Ramos, Sr. Administrative Analyst, Metro
Perri Sloane Goodman Transit Program Administrator, City of West Hollywood

Subject: Westside Cities COG Re-Appointment to the Metro Westside/Central Service Council

On May 12, 2016, the Westside Cities Council of Governments (WSCCOG) Board re-appointed Ms. Perri Sloane Goodman to another 3-year term as the WSCCOG representative to the Metro Westside/Central Service Council beginning July 1, 2016 to June 30, 2019. The WSCCOG Board voted unanimously to approve Ms. Goodman's reappointment.

Please accept this reappointment on behalf of the WSCCOG Board. Should you have any questions regarding this matter, please contact the WSCCOG Project Director Winnie Fong at winnie@elpadvisors.com or at (213) 612-4545.



Board Report

File #: 2016-0395, File Type: Contract

Agenda Number: 33.

SYSTEM SAFETY, SECURITY AND OPERATIONS COMMITTEE JUNE 16, 2016

SUBJECT: UNIFORM RENTAL SERVICES

ACTION: APPROVE CONTRACT MODIFICATION

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to execute Modification No. 9 to Contract No. OP30002227 for **Uniform Rental Services with Prudential Overall Supply** for the not-to-exceed amount of \$650,000, increasing the total contract not-to-exceed value from \$4,515,029.28 to \$5,165,029.28. This modification also extends the period of performance by nine (9) months, from July 1, 2016, through March 31, 2017.

This contract provides on-going uniform rental services, vehicle seat covers, and laundry services for hand towels and floor mats.

ISSUE

Per the current ATU and TCU Collective Bargaining units' agreements, Metro is required to provide over 2,300 Metro represented employees with up to 11 uniforms per employee, as well as provide laundry services for the uniforms.

To avoid service interruption, continue providing the necessary uniform rental program and services, and allow sufficient time to perform all necessary administrative processes associated with contract closeout and changeover, a contract modification is required to extend the period of performance by nine (9) months, from July 1st, 2016 through March 31, 2017 and increase contract expenditure authority while the new procurement actions are completed. Staff anticipates returning to the Metro Board of Directors with a recommendation for award to the new solicitation during the month of November, 2016.

DISCUSSION

Currently under this Contract, uniform rental services are provided to over 2,300 Metro represented labor employees, as well as providing vehicle seat covers and laundry services for hand towels and floor mats.

The existing uniform rental services Contract No. OP30002227 with Prudential Overall Supply (POS)

will expire on June 30, 2016. At the January 2016 Board meeting, the Board approved and awarded Item #40 for a new contract award with POS to provide uniform rental services for a not-to-exceed amount of \$3,108,087 for a three-year term. As part of their bid, POS made a 0% Small Business Enterprise (SBE) commitment. Although the solicitation originally included two, one year option terms, the contract recommendation only included the base three-year award to demonstrate Metro's commitment to the Small Business Program.

Subsequent to award, POS expressed financial concerns related to their bid considering the elimination of the option years, and requested additional compensation beyond their submitted bid. Staff informed POS that by submitting a bid in response to the IFB, they had agreed to the terms and conditions of the contract including Metro's right not to exercise the option years, which was part of the IFB. POS then informed Metro that they would not be able to execute the contract.

Therefore, Staff is re-procuring for this service while reaching out to uniform suppliers soliciting their feedback to address any questions regarding the previous procurement requirements and updating the solicitation package in an effort to allow an opportunity for small business involvement, increase competition and attract more firms and small businesses to work with Metro.

Staff has been actively working with the current contractor as well as Metro represented employees to ensure timely and improved service delivery. Necessary adjustments have been made through developing new procedures and improving communications among parties involved to address the employees' feedback received;

- Improve the process to obtain new uniforms for Metro newly hired employees and employees new to a classification.
- Ensure the availability of uniforms designed for females.
- Ensure employees transferred from one location to another continue to receive the required uniforms.
- Ensure timely service of uniforms in need of repair or replacement uniforms in lieu of worn-out sets.

Staff distributed the updated procedures for each of the inquiries listed above to all the Division Managers and Assistant Managers. These procedures are to be followed by the employees and their supervisors. Staff continues to proactively work with the contractor and Metro represented employees to further improve service delivery and reliability.

To avoid uniform rental service interruption, a contract modification is required to extend the period of performance and increase contract expenditure authority while the new procurement process is completed.

DETERMINATION OF SAFETY IMPACT

The approval of this item will ensure the supply of uniforms that clearly identify Metro represented labor employees and continue delivering safe, quality, on-time and reliable services system-wide.

FINANCIAL IMPACT

Funding of \$650,000 for this contract is included in the FY17 proposed budget in multiple maintenance cost centers, account - 50215 (F/B Uniforms), projects 306002 (Bus Operations), 300022 (Blue Line Operations), 300033 (Green Line Operations), 300044 (Red Line Operations), 300055 (Gold Line Operations), 301012 (Orange Line Operations), and 300066 (Expo Line).

Impact to Budget

The current year funding for this action will come from the Enterprise operating fund. The source of funds for this procurement will come from Federal, State and local funding sources that are eligible for Bus and Rail Operating or Capital Projects. These funding sources will maximize the use of funds for these activities. This activity is part of Metro's on-going maintenance costs.

ALTERNATIVES CONSIDERED

Staff considered executing a short term contract with a different vendor, in the interim, until the new solicitation processes are completed. This will require several months to close-out the existing contract, setup the short term contract and allow approximately 90 days for the ordering of new uniforms. Staff's assessment indicates this is time consuming and not a cost-effective option for Metro.

Staff further considered purchasing uniforms, hand towels, mats, and vehicle seat covers, along with providing in-house laundry services. This would require the hiring and training of additional personnel, purchase of additional equipment, vehicles, and supplies to support the expanded responsibility. Staff's assessment indicates this is not a cost-effective option for Metro.

NEXT STEPS

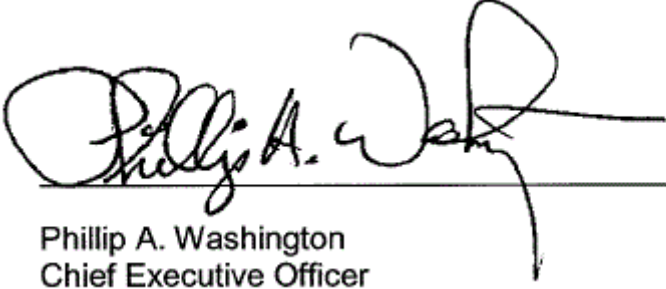
Upon Board approval, staff will execute Modification No. 9 with Prudential Overall Supply under the current Contract No. OP30002227 to continue providing uniform rental and laundry program services until the replacement contract begins.

ATTACHMENTS

Attachment A - Procurement Summary
Attachment B - DEOD Summary
Attachment C - Contract Modification/Change Order Log

Prepared by: Brady Branstetter, Director, Facilities Maintenance, (213) 922-6767
Lena Babayan, Facilities Maintenance Manager, (213) 922-6765
Chris Reyes, Transportation Planning Manager III, (213) 922-4808

Reviewed by: James T. Gallagher, Chief Operations Officer, (213) 922-4424
Ivan Page, Interim Executive Director, Vendor/Contract Management, (213) 922-6383



Phillip A. Washington
Chief Executive Officer

PROCUREMENT SUMMARY

UNIFORM RENTAL SERVICES / OP30002227

1.	Contract Number: OP30002227		
2.	Contractor: Prudential Overall Supply		
3.	Mod. Work Description: Additional Funding and Extend the Period of Performance		
4.	Contract Work Description: Uniform Rental Services		
5.	The following data is current as of: May 19, 2016		
6.	Contract Completion Status		Financial Status
	Contract Awarded:	11/19/08	Contract Award Amount: \$2,538,329.00
	Notice to Proceed (NTP):	N/A	Total of Modifications Approved: \$1,976,700.28
	Original Complete Date:	11/30/15	Pending Modifications (including this action): \$650,000.00
	Current Est. Complete Date:	3/31/17	Current Contract Value (with this action): \$5,165,029.28
7.	Contract Administrator: Rommel Hilario		Telephone Number: 213-922-4654
8.	Project Manager: Carlos Martinez		Telephone Number: 213-922-2761

A. Procurement Background

This Board Action is to approve Modification No. 9 to Contract No. OP30002227 for Uniform Rental Services, Firm Fixed Unit Price Contract with Prudential Overall Supply for the not-to-exceed amount of \$650,000, increasing the total not-to-exceed contract value from \$4,515,029.28 to \$5,165,029.28. This Modification also extends the period of performance from June 30, 2016 to March 31, 2017. In addition to providing on-going uniform rental services, the Contract provides laundry services for uniforms, hand towels, and floor mats.

A total of eight Modifications have been executed to date. Refer to Attachment C – Contract Modification/Change Order Log.

The purpose of the Contract Modification is to extend the period of performance to the existing contract which will allow staff sufficient time to issue another procurement for a new contract. A new contract was approved by the Board on January 28, 2016, to award to POS. POS was the only firm who submitted a bid, with a 0% SBE

commitment. As this was a non-federally funded IFB, meeting the SBE goal could not be a condition of award. The contract award recommendation complied with the California code but only included the base three-year term to demonstrate Metro's commitment to the Small Business Program and allow for an earlier re-procurement. POS has refused to sign the contract as a result of the elimination of the option terms. Therefore, staff will issue another solicitation for the reprocurement of uniform services.

B. Cost/Price Analysis

The extension pricing has been determined to be fair and reasonable. The rates offered for the extension are the existing fixed unit rates in the current contract.

	BID AMOUNT	METRO ICE	NEGOTIATED AMOUNT
1	\$650,000	\$650,000	\$650,000

DEOD SUMMARY

UNIFORM RENTAL SERVICES / OP30002227

A. Small Business Participation

The Diversity & Economic Opportunity Department (DEOD) did not recommend a Disadvantaged Business Enterprise Level of Participation (DALP) due to the lack of subcontract opportunities. Prudential Overall Supply did not make a DBE commitment, meeting the DALP was not a condition of award.

B. Project Labor Agreement/Construction Careers Policy

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

C. Living Wage Service Contract Worker Retention Policy

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

D. Prevailing Wage Applicability

Prevailing wage is not applicable to this modification.

ATTACHMENT C

CONTRACT MODIFICATION/CHANGE ORDER LOG

UNIFORM RENTAL SERVICES/OP30002227

Mod. No.	Description	Date	\$ Amount
1	Revised SOW – Added uniform items	12/17/08	\$0
2	Administrative Change	12/18/08	\$0
3	Revised SOW – Added uniform items	4/14/11	\$144,991
4	Revised SOW – Added uniform items	5/11/11	\$68,497.52
5	Revised SOW – Added uniform items	2/1/13	\$13,033.76
6	Pay Delinquent Invoices	8/30/14	\$120,178
7	Period of Performance Extension	11/14/14	\$850,000
8	Period of Performance Extension	9/17/15	\$780,000
9	Additional Funding and Period of Performance Extension	PENDING	\$650,000
	Modification Total:		\$2,626,700.28
	Original Contract:	11/19/08	\$2,538,329
	Total:		\$5,165,029.28



Board Report

File #: 2016-0437, File Type: Contract

Agenda Number: 38

**EXECUTIVE MANAGEMENT AND AUDIT COMMITTEE
JUNE 23, 2016**
SUBJECT: LABOR COMPLIANCE MONITORING BENCH**ACTION: APPROVE LABOR COMPLIANCE MONITORING BENCH CONTRACT(S)****RECOMMENDATION**

CONSIDER:

- A. AUTHORIZING the Chief Executive Officer to execute Contract Modification No.1 to the **Labor Compliance Bench (The Bench)** Contract Numbers PS-21307700 A-J, for labor compliance monitoring services, to exercise the first one-year option and extend the contract term from June 30, 2016 to June 30, 2017 increasing the total authorized not-to-exceed amount by \$1,578,584 from \$13,478,064 to \$15,056,648;
- B. AUTHORIZING the award of a task order with Padilla & Associates, Inc. for Contract No. PS-21307700-E to perform labor compliance monitoring services on the South Western Light-Rail Vehicle Yard Project for a fixed price of \$772,575.87, increasing the total contract amount from \$78,413.23 to \$850,989.87;
- C. APPROVING Labor Compliance Monitoring Services task orders for the I-405 Sepulveda Pass Widening Project with Parsons Corporation (Task Order #1) for the fixed price amount of \$1,640,930.76; for the Crenshaw/LAX Project with the Solis Group (Task Order #32) for the fixed price amount of \$3,646,745; for the Regional Connector Transit Corridor Project with Perceptive Enterprises, Inc. (Task Order #45) for the fixed price amount of \$2,915,465.43; and for the Westside Subway Extension Section 1 Design/Build Project with Metro Compliance Services, JV (Task Order #48R) for the fixed price amount of \$3,952,560.03; and
- D. AUTHORIZING the Chief Executive Officer to award and execute task orders with the total authorized amount of \$15,056,648.

ISSUE

On June 16, 2011, the Board of Directors authorized the Chief Executive Officer (CEO) to establish a qualified list of candidates to perform labor compliance monitoring services for Metro construction projects under RFIQ PS-2130-7700 to the recommended consultants (Attachment A), for a period of five years with five, one year options. The expiration date for the base five year period for the Labor Compliance Monitoring Bench is June 30, 2016. Staff is seeking approval to exercise the first of five, one year options in order to meet the requirements of the California Labor Code, Davis Bacon and related Acts that require Metro to ensure all construction workers employed to work on Metro

funded construction projects are compensated according to the state and federal prevailing wage laws and regulations.

Task orders have been issued for various amounts (see Attachment A) on the premise that the funding for Labor Compliance Monitoring services was authorized within the Board of Directors approved life of project (LOP) budgets for the various capital projects. The Board Report in June 2011 stated all costs will be included in the approved LOP budgets for each capital project.

Staff, with the end of the contract term approaching, reviewed the initial Board Report and contracts in order to exercise the first of the five, one year options. Upon review of all relevant documentation it was determined the June 2011 Board Report had not:

1. Provided for specific authorization to the CEO to execute task orders under the individual Bench Contracts within a specified amount; and
2. Establish a total not-to-exceed amount for the Bench.

Although the Board authorized award of the bench contracts, the board action did not specifically include funding authority. The CEO, pursuant to his Board delegated authority, authorized award and execution of task orders up to \$500,000 per contract. Staff needed to obtain Board approval of task orders that exceed the limit of \$500,000 per contract. Staff issued a total of 48 task orders under the ten bench contracts. However, staff inadvertently exceeded their authority on four of the contracts by awarding task orders in excess of the \$500,000 contract limit. Item C of this recommendation is a request for ratification of those four task orders.

Vendor/Contract Management (V/CM) engaged in a review of all bench contracts and single contracts where task orders are issued to determine if any other task orders had been issued exceeding Board approved authorizations. V/CM reviewed these contracts and found they were compliant and consistent with Board approved authority.

V/CM has proceeded with corrective action to ensure such incidents do not happen in the future. In the short term, by June 30, 2016, V/CM will receive a daily report generated in the Contract Information Management System (CIMS) listing all bench contracts and the task order amounts awarded-to-date. This report will provide the V/CM team, Contract Administrators, Buyers and management, daily awarded balances for all active bench contracts to manually compare against the Board approved funding amounts.

In the long term, V/CM will work with the Information Technology (IT) department to program and implement a solution of systematic controls through a detailed bench contract tracking application, to be completed within six months (November 2016). The application will provide daily tracking of bench contract awards, and electronically reconcile the contract awards to the authorized contract

limit, and create warning notifications to the Project Manager and V/CM management when the approved bench value reaches 75 percent of authorized contract limit. This solution has already been developed in concept, within the capabilities of CIMS, but the actual program coding needs to be developed.

DISCUSSION

The California Labor Code, and the Davis Bacon Act and related Acts require Metro to ensure that all construction workers employed to work on Metro funded construction projects are compensated according to state and federal prevailing wage laws and regulations. The Consultants on the Bench are responsible for evaluating, monitoring, and advising Metro on enforcing prevailing wage requirements on assigned construction projects. This includes maintaining all required records, providing assistance to field personnel, conducting field interviews and investigations and other duties in accordance with applicable laws and regulations governing public works projects.

Since the inception of the Bench, 48 task orders have been issued to date (See Attachment A), totaling \$13,478,063.38. The Bench has been an effective tool, specifically on Metro's mega, high profile projects. Currently, nine of the ten prime Bench consultants are certified as DBE's and SBE's. SBE's and DBE's have been awarded \$12,702,523 of the \$13,478,063 awarded to date (approximately 94% of the total awarded value). Metro's Small Business Enterprise (SBE) Program, Small Business Prime Program, or Disadvantaged Business Enterprise (DBE) Program are applied to the task order solicitations based on funding sources and estimated task order value.

As new capital projects have been approved by the Board, the funds for Labor Compliance monitoring services have been included in the approved LOP budgets for each capital project. The process to issue task orders on approved capital projects is as follows:

- An independent cost estimate and Scope of Work are developed by the Diversity & Economic Opportunity Department (DEOD) Project Manager.
- A requisition is developed by the DEOD finance unit and approved by the Project Manager for the capital project. DEOD submits the approved requisition, scope of work and information sheet to the Contract Administrator (CA) to issue a written request for a proposal from the members of the Bench.
- The CA receives proposal(s) and distributes them to the evaluation committee.
- The evaluation committee evaluate the proposals, the quality of work on previous task orders, demonstrated capabilities, the quality of deliverables, existing workload, cost control, price and other relevant factors (small business utilization, staff availability and hours proposed)
- The DEOD Project Manager prepares a recommendation memo and submits to CA, who determines the price is fair and reasonable.
- The CA issues a Notice of Intent to Award to inform the entire Bench of contractor selection and issues a Firm Fixed Price task order to the selected firm. Concurrently, the awardee submits a payment schedule to be approved by the DEOD Project Manager.

The Labor Compliance Monitoring Bench has been successful in providing DBE/SBE opportunities, meeting established goals, effective monitoring based on state and federal regulations and ensuring that workers on Metro's project are being paid the correct prevailing wage rates.

DETERMINATION OF SAFETY IMPACT

The approval of this recommended action will not have any direct impact on the safety of our customers and employees.

FINANCIAL IMPACT

Labor Compliance funding for capital projects have been included in the various budgets for new projects in FY17, which in most instances, is transferred to Cost Center 2130 (DEOD) and spent from there; if the funds remain in the Construction Cost Centers, DEOD staff is included in the approval hierarchy.

A total of \$1,578,584 has been estimated for FY17 for current task orders and issuing new task orders. The \$772,575.87 for the task order award listed in Recommendation B (Southwestern Light-Rail Vehicle Yard Project) is included in the total estimated amount for FY17. The remaining \$806,009 will be used to issue new task orders on various anticipated capital projects.

Capital project funding will be the source of funding for the Labor Compliance Monitoring task orders. DEOD will continue to work with Project Managers and cost center managers to budget cost in current and future years.

Impact to Budget

Capital project funding including federal, state, sales tax and grant funds is the source of funding for the Labor Compliance Monitoring task orders. Labor Compliance is built into the LOP and/or operating project budgets charged under the contracts identified in this report.

ALTERNATIVES CONSIDERED

An alternative is to perform labor compliance monitoring services using only Metro staff by adding additional FTEs. This alternative is not recommended because the volume of capital construction work is constantly changing making this activity subject to peak periods alternating with periods of low activity.

NEXT STEPS

Upon approval of the requested recommendations, staff will continue to award individual task orders for prevailing wage compliance monitoring services within the total Board approved funds, using funds included in the approved life of project budgets for capital projects in FY17.

Staff will continue to provide oversight on the active task orders under the existing Bench contracts.


ATTACHMENTS

- A. Procurement Summary
- B. List of Consultants & Awarded Task Orders
- C. DEOD Summary
- D. Board Report EMAC8

Prepared by: Miguel Cabral, Executive Officer
Diversity & Economic Opportunity (213) 922-2232

Wendy White, Project Manager
Diversity & Economic Opportunity (213) 922-2648

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



Phillip A. Washington
Chief Executive Officer

PROCUREMENT SUMMARY

LABOR COMPLIANCE MONITORING BENCH / PS21307700 A-J

1.	Contract Number: PS21307700 A-J		
2.	Contractor: Multiple Firms (Labor Compliance Bench Firms)		
3.	Mod. Work Description: Administrative Changes to Labor Compliance Bench Contract		
4.	Work Description: Conduct labor compliance monitoring services for all construction projects that require the contractor pay prevailing wages under California State Labor Code.		
5.	The following data is current as of: May 20, 2016		
6.	Contract Completion Status:		Financial Status:
	Award Date:	June 16, 2011	Board Approved NTE Amount: N/A
	Notice to Proceed (NTP):	June 30, 2011	Total Contract Modification Authority (CMA): N/A
	Original Completion Date:	June 30, 2016	Value of Task Orders and Mods. Issued to Date (including this action): \$13,478,064
	Current Est. Complete Date:	June 30, 2020 for Task Orders	Pending Approval Amount: \$ 1,578,584
7.	Contract Administrator: Barbara A. Gatewood		Telephone Number: (213) 922-7317
8.	Project Manager: Wendy White		Telephone Number: (213) 922-2648

A. Procurement Background

This Board action is to authorize the Chief Executive Officer to execute Contract Modification No. 1 to the Labor Compliance Bench contracts, numbers PS21307700 A-J, to exercise the first, one year option extending the contract term from June 30, 2016 to June 30, 2017, and increasing the total authorized not-to-exceed amount by \$1,578,584 from \$13,478,064 to \$15,056,648.

In addition, staff is requesting the Board authorize the award of Task Order No. 47 with Padilla & Associates, Inc, Contract No. PS2130-7700 - E for Labor Compliance Monitoring on the Southwestern Light-Rail Vehicle Yard Project for the fixed price amount of \$772,575.87.

Lastly, the Board is requested to approve Labor Compliance Monitoring Services Task Order No. 1 for the I-405 Sepulveda Pass Widening Project with Parsons Corporation for the fixed price amount of \$1,640,930.76; Task Order No. 32 for the Crenshaw/LAX Project with the Solis Group for the fixed price amount of \$3,646,745; Task Order No. 45 for the Regional Connector Transit Corridor Project

with Perceptive Enterprises, Inc. for the fixed price amount of \$2,915,465.43; and Task Order No. 48R for the Westside Subway Extension Section 1 Design/Build Project with Metro Compliance Services, JV for the fixed price amount of \$3,952,560.03.

All Task Orders and Contract Modifications are handled in accordance with Metro's Acquisition Policy. The contract type is a firm fixed price.

B. Cost/Price Analysis

The recommended price for this action has been determined to be fair and reasonable based on fact finding and negotiations in accord with Metro's Acquisitions Policy. All future task orders and modifications will be determined to be fair and reasonable in accordance with Metro's Acquisition Policy at the time of issuance and award.

**LABOR COMPLIANCE BENCH MONITORING
ALL TASK ORDER AWARDS & PAID TO DATE VALUES**

A	B	C	D	E	G	H
	Task Order #	Contract Number	Project Description	LC Bench Consultant	Life of Task Order Total Amount	Amount Paid to Date
1	6	C0-940	Division 3 Master Plan	Avant Garde	\$ 14,856.00	\$ 14,856.00
2	9	OP-3344-2103	Trash & Vegetation Removal	Avant Garde	\$ 39,319.00	\$ 39,319.00
3	18	C0-983	I-405 Soundwall Package 5&7	Avant Garde	\$ 105,898.00	\$ 105,898.00
4	22	C-1016	Lighting Upgrade @ Maintenance Building	Avant Garde	\$ 4,350.00	\$ 4,350.00
5	24	C-1022	Bus Stop Amenity Improvements @ Locations Along Slauson Ave.	Avant Garde	\$ 2,285.00	\$ 2,285.00
6	38	C-1037R	Bus Div. Generators (Div. 1, 7 & 8 w/options @ Div. 3)	Avant Garde	\$ 18,701.00	\$ 18,701.00
7	49R	C-1056	Westside Subway Ext. Advance Utility Relocation (LaCienga Station)	Avant Garde	\$ 62,680.00	\$ 7,487.00
				Avant Garde Subtotals:	\$ 248,089.00	\$ 192,896.00
8	2	C0-943	Metro Orange Line Extension	Casamar Group	\$ 151,825.80	\$ 151,825.80
9	46	C-1043	Universal City Pedestrian Bridge	Casamar Group	\$ 50,562.23	\$ 48,193.68
10	39	OP-8380-3019	Division 13 CNG Fueling Facility D/B	Casamar Group	\$ 16,042.50	\$ 16,042.50
				Casamar Group Subtotals:	\$ 218,430.53	\$ 216,061.98
11	40	C-0981	Regional Connector Advance Utilities Relocation	Gail Charles Consulting Services (GCCS)	\$ 30,847.65	\$ 30,847.65
				GCCS Subtotals:	\$ 30,847.65	\$ 30,847.65
12	14	C-1000	Div.2 Cyclone Replacement	Metro Compliance Services, JV (MCS)	\$ 7,064.25	\$ 7,064.25
13	48R	C-1045	Westside Subway Extension Section 1 Design/Build	MCS	\$ 3,952,560.03	\$ 27,727.02
14	3	C0-958	El Monte Transit Center	MCS	\$ 130,144.80	\$ 130,144.80
15	44	C-1067	Pavement Replacement @ Divison 8	MCS	\$ 10,601.73	\$ 10,601.73
16	41	C-1020	MRL Union Station West Entrance Skylight Ventilation Modification	MCS	\$ 7,180.03	\$ 7,180.03
17	34	C-1038R	Vault House Relocation Div. 2, 8, 10 & 15 (Phase 1)	MCS	\$ 8,626.00	\$ 8,626.00
18	35	C-1058	Division 9 Transportation Building Addition and Renovation	MCS	\$ 44,558.00	\$ 44,558.00
				MCS Subtotals:	\$ 4,160,734.84	\$ 235,901.83
19	11	C0-990	Crenshaw Advanced Utilities Project	Padilla & Associates	\$ 22,698.95	\$ 22,698.95
20	12	C0-985R	Lankershim Depot Rehabilitation	Padilla & Associates	\$ 4,846.52	\$ 4,846.52
21	13	C0-986	Harbor Transit Video Surveillance	Padilla & Associates	\$ 3,970.67	\$ 3,970.67
22	27	C-1042	Re-Roofing @ Div. 10 Tranp. Bldg.	Padilla & Associates	\$ 8,000.00	\$ 8,000.00
23	31	C-1048	Westside Subway Extension Project - Advanced Utility Relocations (La Brea Station)	Padilla & Associates	\$ 19,028.02	\$ 19,028.02
24	33	C0-973A	Sound Wall Package 6 & 8	Padilla & Associates	\$ 19,869.07	\$ 19,869.07

**LABOR COMPLIANCE BENCH MONITORING
ALL TASK ORDER AWARDS & PAID TO DATE VALUES**

A	B	C	D	E	G	H
	Task Order #	Contract Number	Project Description	LC Bench Consultant	Life of Task Order Total Amount	Amount Paid to Date
25	47	C0-991	Division 16 Southwestern Yard Design/ Build (Recommendation D)	Pending Award		\$ -
				Padilla & Associates Subtotals:	\$ 78,413.23	\$ 78,413.23
26	1	C0-882	I-405 Sepulveda Pass Widening Project	Parsons	\$ 1,640,930.76	\$ 1,640,930.76
				Parsons Subtotals:	\$ 1,640,930.76	\$ 1,640,930.76
27	4	C0-938	In Ground Hoist Replacement	Perceptive Enterprises, Inc.	\$ 12,750.00	\$ 12,750.00
28	7	OP-3340-2480	Red Line Civic Center Station Escalator Replacement	Perceptive Enterprises, Inc.	\$ 40,795.00	\$ 40,795.00
29	19	C0-963	D/B Metro Green Line Storage Bldg @ Division 22	Perceptive Enterprises, Inc.	\$ 9,553.47	\$ 9,553.47
30	20	C0-999R	Division 10 Pavement Replacement (Employee Parking)	Perceptive Enterprises, Inc.	\$ 4,584.98	\$ 4,584.98
31	23	C-1017	Landscape Improvements	Perceptive Enterprises, Inc.	\$ 4,145.11	\$ 4,145.11
32	30	C0-998R	Pasadena Goldline Repairs D/B	Perceptive Enterprises, Inc.	\$ 34,097.71	\$ 34,097.71
33	45	C-0980	Regional Connector Transit Corridor	Perceptive Enterprises, Inc.	\$ 2,915,465.43	\$ 422,995.68
34	42	C-1013R	MOL to MRL North Hollywood Station West Entrance	Perceptive Enterprises, Inc.	\$ 63,651.64	\$ 63,651.64
				Perceptive Enterprises, Inc. Subtotals:	\$ 3,085,043.34	\$ 592,573.59
35	5	C0-975	Harbor Transit Improvements	The "G" Crew	\$ 21,209.00	\$ 21,209.00
36	8	OP-3344-2235	Anti-Graffiti Film	The "G" Crew	\$ 32,218.41	\$ 32,218.41
37	10	OP-3344-2634	Roll-Up Door Maintenance	The "G" Crew	\$ 79,812.27	\$ 71,723.01
38	16	OP-8380-2788R	Automated Portable Toilet	The "G" Crew	\$ 10,423.60	\$ 10,423.60
39	17	C0-974	Div.13 Bus Maint. & Oper. Facility	The "G" Crew	\$ 122,502.56	\$ 122,502.56
40	21	C-1015R	Division 1 Cyclone Replacement	The "G" Crew	\$ 5,512.83	\$ 5,512.83
41	25	C-1026	Pavement Replacement @ Blue Line	The "G" Crew	\$ 15,282.31	\$ 15,282.31
42	26	C-1033	Pavement Replacement @ Blue Line Artesia Station Bus Terminal & Terminal 26	The "G" Crew	\$ 5,512.83	\$ 5,512.83
43	28	C-1051	Radiant Heater Replacement @Div. 7 (Incl. Amend. #1)	The "G" Crew	\$ 5,974.17	\$ 5,974.17
44	29	C-1031	Div. 9 & 18 Water Recycling System	The "G" Crew	\$ 5,974.17	\$ 5,974.17
45	36	C-1046	Vault House Relocation @ Div. 1,5,9 & 18 (Phase 1)	The "G" Crew	\$ 17,686.61	\$ 17,686.61
46	37	C-1030R	Div 8, 10 & 15 Metal Bin Canopies & Building Awnings (Phase 1)	The "G" Crew	\$ 17,686.61	\$ 17,686.61
47	43	PS-12-6430-306R	Gateway Building Carpet Replacement	The "G" Crew	\$ 23,994.96	\$ 23,994.96
				The "G" Crew Subtotals:	\$ 363,790.33	\$ 355,701.07
48	15	C-1018	Div. 3 Maintenance Pit Waste Oil	The Solis Group	\$ 5,039.30	\$ 5,039.30

**LABOR COMPLIANCE BENCH MONITORING
ALL TASK ORDER AWARDS & PAID TO DATE VALUES**

A	B	C	D	E	G	H
	Task Order #	Contract Number	Project Description	LC Bench Consultant	Life of Task Order Total Amount	Amount Paid to Date
49	32	C0-988	Crenshaw / LAX	The Solis Group	\$ 3,646,745.00	\$ 759,338.20
				The Solis Group Sutotals:	\$ 3,651,784.30	\$ 764,377.50
GRAY INDICATES CLOSED TASK ORDERS				Totals	\$ 13,478,063.98	\$ 4,107,703.61

RECOMMENDATION "C"

REQUEST FOR APPROVAL OF AWARD LIST

A	B	C	D	E	F	F
	Task Order #	Contract Number	Project Description	LC Bench Consultant	Life of Task Order Total Amount	Amount Paid to Date
1	48R	C-1045	Westside Subway Extension Section 1 Design/Build	Metro Compliance Services, JV	\$ 3,952,560.03	\$ 27,727.02
2	1	C0-882	I-405 Sepulveda Pass Widening Project	Parsons	\$ 1,640,930.76	\$ 1,640,930.76
3	45	C-0980	Regional Connector Transit Corridor	Perceptive Enterprises, Inc.	\$ 2,915,465.43	\$ 422,995.68
4	32	C0-988	Crenshaw / LAX	The Solis Group	\$ 3,646,745.00	\$ 759,338.20
GRAY INDICATES CLOSED TASK ORDERS					\$ 12,155,701.22	\$ 2,850,991.66

DEOD SUMMARY

LABOR COMPLIANCE MONITORING BENCH / PS-2130-7700 A thru J

A. Small Business Participation

There are a total of ten Primes on the Bench, nine of whom are Disadvantaged Business Enterprise (DBE) and Small Business Enterprise (SBE) certified firms. Parsons Constructors, Inc. is the only non-DBE Prime.

Each task order has either a 35% DBE or SBE goal depending on the funding source of the task order. DBE and SBE participation is based on the aggregate value of all task orders issued. The Primes have exceeded the DBE or SBE goals on all task orders awarded to date, except for Opportunity Marketing Group which has yet to receive a task order.

	DBE/SBE Primes & Subcontractors	Current DBE Participation	Current SBE Participation
1	Padilla & Associates	100%	0%
	TOTAL	100%	0%
2	Parsons Constructors, Inc.		
	CVL Consulting	47.92%	0%
	The G crew	0%	0%
	Construction Planning & Management	0%	0%
	LCPtracker	0%	0%
	Hill International, Inc.	0%	0%
	TOTAL	47.92%	0%
3	The Solis Group	94.6%	0%
	CS & Associates (CS&A)	5.4%	0%
	TOTAL	100%	0%
4	Perceptive Enterprises	95.6%	0%
	Gail Charles Consulting Services	4.4%	0%
	GCAP Services	0%	0%
	Diana Ho Consulting Services	0%	0%
	TOTAL	100%	0%
5	Metro Compliance Services, JV	100%	100%
	TOTAL	100%	100%
6	Avant Garde	100%	100%
	TOTAL	100%	100%
7	Casamar Group, LLC	100%	100%
	TOTAL	100%	100%

8	The G Crew	100%	100%
	TOTAL	100%	100%
9	Gail Charles Consulting Service	100%	0%
	TOTAL	100%	0%
10	Opportunity Marketing Group	0%	0%
	E.W. Moon, Inc.	0%	0%
	Administration Rescue, Inc.	0%	0%
	Vahishta, Inc.	0%	0%
	TOTAL	0%	0%

**Metro**Los Angeles County
Metropolitan Transportation AuthorityOne Gateway Plaza
Los Angeles, CA 90012-2952213.922.2000 Tel
metro.net**EXECUTIVE MANAGEMENT AND AUDIT COMMITTEE
JUNE 16, 2011****SUBJECT: LABOR COMPLIANCE PROGRAM****ACTION: ESTABLISH PROFESSIONAL SERVICES BENCH****RECOMMENDATION**

Authorize the Chief Executive Officer to establish a qualified list of candidates to perform labor compliance monitoring activities for Metro construction projects under Request for Interests and Qualifications (RFIQ) PS-2130-7700 to consultants recommended in the Procurement Summary (Attachment A) for a contract period of five years with five one year options.

ISSUE

Metro is required to monitor the payment of prevailing wages to workers performing on construction projects in accordance with the California Labor Code and the US Department of Labor, Davis-Bacon and Related Acts.

DISCUSSION

The California Labor Code and the Davis Bacon and Related Acts require Metro to ensure that all construction workers employed to work on Metro funded construction projects are compensated according to the state and federal prevailing wage laws and regulations. Although the penalty for not paying construction workers appropriately are typically levied against the construction contractors, the State of California clearly identifies the responsibility for oversight lies with the public agency through guidance found in the California Labor Code.

ATTACHMENT D

The volume of construction projects is expected to significantly increase in the months and years to come based upon the following factors: 1) The Metro Board adopted the Long Range Transportation Plan update on March 2010 including the addition of Measure R, which will result in a variety of construction projects that will require prevailing wage monitoring ranging from street and facility maintenance to the construction of major rail projects; 2) The American Recovery and Reinvestment Act of 2009 (ARRA) will provide funds to be used for transportation capital projects.

The consultants on the labor compliance monitoring bench will be responsible for evaluating, monitoring, and enforcing prevailing wage requirements on construction projects as assigned. This will include maintaining all required records, providing assistance to field personnel, conducting field interviews and investigations and any other duties in accordance with applicable laws and regulations governing public works projects.

Metro staff will provide compliance oversight that will consist of periodic audits of contractor files and review and approval of all underpayment and restitution activities. Metro will also conduct orientations to ensure requirements are clearly explained to contractors awarded construction projects. All matters relative to technical or legal aspects of projects will be deferred to Metro.

The details of the procurement are included in the Procurement Summary in Attachment B. A total of eight firms have been selected for the bench. Of the eight firms, seven are certified small businesses. The DBE/SBE goal for the bench contracts is 35%.

FINANCIAL IMPACT

A total of \$450,000 has been included in the FY12 budget in cost center 2130, DEOD to fund currently active projects. As new capital projects are approved by the Board, budget amendments will be requested to add funds to the budget to issue task orders to fund the new work. All costs will be included in the approved life-of-project budgets for each capital project.

Since this is an on-going state and federal requirement, the cost center manager and Chief Administrative Services Officer will be accountable for budgeting the cost in future years.

Impact to Budget

The source of the funds for Labor Compliance monitoring is a combination of capital and operating fund sources including federal, state, sales taxes and grant funds. The following table shows the fund allocation. Labor Compliance funding for capital projects will be included in the life of project (LOP) budget for new projects from inception.

ALTERNATIVES CONSIDERED

One alternative is to perform the duties using Metro staff by adding additional FTEs. A minimum of four FTEs are forecasted to perform prevailing wage monitoring. The cost for this option is estimated at \$400,000 per year. This is a viable option that represents a savings to Metro. This alternative is not recommended because the volume of capital construction work is constantly changing making this activity subject to peak periods alternating with periods of low activity.

A second alternative is to rely upon the contractor's monitoring and required reporting activities to Metro. This alternative also presents a savings to Metro. This alternative is not recommended because it would be impossible for Metro to ensure that all contractors are complying with the federal and state laws without an independent oversight role.

NEXT STEPS

Begin to award individual task orders for prevailing wage compliance monitoring. The first projects to be awarded include the I-405 Sepulveda Pass Widening Project; the Orange Line Extension and the El Monte Busway and Transit Center.

ATTACHMENTS

A. Procurement Summary

Prepared by: Linda B. Wright, Deputy Executive Officer, DEOD

Michelle Lopes Caldwell

Michelle Lopes Caldwell
Chief Administrative Services Officer

Arthur T. Leahy

Arthur T. Leahy
Chief Executive Officer

PROCUREMENT SUMMARY

PROFESSIONAL SERVICES CONTRACTS

1.	Contract Number: PS-2130-7700 A-H	
2.	Recommended Vendor: See attachment A-1	
3.	Type of Procurement (check one) : <input type="checkbox"/> IFB <input checked="" type="checkbox"/> RFIQ <input type="checkbox"/> RFP – A&E <input type="checkbox"/> Non-Competitive <input type="checkbox"/> Modification <input type="checkbox"/> Task Order	
4.	Procurement Dates: PS 2130-7700	
	A. Issued: December 30, 2010	
	B. Advertised/Publicized: January 3, 2011	
	C. Pre-proposal/Pre-Bid Conference: January 21, 2011	
	D. Proposals/Bids Due: March 2, 2011	
	E. Pre-Qualification Completed: To be completed by 5/20/12	
	F. Conflict of Interest Form Submitted to Ethics: May 12, 2011	
	G. Protest Period End Date: N/A	
5.	Solicitations Picked up/Downloaded: 44	Bids/Proposals Received: Bids/Proposals Received: 8
6.	Contract Administrator: Tommye Williams	Telephone Number: (213) 922-1051
7.	Project Manager: Linda Wright	Telephone Number: (213) 922-2638

A. Procurement Background

The source selection methodology for this procurement was a Request for Interest and Qualifications (RFIQ). This methodology was the most advantageous as it would afford maximum opportunity for small business entities to participate on the Labor Compliance Monitoring Services bench for up to a ten-year period. It was also determined to be in Metro's best interest and in the interest of small business entities to have a provision that allows firms to be added to the bench in future years; that provision was included in the RFIQ.

The RFIQ was issued on December 30, 2010, and was advertised in various publications the first week in January 2011. A pre-proposal conference was held on January 21, 2011. Questions were received and answered in Amendment No. 1, which was issued on February 2, 2011. Additional questions were received to clarify the small business participation requirements at time of submission. Amendment No. 2 was issued on February 23, 2011, in response to the additional questions that were received. Eight firms submitted statements of interests and qualifications in response to the RFIQ.

B. Background on Recommended Contractors

Avant Garde Corporation

Advanced Avant Garde dba as Avant Garde was incorporated under the laws of the State of California on September 13, 2002. The company has been providing professional consulting services to municipalities and government agencies since that time with an emphasis on program management, community outreach and capital improvement project support services. Avant Garde's clients include Temple City, the City of La Mirada and Bellflower.

The company's principal has more than 10 years experience in performing labor compliance monitoring services.

Avant Garde is DBE certified.

Casamar Group

Casamar Group (Casamar) was established in 2007 for the purpose of administering, monitoring and enforcing labor (prevailing wage) compliance as well as to provide construction management and compliance services for public works construction projects.

Casamar staff has extensive experience in labor compliance monitoring and enforcement in accordance with Department of Industrial Relations Labor Compliance Program standards as well as Federal compliance standards and Project Labor Agreement requirements.

Casamar's clients include Alameda Corridor Transportation Authority, Alhambra Unified School District, City of Long Beach, Inglewood Unified School District, Long Beach Transit, San Bernardino Community College District, San Diego Unified School District, City of Long Beach, and Pasadena Gold Line Authority.

Its principal has more than 27 years of professional project and construction management experience.

The Casamar Group is DBE and SBE certified.

Metro Compliance Services

Metro Compliance Services (MCS) is a joint venture comprised of two established small businesses: GCAP Services, Inc. (GCAPP) and Comprehensive Housing Services, Inc. (CHS). The combined strengths of the partnership provides comprehensive experience in monitoring all sizes and types of construction projects including public agency experience.

Clients for the joint venture partners include the City of Huntington Beach, the City of Oxnard, and the City of Santa Monica, Orange County Transportation Authority, City of Los Angeles and LA Dept. of Water and Power.

MCS is DBE and SBE certified.

Opportunity Marketing Group

Opportunity Marketing Group (OMG) specializes in Labor Compliance and Compliance Solutions. Its owner has been providing labor compliance services for more than 19 years.

OMG has provided labor compliance services on similar projects and has extensive experience performing labor compliance services on major construction projects in the Southern California area. Its clients include L.A. Live, the Staples Center, King Drew Magnet High School, and the California Museum of Science and Industry.

OMG is DBE and SBE certified.

Padilla & Associates

Padilla & Associates, Inc. has more than 17 years of labor compliance (prevailing wage) monitoring and enforcement service experience on large public works projects within the State of California. The combined years of the firm's principal and its senior managers totals more than 60 years of experience as former public administrators within large regional, federal and state agencies. This firm has served as prime contractor to numerous public agencies in the development and implementation of labor compliance monitoring, enforcement and training programs in the region.

Its list of clients include the City of Long Beach, Riverside Community College District, Los Angeles Community College District, Exposition Metro Line Authority, SCRRA, Oxnard Unified School District, Caltrans Toll Bridge Program, and LA County Department of Public Works.

Padilla & Associates is DBE certified.

Parsons Constructors, Inc.

Parsons Constructors, Inc. (PCI) is a wholly-owned subsidiary of the Parsons Corporation. PCI is a state-certified third party labor compliance contractor and has been engaged in the building and construction industry for more than 40 years. During the past 40 years, PCI has provided labor relations, safety and labor compliance services throughout North America both in the public and private sector.

The client list includes San Diego County Water Authority and the United States Postal Service.

Perceptive Enterprises, Inc.

Perceptive Enterprises, Inc. was formed as a sole proprietorship in 1994. The firm's consulting experience includes working with both the public and Private sector. PEI is an approved Labor Compliance Program Third Party Administrator by the State Department of Industrial Relations.

PEI has provided prevailing wage consulting services to cities, school districts, colleges/universities and other public agencies. Their list of clients includes LA Unified School District, California State University campuses, City of Long Beach, Rosemead School District, and Montebello School District.

PEI is DBE and SBE certified.

The Solis Group

The Solis Group was established in 1992 and its principals have provided labor compliance services to public sector clients for the past 19 years. This firm has direct experience working with California transit agencies including the Pasadena Blue Line Authority, Exposition Metro Line Construction Authority, the Orange County Transportation Authority, Gold Coast Transit, SCRRA and the Alameda Corridor Transportation Authority. The Solis Group is also an approved Labor Compliance Program Third Party Administrator by the State Department of Industrial Relations.

The Solis Group is DBE certified.

C. Evaluation of Proposals/Bids

This was an explicit factors/weighted guidelines evaluation process. Minimum qualifications were identified that respondents had to meet in order to be considered beyond preliminary evaluation. The firms that met the minimum qualifications were then evaluated on the following criteria: Qualifications (Skills and Experience) of Prime Contractor and staff (40 points), Experience and Capabilities of the Firms on the Prime Contractor's Team (30 points) and Effectiveness of Management Plan/Understanding of Work (30 points). Price was not an evaluation factor at time of initial submission; however, price will be an evaluation factor during the task order award process.

Discussions, clarifications, and proposer interviews were conducted with the firms that responded to the RFIQ and upon completion of this process, it was determined that all eight respondents were qualified to participate on the bench. Contracts will be issued to each firm on the bench upon approval of staff's recommendation and then task orders will be issued for the specific projects that require labor compliance monitoring services using the task order award process specified in the RFIQ. That process will include Metro's issuance of a request for task order proposal to firms on the bench. Factors to be evaluated in the task order award process are experience on similar size projects, price, quality of contractor's performance under previous task orders, existing workloads, small business participation, staff availability and other relevant factors.

D. Cost/Price Analysis Explanation of Variances

Respondents provided initial billing rates for various labor classifications for the first year of the contract at time of proposal due date, for information purposes only. However, bench contractors will be required to submit detailed cost and price data when submitting proposals for task orders and price will be an evaluation factor in the award of each task order.

E. Small Business Participation (Completed by DEOD)

The Diversity and Economic Opportunity Department (DEOD) established a 35% goal for this Task Order/Bench contract for the participation of Disadvantaged Business Enterprise (DBE), Underutilized Disadvantaged Business Enterprise (UDBE), and Small Business Enterprise (SBE) certified firms. The type of goal that will apply for each Task Order will be based on the funding source as follows:

Funding Source	Small Business Program	Goal to be Applied
Federal	Metro DBE Program	DBE Anticipated Level of Participation (DALP)
Federal – Federal Highway Administration (FHWA)	Caltrans DBE Program	UDBE Goal
State and/or Local	Metro SBE Program	SBE Goal

Of the eight firms deemed qualified to participate on the bench, seven are certified DBE, four are certified SBE, and six qualify as Caltrans UDBE. The following chart outlines the certification status of each firm (including their proposed subcontractors).

Prime (P) Sub (S)	Name of Firm	DBE	SBE	UDBE
P	Avant Garde Corporation	Yes	No	Yes
P	Casamar Group	Yes	Yes	No
P	Metro Compliance Services (MCS)	Yes	Yes	Yes
P	Opportunity Marketing Group (OMG)	Yes	Yes	Yes
S	E.W. Moon, Inc.	Yes	No	Yes
S	Administration Rescue, Inc.	No	No	No
S	Vahishta, Inc.	No	No	No
P	Padilla & Associates, Inc.	Yes	No	Yes
P	Parsons Constructors, Inc.	No	No	No
S	The "G" Crew	Yes	Yes	Yes
S	Construction Planning & Management	No	No	No
S	LCPtracker, Inc.	No	No	No
S	Hill International, Inc	No	No	No
P	Perceptive Enterprises, Inc. (PEI)	Yes	Yes	Yes
S	GCAP Services	Yes	No	No
S	Diana Ho Consulting Services, Inc.	Yes	No	Yes
P	The Solis Group	Yes	No	Yes
S	CS & Associates (CS&A)	Yes	No	Yes

Firms will be evaluated for SBE and UDBE responsiveness for each Task Order. DALP recommendation is encouraged but is neither a condition of award nor an issue of responsiveness.

**Board Report**

File #: 2016-0310, **File Type:** Agreement**Agenda Number:** 39.

**EXECUTIVE MANAGEMENT COMMITTEE
JUNE 16, 2016****SUBJECT: 1ST AND LORENA JOINT DEVELOPMENT****ACTION: AUTHORIZE AMENDMENT TO EXTEND EXISTING EXCLUSIVE NEGOTIATING AGREEMENT FOR 12 MONTHS****RECOMMENDATION**

AUTHORIZE the Chief Executive Officer to execute an amendment to the **Exclusive Negotiations and Planning Agreement with A Community of Friends** to extend its term for an additional 12 months, for the joint development of Metro-owned property at 1st and Lorena Street along the Metro Gold Line Eastside Extension.

ISSUE

In December 2015, the LACMTA Board of Directors (Board) authorized a 6- month extension to the Exclusive Negotiations and Planning Agreement (ENA), dated June 27, 2013, with A Community of Friends (ACOF) (Developer) for the development of a 49-unit mixed-use affordable housing project (Proposed Project) at 1st and Lorena Street (See Attachment A, Site Map). During this extension term, the Developer has diligently pursued and performed its obligations under the ENA and the proposed project was on track to proceed to the Joint Development Agreement (JDA) phase with Metro by the end of the 6-month extension term. However, Metro recently learned that a CEQA appeal has been filed against the Proposed Project with the City of Los Angeles (City). In light of this appeal and the need for additional time to allow Developer to resolve the matter, Metro staff recommends that the Board authorize an additional extension to the ENA term for a period of 12 months and grant an exception to the JD Policy's term limit to allow a full ENA term for a period of 48 months.

DISCUSSION**Background**

On June 27, 2013, the Developer and Metro entered into the ENA to plan and consider the terms and conditions of a potential JDA and Ground Lease (GL) for development of a transit-oriented mixed-use affordable housing development at 1st and Lorena in Boyle Heights. The term of the original ENA was 18 months. During that timeframe, the Developer advanced the Project through final design, and diligently pursued entitlements and the California Environmental Quality Act (CEQA) approval

process, and project approval requirements by the City. Community meetings were also held, as well as individual presentations to various community groups. However, additional time was needed to complete the City's entitlement/CEQA review and approval process, and to continue the community engagement process. The Board granted an additional 12 months in December 2014 and, as discussed above, another 6-month extension in December 2015.

When the Board approved the most recent 6-month extension, they also granted an exception to the JD Policy which stipulates that the timeframe for an ENA shall not exceed 30 months. If the requested extension is provided, the total term of the ENA will be for 48 months, requiring another exception to the JD Policy.

During the course of the ENA term to date, Developer has been actively working to progress the Proposed Project to the JDA state. Activities included conducting multiple community meetings to further engage the community and obtain their input, securing approval from the Boyle Heights Neighborhood Council (BHNC) as well as the Boyle Heights Design Review Advisory Committee (DRAC) and seeing the Project CEQA process through a final determination.

The Project

The original project scope included 48 affordable housing units; 24 units for households with special needs and 24 family units, with one manager's unit, and limited ground floor commercial. The Developer has been meeting with community stakeholders since the project's inception, and during the recent ENA extension periods held 12 additional meetings with stakeholders. In response to stakeholder feedback, the project scope has been modified. The project will now have 24 units of affordable housing for disabled/homeless veterans, 24 units of affordable family housing and 10,000 square feet of ground floor commercial space (see Attachment C Project Scope). In response to community feedback, the Developer is exploring including child care and fitness facilities, and approximately 5000 square feet of general retail business services. This modified scope, as well as the final design, was presented to the Boyle Heights Neighborhood Council on July 22nd, 2015. The Council enthusiastically approved the project 15-1. Their testimony spoke to the need for housing for veterans and low income families. Sixty percent of the units will be for individuals/families with 30% Average Median Income (AMI).

Entitlement Status

The City Planning Department issued a Director's Determination dated March 2, 2016 (See Attachment B Director's Determination) approving certain incentives for the Proposed Project, and approving a Mitigated Negative Declaration and corresponding Mitigation Monitoring Program as the Proposed Project's environmental clearance pursuant to CEQA. The deadline to file an appeal to the Director's Determination was March 17, 2016, and no appeal was filed by that date. As such, the Developer filed a Notice of Determination with the County of Los Angeles on March 21, 2016. Thereafter, a CEQA appeal was filed with the City of Angeles by an adjacent property owner on April 20, 2016, and the City has accepted the appeal

It is anticipated that the appeal will go before the City Council's Planning and Land Use Committee as well as the City Council, in the coming months. We are recommending a 12-month extension to

the ENA to allow time for the resolution of the CEQA matter.

DETERMINATION OF SAFETY IMPACT

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

FINANCIAL IMPACT

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

Impact to Budget

There is no impact to the FY15-16 budget. Staff costs are included in the proposed FY17 budget to negotiate the proposed transaction, supervise any related design, review environmental documents and provide Metro oversight during construction. However, no new capital investment or operating expenses are anticipated to implement this project. Revenues from the Developer deposit will offset continued staff and project related professional services costs.

ALTERNATIVES CONSIDERED

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

NEXT STEPS

Upon approval of the recommended action, staff will prepare and execute an amendment to the ENA providing for a 12-month extension for the term. Staff will continue working with the Developer to finalize negotiations for a JDA and GL, and will present the terms of such agreements to the Board for its consideration following resolution of the CEQA matter.

ATTACHMENTS

Attachment A - Site Map
Attachment B - Director's Determination
Attachment C - Project Scope

File #: 2016-0310, **File Type:** Agreement

Agenda Number: 39.

Prepared by: Vivian Rescalvo, Senior Director, 213-922-2563
Jenna Hornstock, Senior Executive Officer, 213-922-7437
Calvin Hollis, Managing Executive Officer, 213-922-7319

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

Site Plan of Proposed Development Project



 Development site

DEPARTMENT OF
CITY PLANNING

CITY PLANNING COMMISSION

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INFORMATION
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DIRECTOR'S DETERMINATION
DENSITY BONUS AFFORDABLE HOUSING INCENTIVES

March 2, 2016

Applicant

Dora Leong Gallo
A Community of Friends
3701 Wilshire Blvd., Ste. 700
Los Angeles, CA 90010

Property Owner

METRO
1 Gateway Plaza, Mail Stop 99-23-4
Los Angeles, CA 90012

Representative

Noah Adler
Craig Lawson & Co., LLC
3221 Hutchison Ave., Ste. D
Los Angeles, CA 90034

Case No. DIR-2015-1998-DB
CEQA: ENV-2014-2392-MND
Location: 3401-3415 E. 1st St. and
116-126 S. Lorena St.

Council District: 14

Neighborhood Council: Boyle Heights

Community Plan Area: Boyle Heights

Land Use Designation: Community Commercial

Zone: C2-1 and R3-1

Legal Description: Lots: 19, 20, 21, FR22,
FR23, 24 and 25; Block:
None; Tract: Subdivision
of the Cheesbrough

Last Day to File an Appeal: March 17, 2016

DETERMINATION – Density Bonus Affordable Housing Incentives

Pursuant to the Los Angeles Municipal Code (LAMC) Section 12.22 A.25, I have reviewed the proposed project and as the designee of the Director of Planning, I hereby:

Approve the following two Incentives requested by the applicant for a project that will reserve a minimum of 11 percent, or 6 units, of the total 49 dwelling units proposed, for Very Low Income Household occupancy for a period of 55 years, subject to the Conditions of Approval herein.

1. **Height.** A six-foot increase in the transitional height requirement for a portion of the building on the C2-1 zoned lots, allowing 70 feet in height in lieu of the required 64 feet within the distance of 50 to 99 feet from the

easterly property line of the A1-1XL zone along Lorena Street and a six-foot increase in the height requirement for a portion of the building on the R3-1 zoned lots, allowing 51 feet in height in lieu of the required 45 feet.

2. **Averaging of Floor Area Ratio, Density, Parking or Open Space and permitting Vehicular Access.** An averaging of floor area, density, parking, and open space over the project site that consists of seven contiguous parcels and permit vehicular access from a less restrictive zone C2-1 to a more restrictive zone R3-1.

Adopt Mitigated Negative Declaration ENV-2014-2392-MND, and the corresponding Mitigation Monitoring Program (MMP) as the project's environmental clearance pursuant to the California Environmental Quality Act (CEQA) and Section 21082.1(c)(3) of the California Public Resources Code.

Adopt the attached Findings.

CONDITIONS OF APPROVAL

1. **Site Development.** Except as modified herein, the project shall be in substantial conformance with the plans and materials submitted by the applicant, stamped "Exhibit A," and attached to the subject case file. No change to the plans will be made without prior review by the Department of City Planning, Project Planning Division, and written approval by the Director of Planning. Each change shall be identified and justified in writing. Minor deviations may be allowed in order to comply with the provisions of the Los Angeles Municipal Code or the project conditions.
2. **Residential Density.** The project shall be limited to a maximum density of 49 dwelling units.
3. **Restricted Affordable Units.** A minimum of 11 percent, or 6 units, of the total 49 dwelling units of the project, shall be reserved for habitation by Very Low Income Households, as defined by the State Density Bonus Law 65915 (C)(2).
4. **Changes in Restricted Affordable Units.** Deviations that increase the number of restricted affordable units or that change the composition of units or change parking numbers shall be consistent with LAMC Section 12.22 A.25 (9a-d).
5. **Housing Requirements.** Prior to issuance of a building permit, the owner shall execute a covenant to the satisfaction of the Los Angeles Housing and Community Investment Department (HCIDLA) to make six units available to Very Low Income Households for sale or rental, as determined to be affordable to such households by HCIDLA for a period of 55 years. Enforcement of the terms of said covenant shall be the responsibility of HCIDLA. The applicant will present a copy of the recorded covenant to the Department of City Planning for inclusion in this file. The project shall comply with any monitoring requirements established by the HCIDLA. Refer to the Density Bonus Legislation Background section of this determination.
6. **Height.** The building height on the R3-1 zoned lots shall be limited to a maximum of 51 feet. The building height on the C2-1 zoned lots shall be limited to a maximum of 70 feet.

(NOTE: The project is permitted a maximum height incentive of 11 feet for setting aside 11 percent of the dwelling units for habitation by Very Low Income Households. A clarification of this Letter of Determination will be required in the event the applicant increases the building height.)

7. **Averaging of Floor Area Ratio, Density, Parking or Open Space and Permitting Vehicular Access.** The project is permitted to average the floor area, density, open space and parking over the project site that consists of seven contiguous parcels, and vehicular access from a less restrictive zone C2-1 to a more restrictive zone R3-1 shall be permitted, provided that:
 - a. A minimum of 11 percent of the total dwelling units restricted to Very Low Income Households; and
 - b. The proposed use is permitted by the underlying zones of each parcel; and
 - c. No further lot line adjustment or any other action that may cause the project site to be subdivided subsequent to this grant shall be permitted.
8. **Residential Automobile Parking.** Vehicle parking for Restricted Affordable Units shall be provided consistent with LAMC Section 12.22 A.25, Parking Option 2, which permits one

parking space for each Restricted Affordable Unit, except that Restricted Affordable Units that are set aside for Low or Very Low Senior Citizens and/or Disabled Persons may provide one-half parking space per unit and Restricted Affordable Units within a Residential Hotel may provide one-quarter parking space per unit. The applicant proposes to set aside 48 Restricted Affordable Units, of which 24 units are set aside for Very Low Income Households and 24 units are set aside for Very Low Income Disabled Persons. A minimum of 36 parking spaces shall be provided for the 48 Restricted Affordable Units. The project will contain one market rate two-bedroom unit. Parking spaces for all other non-restricted units, including any manager's units, shall be provided pursuant to LAMC Section 12.21.

9. **Commercial and Retail Automobile Parking.** Parking spaces for commercial and retail uses shall be provided pursuant to LAMC Section 12.21. The Parking Plan shall indicate parking space allocation for commercial/retail and residential uses. Parking spaces for commercial and retail uses shall not be located on R3-1 zoned lots, consistent with Condition of Approval Number 7.b.
10. **Adjustment of Parking.** In the event that the number of Restricted Affordable Units should increase, or the composition of such units should change (i.e. the number of bedrooms or the number of units made available to Senior Citizens and/or Disabled Persons), or the applicant selects another Parking Option (including Bicycle Parking Ordinance) and no other Condition of Approval or incentive is affected, then no modification of this determination shall be necessary, and the number of parking spaces shall be re-calculated by the Department of Building and Safety based upon the ratios set forth above.
11. **Bicycle Parking.** Bicycle parking shall be provided consistent with LAMC 12.21 A.16.

Environmental Mitigation Conditions

12. **Hazardous Materials.** Pursuant to the Los Angeles Building Code, the Applicant will engage in the Construction Site Plan Review (CSPR) process with the California Department of Conservation, Division of Oil, Gas, and Geothermal Resources (DOGGR). The CSPR process includes, but is not limited to locating, excavating, and conducting a methane leak test on the well, providing DOGGR with a site plan indicating the footprint of the proposed structure and well location, and provide DOGGR with a well evaluation and work plan to re-abandon the well, as necessary.
13. **Public Services (Fire Protection).** The following recommendations of the Fire Department relative to fire safety shall be incorporated into the building plans, which includes the submittal of a plot plan for approval by the Fire Department either prior to the recordation of a final map or the approval of a building permit. The plot plan shall include the following minimum design features: fire lanes, where required, shall be a minimum of 20 feet in width; all structures must be within 300 feet of an approved fire hydrant, and entrances to any dwelling unit or guest room shall not be more than 150 feet in distance in horizontal travel from the edge of the roadway of an improved street or approved fire lane.
14. **Public Services (Police).** The plans shall incorporate the Design Guidelines (defined in the following sentence) relative to security, semi-public and private spaces, which may include

but not be limited to access control to building, secured parking facilities, walls/fences with key systems, well-illuminated public and semi-public space designed with a minimum of dead space to eliminate areas of concealment, location of toilet facilities or building entrances in high-foot traffic areas, and provision of security guard patrol throughout the Project Site if

needed. Please refer to "Design Out Crime Guidelines: Crime Prevention Through Environmental Design," published by the Los Angeles Police Department. These measures shall be approved by the Police Department prior to the issuance of building permits.

Administrative Conditions

15. **Final Plans.** Prior to the issuance of any building permits for the project by the Department of Building & Safety, the applicant shall submit all final construction plans that are awaiting issuance of a building permit by the Department of Building & Safety for final review and approval by the Department of City Planning. All plans that are awaiting issuance of a building permit by the Department of Building & Safety shall be stamped by Department of City Planning staff "Final Plans". A copy of the Final Plans, supplied by the applicant, shall be retained in the subject case file.
16. **Notations on Plans.** Plans submitted to the Department of Building & Safety, for the purpose of processing a building permit application shall include all of the Conditions of Approval herein attached as a cover sheet, and shall include any modifications or notations required herein.
17. **Approval, Verification and Submittals.** Copies of any approvals, guarantees or verification of consultations, review of approval, plans, etc., as may be required by the subject conditions, shall be provided to the Department of City Planning prior to clearance of any building permits, for placement in the subject file.
18. **Code Compliance.** Use, area, height, and yard regulations of the zone classification of the subject property shall be complied with, except where granted conditions differ herein.
19. **Department of Building & Safety.** The granting of this determination by the Director of Planning does not in any way indicate full compliance with applicable provisions of the Los Angeles Municipal Code Chapter IX (Building Code). Any corrections and/or modifications to plans made subsequent to this determination by a Department of Building & Safety Plan Check Engineer that affect any part of the exterior design or appearance of the project as approved by the Director, and which are deemed necessary by the Department of Building & Safety for Building Code compliance, shall require a referral of the revised plans back to the Department of City Planning for additional review and sign-off prior to the issuance of any permit in connection with those plans.
20. **Indemnification and Reimbursement of Litigation Costs.**

Applicant shall do all of the following:

- a) Defend, indemnify and hold harmless the City from any and all actions against the City relating to or arising out of, in whole or in part, the City's processing and approval of this entitlement, including but not limited to, an action to attack, challenge, set aside, void, or otherwise modify or annul the approval of the entitlement, the environmental review of the entitlement, or the approval of subsequent permit decisions, or to claim personal property damage, including from inverse condemnation or any other constitutional claim.
- b) Reimburse the City for any and all costs incurred in defense of an action related to or arising out of, in whole or in part, the City's processing and approval of the entitlement, including but not limited to payment of all court costs and attorney's fees, costs of any judgments or awards against the City (including an award of attorney's fees), damages, and/or settlement costs.

- c) **Submit an initial deposit for the City's litigation costs to the City within 10 days' notice of the City tendering defense to the Applicant and requesting a deposit. The initial deposit shall be in an amount set by the City Attorney's Office, in its sole discretion, based on the nature and scope of action, but in no event shall the initial deposit be less than \$25,000. The City's failure to notice or collect the deposit does not relieve the Applicant from responsibility to reimburse the City pursuant to the requirement in paragraph (b).**
- d) **Submit supplemental deposits upon notice by the City. Supplemental deposits may be required in an increased amount from the initial deposit if found necessary by the City to protect the City's interests. The City's failure to notice or collect the deposit does not relieve the Applicant from responsibility to reimburse the City pursuant to the requirement in paragraph (b).**
- e) **If the City determines it necessary to protect the City's interest, execute an indemnity and reimbursement agreement with the City under terms consistent with the requirements of this condition.**

The City shall notify the applicant within a reasonable period of time of its receipt of any action and the City shall cooperate in the defense. If the City fails to notify the applicant of any claim, action, or proceeding in a reasonable time, or if the City fails to reasonably cooperate in the defense, the applicant shall not thereafter be responsible to defend, indemnify or hold harmless the City.

The City shall have the sole right to choose its counsel, including the City Attorney's office or outside counsel. At its sole discretion, the City may participate at its own expense in the defense of any action, but such participation shall not relieve the applicant of any obligation imposed by this condition. In the event the Applicant fails to comply with this condition, in whole or in part, the City may withdraw its defense of the action, void its approval of the entitlement, or take any other action. The City retains the right to make all decisions with respect to its representations in any legal proceeding, including its inherent right to abandon or settle litigation.

For purposes of this condition, the following definitions apply:

"City" shall be defined to include the City, its agents, officers, boards, commissions, committees, employees, and volunteers.

"Action" shall be defined to include suits, proceedings (including those held under alternative dispute resolution procedures), claims, or lawsuits. Actions includes actions, as defined herein, alleging failure to comply with any federal, state or local law.

Nothing in the definitions included in this paragraph are intended to limit the rights of the City or the obligations of the Applicant otherwise created by this condition.

PROJECT BACKGROUND

The proposed project involves the construction of an approximately 90,000-square-foot mixed-use development containing 10,000 square feet of commercial/retail space and 49 dwelling units consisting of 1 market-rate unit, 24 units reserved for Very Low Income Households, and 24 units reserved for Very Low Income Disabled Persons. The proposed building will vary in height, ranging from four stories, or 51 feet, on the R3-1 zoned lots to five stories, or 70 feet, on the C2-1 zoned lots. All parking spaces will be located in a single-level semi-subterranean parking garage, which will be accessible via an ingress and egress driveway on Lorena Street. Commercial loading access will be provided along the alley located to the east of the project site, perpendicular to East 1st Street. The main pedestrian entrance to the retail uses will be provided along East 1st Street. The primary entrance to the residential use will be through the residential lobby fronting on Lorena Street, and a secondary entrance will be provided on East 1st Street.

The project site is located within the Boyle Heights Community Plan area. The project site consists of seven lots, comprising approximately 55,153 square feet of lot area. Lots 19-21, fronting on Lorena Street, are zoned R3-1 and designated for Community Commercial General Plan Land Uses. Lots FR22, FR23, 24, and 25, fronting on East 1st Street, are zoned C2-1 and designated for Community Commercial General Plan Land Uses.

In accordance with California State Law (including Senate Bill 1818, and Assembly Bills 2280 and 2222), the applicant is proposing to utilize Section 12.22 A.25 (Density Bonus Ordinance) of the Los Angeles Municipal Code (LAMC), which permits a density bonus of up to 35 percent based on the percentage of total dwelling units set aside for habitation by Low, Very Low, and/or Moderate Income households for a period of 55 years. A 35 percent density bonus would allow for 49 dwelling units in lieu of the 36 by-right dwelling units on the R3-1 zoned lots and 95 dwelling units in lieu of the 70 by-right units on C2-1 zoned lots, totaling 144 dwelling units. However, the applicant is proposing 49 dwelling units, which is less than the allowable by-right density.

Consistent with the Density Bonus Ordinance, the applicant is granted a reduction in required parking spaces based on two Parking Options. The applicant selected Parking Option 2, which requires 0.5 parking space per dwelling unit for the proposed 24 units restricted to Very Low Income Disabled Persons and one parking space per dwelling unit for the proposed 24 units set aside for habitation by Very Low Income Households. In total, the applicant is required to provide 36 parking spaces for the 48 Restricted Affordable Units. The non-restricted units and commercial and retail uses in the project are required to comply with the automobile parking provisions of LAMC Section 12.21.

Housing Replacement

With Assembly Bill 2222, applicants of Density Bonus projects filed as of January 1, 2015 must demonstrate compliance with the housing replacement provisions, which require replacement of rental dwelling units that either exist at the time of application of a Density Bonus project or have been vacated or demolished in the five-year period preceding the application of the project. This applies to all pre-existing units that have been subject to a recorded covenant, ordinance, or law that restricts rents to levels affordable to persons and families of lower or very low income; are subject to any other form of rent or price control; or are occupied by Low or Very Low Income Households. Pursuant to the Determination made by the Housing and Community Investment Department (HCIDLA) dated October 15, 2015, no units will need to be replaced with units affordable to Low or Very Low Income Households as there were no residential units on the property for the last five years. [Refer to the Density Bonus Legislation Background section of this determination for additional information.]

Los Angeles Municipal Code Criteria

Pursuant to LAMC Section 12.22 A.25 (e)(2), in order to be eligible for any on-menu incentives, a Housing Development Project (other than an Adaptive Reuse Project) shall comply with the following criteria, which it does:

- a. *The façade of any portion of a building that abuts a street shall be articulated with a change of material or a break in plane, so that the façade is not a flat surface.*

The proposed building has a street frontage along Lorena Street and one along East 1st Street. Both facades will be articulated with a change of material, including plastic composite panel screens, metal panel cladding, and cement plaster. The building facades will incorporate perforated sheet metal guardrails and metal guardrails with glass panels, which contributes to a break in plane and modulation. The facades will have various colors, which will further accentuate the architecture and articulation. Therefore, as evident in Exhibit A, attached to the case file, the building facades will be articulated with a change of material and a break in plane.

- b. *All buildings must be oriented to the street by providing entrances, windows architectural features and/or balconies on the front and along any street facing elevation.*

The proposed building is located on a corner lot, providing two street frontages along Lorena Street and East 1st Street. Pedestrian entrances are located on both streets. Residential entry is located on Lorena Street and is highlighted with a metal canopy above the entrance. The project proposes commercial spaces on the ground floor with large storefronts facing the streets, creating a pedestrian-friendly environment. The building will have projecting balconies and canopies above windows on both street frontages. Therefore, entrances, windows, architectural features and balconies are located on the front and along the street-facing elevations, and the proposed building is oriented to the streets.

- c. *The Housing Development Project shall not involve a contributing structure in a designated Historic Preservation Overlay Zone (HPOZ) and shall not involve a structure that is a City of Los Angeles designated Historic-Cultural Monument (HCM).*

The proposed project is not located within a designated Historic Preservation Overlay Zone, nor does it involve a property that is designated as a City Historic-Cultural Monument.

- d. *The Housing Development Project shall not be located on a substandard street in a Hillside Area or in a Very High Fire Hazard Severity Zone as established in Section 57.25.01 of the LAMC.*

The project fronts on 1st Street, which is designated as a Avenue II, per the Mobility Plan 2035 of the City of Los Angeles General Plan. Standard Local Streets have a standard right-of-way width of 60 feet and roadway width of 36 feet. Therefore, the project is not located on a substandard street, which is a street with a width less than 36 feet and paved to a roadway width of less than 28 feet. The project is not located in a Hillside Area, nor is it located in a Very High Fire Hazard Severity Zone.

DENSITY BONUS/AFFORDABLE HOUSING INCENTIVES COMPLIANCE FINDINGS

1. Pursuant to Section 12.22 A.25(c) of the LAMC, the Director **shall approve** a density bonus and requested incentive(s) unless the director finds that:
 - a. *The incentives are not required to provide for affordable housing costs as defined in California Health and Safety Code Section 50052.5 or Section 50053 for rents for the affordable units.*

The record does not contain substantial evidence that would allow the Director to make a finding that the requested incentives are not necessary to provide for affordable housing costs per State Law. The California Health & Safety Code Sections 50052.5 and 50053 define formulas for calculating affordable housing costs for Very Low, Low, and Moderate Income households. Section 50052.5 addresses owner-occupied housing and Section 50053 addresses rental households. Affordable housing costs are a calculation of residential rent or ownership pricing not to exceed 25 percent gross income based on area median income thresholds dependent on affordability levels.

The list of on-menu incentives in 12.22 A.25 was pre-evaluated at the time the Density Bonus Ordinance was adopted to include types of relief that minimize restrictions on the size of the project. As such, the Director will always arrive at the conclusion that the density bonus on-menu incentives are required to provide for affordable housing costs because the incentives by their nature increase the scale of the project.

The applicant is requesting two on-menu incentives that will facilitate the provision of affordable housing at the site. These incentives permit exceptions to zoning requirements that result in building design or construction efficiencies that provide for affordable housing costs and allow the developer to expand the building envelope so the additional units can be constructed and the overall space dedicated to residential uses is increased. These incentives support the applicant's decision to set aside Very Low Income dwelling units for 55 years.

Height

The project qualifies for an increase in the height requirement, as the project site is not located within 15 feet of a lot classified in the R2 zone, within 50 feet of a lot classified in an R1 or more restrictive residential zone, or on a lot sharing a common lot line with or across an alley from a lot classified in an R1 or more restrictive zone.

The project site has two zoning designations and is subject to varying height restrictions. A portion of the building on the R3-1 zoned lots is limited to a maximum height of 45 feet. The applicant requests a six-foot increase in the allowable building height to permit 51 feet in lieu of the required 45 feet on the R3-1 zoned lots.

A commercial zoned property in Height District No. 1 does not have a height restriction. However, portions of buildings on a C zoned lot are subject to the transitional height limits when located within specific distances from a RW1 or more restrictive zoned lot, except when the highest elevation of the RW1 or more restrictive zoned property exceeds the grade of the C zoned property by more than feet, the building on the C zoned property may exceed the height limit by the difference in grade.

Some portions of the proposed building on the C2-1 zoned lots are located within 199 feet from the A1-1XL zoned property that is currently improved with a cemetery and are therefore subject to the transitional height limits. However, the highest elevation of the A1-1XL zoned lot exceeds the grade of the C2-1 zoned lots by significantly more than

five feet, as measured in the attached Survey. Portions of the building on these C2-1 zoned lots are therefore allowed to exceed the transitional height limits by the difference in grade, which is 31 feet. The applicant requests a six-foot increase in the height to permit 70 feet in lieu of the required 64 feet (including the 31-foot difference in grade) within the distance of 50 to 99 feet from the cemetery. The height requirement, Density Bonus height incentive, and proposed building height are summarized in Table 1 below.

Table 1. Height Requirement and Proposed Building Height on C2-1 Zoned Lots

Distance¹	Transitional Height Requirement	Height Adjustment per the Exception²	Density Bonus Height Incentive	Maximum Height Allowed	Proposed Height
0 - 49'	25'	31'	11'	67'	N/A
50 - 99'	33'	31'	11'	75'	70'
100 - 199'	61'	31'	11'	103'	70'

Averaging of Floor Area Ratio, Density, Parking or Open Space and Permitting Vehicular Access

The project site consists of two zones, which have different requirements for floor area ratio (FAR), density, parking, open space, and vehicular access. The C2-1 zone allows a 1.5:1 FAR, and the R3-1 zone allows a 3:1 FAR. Based on the buildable area and FAR for each zone, the FAR averaging permits a total of 102,203 square feet to be allocated to the entire project site (see Table 2).

C2-1 zone requires the density of a R4 zone (400 square feet of lot area per dwelling unit) for portions of buildings used for residential purposes. The allowable density for R3-1 zone is 800 square feet of lot area per dwelling unit. Based on the lot area, including the one-half alley, the C2-1 zone permits 70 dwelling units by right, and the R3-1 zone permits 36 units by right, totaling 106 dwelling units. The project proposes 49 units, which is less than the maximum permitted in each zone individually as well as throughout the entire project site.

Table 2 summarizes the requirement for floor area ratio (FAR) and density.

	C2-1 Requirements	R3-1 Requirements	Total Allowed	Proposed
FAR	22,677 SF Buildable Area x 1.5 FAR = 34,016 SF	22,729 SF Buildable Area x 3 FAR = 68,187 SF	102,203 SF	90,000 SF
Density	27,961 SF / 400 SF Lot Area = 70 Units	29,025 SF / 800 SF Lot Area = 36 Units	106 Units	49 Units

¹ Distance is measured from the easterly property line of the A1-1XL zoned lots (Evergreen Cemetery), located to the west of the project site, across Lorena Street.

² Difference in grade measured from the grade of the existing building on the A1-1XL zoned lots to the grade of the proposed building on the C2-1 zoned lots.

The averaging of parking and open space also allows the project to be allocated to the entire project site. The project will provide a minimum of 6,176 square feet of open space based on the number of dwelling units and bedrooms proposed. The proposed open space is dispersed throughout the project site. Based on the number and Restricted

Affordable Unit types proposed, the applicant is required to provide 36 parking spaces for the Restricted Affordable Units. The project proposes one market-rate unit and 10,000 square feet of retail space, which are conditioned to comply with the parking requirements pursuant to LAMC Section 12.21.

Pursuant to the Density Bonus Ordinance, the project shall meet three conditions in order to request an on-menu incentive to average and permit vehicular access. First, the proposed use shall be permitted by the underlying zone of each parcel. Commercial parking is not an allowed use in a residential zone, and therefore, the project is conditioned to limit commercial parking in the R3-1 zoned lots. Second, the project is required to include 11 percent or more of the units as Restricted Affordable Units for Very Low Income households, or 20 percent of the units for Low Income households, or 30 percent of the units for Moderate Income households for requesting this incentive. The Density Bonus Ordinance requires projects requesting two on-menu incentives to set aside a minimum of 10 percent of dwelling units for habitation by Very Low Income Households. However, the project is conditioned to set aside a minimum of 11 percent, rather than 10 percent, in order to grant the requested on-menu incentive to average floor area, density, parking, and open space and permit vehicular access. Lastly, no further lot line adjustment or any other action that may cause the project site to be subdivided subsequent to the grant of the on-menu incentive shall be permitted. The project is conditioned to meet these requirements for the requested on-menu incentive.

The project proposes one level of semi-subterranean parking garage that will provide parking spaces for both residential and commercial/retail uses. The garage design and circulation requires vehicles to traverse from the less restrictive C2 zone to the more restrictive R3 zone, which is permitted with the approval of this on-menu incentive.

- b. The Incentive will have specific adverse impact upon public health and safety or the physical environment, or on any real property that is listed in the California Register of Historical Resources and for which there is no feasible method to satisfactorily mitigate or avoid the specific adverse impact without rendering the development unaffordable to Very Low, Low and Moderate Income households. Inconsistency with the zoning ordinance or the general plan land use designation shall not constitute a specific, adverse impact upon the public health or safety.*

There is no evidence that the proposed incentive will have a specific adverse impact. A "specific adverse impact" is defined as, "a significant, quantifiable, direct and unavoidable impact, based on objective, identified written public health or safety standards, policies, or conditions as they existed on the date the application was deemed complete" (LAMC Section 12.22.A.25(b)). The proposed project and potential impacts were analyzed in accordance with the City's California Environmental Quality Act (CEQA) Guidelines and the City's L.A. CEQA Thresholds Guide. These two documents establish guidelines and thresholds of significant impact, and provide the data for determining whether or not the impacts of a proposed project reach or exceed those thresholds. Analysis of the proposed project involved the preparation of a Mitigated Negative Declaration (MND) (ENV-2014-2392-MND), and it was determined that the proposed Project may have an impact on the following environmental factors: hazards and hazardous materials and public services.

Mitigation measures will reduce impacts to less than significant and are imposed as Conditions of Approval herein (Conditions 13 through 15). The Mitigation Monitoring Program (MMP) is a document that is separate from the MND and is prepared and adopted as part of the project's approval. Section 21081.6 of the Public Resources

Code requires a Lead Agency to adopt a "reporting or monitoring program for the changes made to the project or conditions of project approval, adopted in order to mitigate or avoid significant effects on the environment." In addition to the mitigation measures required of the project and any proposed project design features, the applicant shall adhere to any applicable Regulatory Compliance Measures (RCM) required by existing law. Therefore, there is no substantial evidence that the proposed project will have a specific adverse impact on the physical environment, on public health and safety, and on property listed in the California Register of Historic Resources.

The Initial Study and MND was circulated for public review from September 24, 2015 to October 14, 2015. During the review period, the Department of City Planning received two comment letters from Los Angeles Unified School District and a public member. Comments and concerns received during the circulation are addressed in the Response to Comments document, prepared by Meridian Consultants on October 26, 2015, and through mitigation measures identified as Conditions 13, 14, and 15 in this Determination Letter.

DENSITY BONUS LEGISLATION BACKGROUND

The California State Legislature has declared that "[t]he availability of housing is of vital statewide importance," and has determined that state and local governments have a responsibility to "make adequate provision for the housing needs of all economic segments of the community." Section §65580, subds. (a), (d). Section 65915 further provides that an applicant must agree to, and the municipality must ensure, the "continued affordability of all Low and Very Low Income units that qualified the applicant" for the density bonus.

With Senate Bill 1818 (2004), state law created a requirement that local jurisdictions approve a density bonus and up to three "concessions or incentives" for projects that include defined levels of affordable housing in their projects. In response to this requirement, the City created an ordinance that includes a menu of incentives (referred to as "on-menu" incentives) comprised of eight zoning adjustments that meet the definition of concessions or incentives in state law (California Government Code Section 65915). The eight on-menu incentives allow for: 1) reducing setbacks; 2) reducing lot coverage; 3) reducing lot width, 4) increasing floor area ratio (FAR); 5) increasing height; 6) reducing required open space; 7) allowing for an alternative density calculation that includes streets/alley dedications; and 8) allowing for "averaging" of FAR, density, parking or open space. In order to grant approval of an on-menu incentive, the City utilizes the same findings contained in state law for the approval of incentives or concessions.

California State Assembly Bill 2222 went into effect January 1, 2015, and with that Density Bonus projects filed as of that date must demonstrate compliance with the housing replacement provisions which require replacement of rental dwelling units that either exist at the time of application of a Density Bonus project, or have been vacated or demolished in the five-year period preceding the application of the project. This applies to all pre-existing units that have been subject to a recorded covenant, ordinance, or law that restricts rents to levels affordable to persons and families of lower or very low income; subject to any other form of rent or price control (including Rent Stabilization Ordinance); or is occupied by Low or Very Low Income Households (i.e., income levels less than 80 percent of the area median income [AMI]). The replacement units must be equivalent in size, type, or both and be made available at affordable rent/cost to, and occupied by, households of the same or lower income category as those meeting the occupancy criteria. Prior to the issuance of any Director's Determination for Density Bonus and Affordable Housing Incentives, the Housing and Community Investment Department (HCIDLA) is responsible for providing the Department of City Planning, along with the applicant, a determination letter addressing replacement unit requirements for individual projects. The City also requires a Land Use Covenant recognizing the conditions be filed with the County of Los Angeles prior to granting a building permit on the project.

Assembly Bill 2222 also increases covenant restrictions from 30 to 55 years for projects approved after January 1, 2015. This determination letter reflects these 55 year covenant restrictions.

Under Government Code Section § 65915(a), § 65915(d)(2)(C) and § 65915(d)(3) the City of Los Angeles complies with the State Density Bonus law by adopting density bonus regulations and procedures as codified in Section 12.22 A.25 of the Los Angeles Municipal Code. Section 12.22 A.25 creates a procedure to waive or modify zoning code standards which may prevent, preclude or interfere with the effect of the density bonus by which the incentive or concession is granted, including legislative body review. The Ordinance must apply equally to all new residential development.

In exchange for setting aside a defined number of affordable dwelling units within a development, applicants may request up to three incentives in addition to the density bonus and parking relief which are permitted by right. The incentives are deviations from the City's development standards,

thus providing greater relief from regulatory constraints. Utilization of the Density Bonus/Affordable Housing Incentives Program supersedes requirements of the Los Angeles Municipal Code and underlying ordinances relative to density, number of units, parking, and other requirements relative to incentives, if requested.

For the purpose of clarifying the Covenant Subordination Agreement between the City of Los Angeles and the United States Department of Housing and Urban Development (HUD) note that the covenant required in the Conditions of Approval herein shall prevail unless pre-empted by State or Federal law.

FINANCIAL ANALYSIS/PRO-FORMA

Pursuant to the Affordable Housing Incentive Density Bonus provisions of the LAMC (Section 12.22 A.25), proposed projects that involve on-menu incentives are required to complete the Department's Master Land Use Permit Application form, and no supplemental financial data is required. The City typically has the discretion to request additional information when it is needed to help make required findings. However, the City has determined that the level of detail provided in a pro forma is not necessary to make the findings for on-menu incentives. This is primarily because each of the City's eight on-menu incentives provides additional buildable area, which, if requested by a developer, can be assumed to provide additional project income and therefore provide for affordable housing costs. When the menu of incentives was adopted by ordinance, the impacts of each were assessed in proportion to the benefits gained with a set-aside of affordable housing units. Therefore, a pro-forma illustrating construction costs and operating income and expenses is not a submittal requirement when filing a request for on-menu incentives. The City's Density Bonus Ordinance requires "a pro forma or other documentation" with requests for off-menu incentives but has no such requirement for on-menu requests.

TIME LIMIT – OBSERVANCE OF CONDITIONS

All terms and conditions of the Director's Determination shall be fulfilled before the use may be established. Pursuant to LAMC Section 12.25 A.2, the instant authorization is further conditional upon the privileges being utilized within **three years** after the effective date of this determination and, if such privileges are not utilized, building permits are not issued, or substantial physical construction work is not begun within said time and carried on diligently so that building permits do not lapse, the authorization shall terminate and become void.

TRANSFERABILITY

This determination runs with the land. In the event the property is to be sold, leased, rented or occupied by any person or corporation other than yourself, it is incumbent that you advise them regarding the conditions of this grant. If any portion of this approval is utilized, then all other conditions and requirements set forth herein become immediately operative and must be strictly observed.

VIOLATIONS OF THESE CONDITIONS, A MISDEMEANOR

The applicant's attention is called to the fact that this grant is not a permit or license and that any permits and licenses required by law must be obtained from the proper public agency. Furthermore, if any condition of this grant is violated or not complied with, then the applicant or his successor in interest may be prosecuted for violating these conditions the same as for any violation of the requirements contained in the Municipal Code, or the approval may be revoked.

Section 11.00 of the LAMC states in part (m): "It shall be unlawful for any person to violate any provision or fail to comply with any of the requirements of this Code. Any person violating any of the provisions or failing to comply with any of the mandatory requirements of this Code shall be guilty of a misdemeanor unless that violation or failure is declared in that section to be an infraction. An infraction shall be tried and be punishable as provided in Section 19.6 of the Penal Code and the provisions of this section. Any violation of this Code that is designated as a misdemeanor may be charged by the City Attorney as either a misdemeanor or an infraction.

Every violation of this determination is punishable as a misdemeanor unless provision is otherwise made, and shall be punishable by a fine of not more than \$1,000 or by imprisonment in the County Jail for a period of not more than six months, or by both a fine and imprisonment."

APPEAL PERIOD - EFFECTIVE DATE

The Determination in this matter will become effective and final fifteen (15) days after the date of mailing of the Notice of Director's Determination unless an appeal there from is filed with the City Planning Department. It is strongly advised that appeals be filed early during the appeal period and in person so that imperfections/incompleteness may be corrected before the appeal period expires. Any appeal must be filed on the prescribed forms, accompanied by the required fee, a copy of this Determination, and received and receipted at a public office of the Department of City Planning on or before the above date or the appeal will not be accepted. Forms are available on-line at www.cityplanning.lacity.org.

Planning Department public offices are located at:

Downtown Office
Figueroa Plaza
201 North Figueroa Street, 4th Floor
Los Angeles, CA 90012
(213) 482-7077

Valley Office
Marvin Braude Constituent Service Center
6262 Van Nuys Boulevard, Suite 251
Van Nuys, CA 91401
(818) 374-5050

Only an applicant or any owner or tenant of a property abutting, across the street or alley from, or having a common corner with the subject property can appeal this Density Bonus Compliance Review Determination. Per the Density Bonus Provision of State Law (Government Code Section §65915) the Density Bonus increase in units above the base density zone limits and the appurtenant parking reductions are not a discretionary action and therefore cannot be appealed. Only the requested incentives are appealable. Per Section 12.22 A.25 of the LAMC, appeals of Density Bonus Compliance Review cases are heard by the City Planning Commission.

Verification of condition compliance with building plans and/or building permit applications are done at the Development Services Center of the Department of City Planning at either Figueroa Plaza in Downtown Los Angeles or the Marvin Braude Constituent Service Center in the Valley. In order to assure that you receive service with a minimum amount of waiting, applicants are encouraged to schedule an appointment with the Development Services Center either by calling (213) 482-7077, (818) 374-5050, or through the Department of City Planning website at <http://cityplanning.lacity.org>. The applicant is further advised to notify any consultant representing you of this requirement as well.

The time in which a party may seek judicial review of this determination is governed by California Code of Civil Procedures Section 1094.6. Under that provision, a petitioner may seek judicial review of any decision of the City pursuant to California Code of Civil Procedure Section 1094.5, only if the petition for writ of mandate pursuant to that section is filed no later than the 90th day following the date on which the City's decision becomes final.

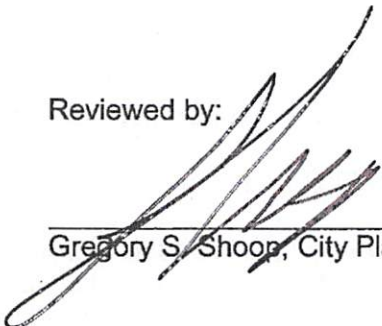
Vincent P. Bertoni, AICP
Director of Planning

Approved by:



Blake Lamb, Senior Planner

Reviewed by:



Gregory S. Shoop, City Planner

Prepared by:



Nuri Cho, Planning Assistant
Nuri.Cho@lacity.org

Project Scope



Project Description:

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

Developer: A Community of Friends (ACOF)

**Board Report**

File #: 2016-0316, **File Type:** Program**Agenda Number:** 40

**EXECUTIVE MANAGEMENT COMMITTEE
JUNE 16, 2016****SUBJECT: CRENSHAW/LAX TRANSIT CORRIDOR JOINT DEVELOPMENT****ACTION: ADOPT DEVELOPMENT GUIDELINES AND AUTHORIZE AGREEMENT WITH THE
COUNTY OF LOS ANGELES****RECOMMENDATION**

CONSIDER:

- A. ADOPTING the **Development Guidelines for the joint development** of 1.77 acres of Metro-owned property and 1.66 acres of County-owned property at the **Expo/Crenshaw Station**;
- B. ADOPTING the **Development Guidelines for the joint development** of 1.44 acres of County-owned property at the **Fairview Heights Station**; and
- C. AUTHORIZING an **Agreement with the County of Los Angeles for administering the Metro Joint Development process** for the County-owned properties at the **Expo/Crenshaw and Fairview Heights Stations**.

ISSUE

Completed in June 2015, the Crenshaw/LAX Transit Corridor Joint Development (JD) Strategic Plan (Strategic Plan) identified publicly-owned properties along the under-construction light rail corridor and identified development opportunities on Metro and County owned properties, including properties at the Expo/Crenshaw and Fairview Heights Stations as depicted in Attachment A. Per direction from the Metro Board, the JD team is working with the County of Los Angeles through an MOU with the Community Development Commission (CDC) to administer the JD process for the two County-owned JD opportunity sites. In accordance with the JD Policy, staff has conducted community outreach to support the creation of Development Guidelines (Guidelines) for the Expo/Crenshaw and Fairview Heights opportunity sites. If adopted by the Board, the Guidelines will be included in the Request for Proposals (RFP) for the sites. In order to move forward with the JD process for the County-owned sites, Board authorization is also requested for Metro to enter into an agreement with the CDC to implement a services arrangement.

DISCUSSION

Background

Metro owns, maintains and operates properties throughout Los Angeles County for its current and future transportation operations. As part of Metro's Joint Development (JD) Program, staff evaluates these properties for potential joint development and selects properties for beneficial transit-supportive development.

On March 26, 2015, the Board directed JD staff to develop a strategic plan for joint development activities along the Crenshaw/LAX (C/LAX) Transit Corridor and to work with public sector partners to implement JD activities on publicly-owned land. The Strategic Plan, released in June 2015, identified development opportunity sites and strategic public sector partnerships, and outlined a community engagement process to lead to the preparation and implementation of site-specific development visions that reflect the community's broader goals for each station area under consideration. The Strategic Plan guided the preparation of the Guidelines for the Expo/Crenshaw and Fairview Heights opportunity sites, which are also part of the Transit Oriented Communities (TOC) Demonstration Program.

Development Guidelines

The Guidelines reflect the community's visions and aspirations for the sites and also include a set of development and planning principles that are applicable to the sites and consistent with Metro's adopted JD Policy, City of Los Angeles land use regulations and Metro operational requirements. The Guidelines are not intended to provide specific design and construction related criteria associated with a particular project, but rather help shape the program and design response to align with the community and Metro's expectations. If approved, the Guidelines will be included in the RFP to solicit development proposals and will serve, in part, as the benchmark for the evaluation of responses. Both sets of Guidelines are generally organized into six sections:

1. *Overview* - executive summary of how to use the guidelines, Metro JD process and community outreach to-date
2. *Joint Development Opportunity* - introduces opportunity sites and describes community context
3. *Vision for Joint Development* - summarizes general station area plans and policies, community-driven development vision and market conditions
4. *Regulatory and Policy Framework* - describes key municipal regulatory land use plans and policies that will govern development of the sites
5. *Transit Facilities and Accommodations* - provides specific requirements for planned transit facilities and opportunities to improve transit access and connectivity
6. *Design Considerations* - series of guidelines to inform the site planning and urban design recommendations relative to building design and the public realm

Expo/Crenshaw Site

The Expo/Crenshaw JD site incorporates two properties in the City of Los Angeles: (1) a County Probation Department facility located at 3606 W. Exposition Boulevard (southwest corner of Exposition and Crenshaw Boulevards) which the County plans to vacate to repurpose the site for transit oriented development; and (2) Metro-owned property on the southeast corner of Exposition and Crenshaw Boulevards that currently serves as construction staging for the C/LAX Transit Project.

The Metro property was originally slated to be a surface park-and-ride lot; however, per Board direction, it was examined and determined to have higher and better use potential. Metro is seeking approval from the FTA to accommodate the required parking in the West Angeles parking structure approximately 1½ blocks to the north where Metro currently leases parking space and there is additional capacity. The Guidelines will be revised to reflect any on-site Metro parking requirements following FTA determination.

Located at the intersection of the Expo Line and the future C/LAX Line, the site has superior regional connectivity to employment and activity centers including Santa Monica, Culver City, USC, Downtown LA and LAX. The Guidelines for this site identify the opportunity for a culturally distinct gateway destination and pedestrian-scaled community serving residents and visitors with high quality and local-serving retail uses and a range of housing types affordable to existing residents. It also identifies opportunities to foster job growth with attractive office or incubator space. The Guidelines build upon the City of Los Angeles' recently prepared Draft Amended Crenshaw Corridor Specific Plan and Draft Crenshaw Streetscape Plan, and will be adjusted, as necessary, prior to the RFP release to match the most current information available in draft or final City plans. The Expo/Crenshaw Guidelines are included as Attachment C.

Fairview Heights Site

The County of Los Angeles owns the Department of Public Social Services (DPSS) facility located at 923 E. Redondo Boulevard in the City of Inglewood adjacent to the Fairview Heights Station. The County plans to vacate the facility to repurpose the site for transit oriented development.

The future Fairview Heights Station is surrounded by character single family homes to the north, multifamily, commercial and light industrial uses to the east, and Edward Vincent Jr. Park-a large recreation amenity-to the west, creating an opportunity for future station area development to create a village destination that stitches together surrounding uses. The Guidelines for the Fairview Heights site align with the draft TOD Zoning Plans for the area prepared by the City of Inglewood and envision a pedestrian-friendly residential project that serves individuals with a range of incomes along with quality ground-floor neighborhood retail. Consistent with the community's expressed desires, the Guidelines also encourage uses that support the existing arts-oriented community and local youth and create strong connections to the adjacent park. The Fairview Heights Guidelines are included as Attachment D, and will be adjusted, as necessary, prior to the RFP release to match the most current information available in draft or final City TOD Zoning Plans.

Community Outreach

Over the last year, working closely with the C/LAX Transit Project Community Leadership Council and Construction Relations staff, Metro JD staff attended more than 25 community meetings and events to introduce the Metro JD process to local stakeholders and to build relationships in order to better understand the community priorities and aspirations for future development along the C/LAX Transit Line. In December 2015, an outside consultant team led by John Kaliski Architects was hired that included architecture/urban design, economic and market analysis, and community relations expertise to assist with outreach and analysis leading to the creation of the Guidelines.

Focused outreach meetings hosted by Metro included:

- Five roundtable discussions with key Expo/Crenshaw and Fairview Heights stakeholder representatives from resident and homeowners associations, business groups, faith-based organizations, arts organizations, and other community-based organizations.
- Four community workshops for the Expo/Crenshaw and Fairview Heights station areas (two each) which attracted between 35-50 attendees each.

The community workshops were promoted through the distribution of more than 18,000 flyers within ½ mile of each site and on Metro busses and trains; creative utilization of social media including Facebook, Twitter, and NextDoor; phone calls; and door-to-door engagement along commercial corridors to personally encourage community participation. Additionally, elected official newsletters and local newspapers such as *The Wave* and *LA Sentinel* were also utilized to promote the workshops.

County Agreement

Metro and the County, acting through the CDC, entered into an MOU on October 29, 2015 for pre-development cooperation and planning in anticipation of future redevelopment of County properties at the Crenshaw/Expo and Fairview Heights stations, through Metro's JD process. The existing MOU covers planning activities through the preparation of Guidelines for the County property. It is necessary to prepare an additional agreement between the parties that memorialize the relationship, roles and responsibilities beyond initial planning stages. The terms are described in Attachment B, with key points including:

- County shall retain ownership of County properties
- Metro and the County will work jointly in administering the JD process including soliciting, selecting and negotiating with developer(s) for the County property. The County shall reimburse Metro for third party costs incurred in connection with the development of County properties from proceeds of sale/lease of the County sites

DETERMINATION OF SAFETY IMPACT

The adoption of Development Guidelines and approval of the County Agreement will have no direct impact on safety. The eventual implementation of JD projects at the Expo/Crenshaw and Fairview Heights Stations will offer opportunities to improve safety for transit riders, through better pedestrian and bicycle connections.

FINANCIAL IMPACT

Funding for JD activities related to the Guidelines and any subsequent, related development activity, including the RFP process, is included in the FY17 budget in Cost Center 2210 (Joint Development) under Project 401045 (Crenshaw/LAX JD). Third party costs associated with the Development Guidelines, RFP solicitation and Developer selection are encumbered through active contracts and the cost attributable to administering the JD process for County property will be reimbursed by the County from future development proceeds.

Since development of the properties is a multi-year process, the project manager will be accountable

for budgeting any costs associated with the JD activities that will occur in future years.

Impact to Budget

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

ALTERNATIVES CONSIDERED

The Board could choose not to adopt the Development Guidelines. That is not recommended because new developments are desired by these communities and will increase ridership. Further, the Guidelines were developed with considerable stakeholder input and the Expo/Crenshaw and Fairview Heights communities are expecting movement on the development at the station sites; adoption of the Guidelines is a precursor to moving forward with the JD process.

NEXT STEPS

After adoption of the Guidelines and authorization to enter into an agreement with the CDC, staff will negotiate and execute the agreement with the CDC and will issue RFPs for the development of the JD sites inclusive of the Guidelines. The RFPs are expected to be released in summer 2016. Staff anticipates bringing recommendations for selection of Developers to the Board in late 2016/early 2017.

ATTACHMENTS

- Attachment A - Location Maps
- Attachment B - County Agreement Term Sheet
- Attachment C - Expo Crenshaw Development Guidelines
- Attachment D - Fairview Heights Development Guidelines

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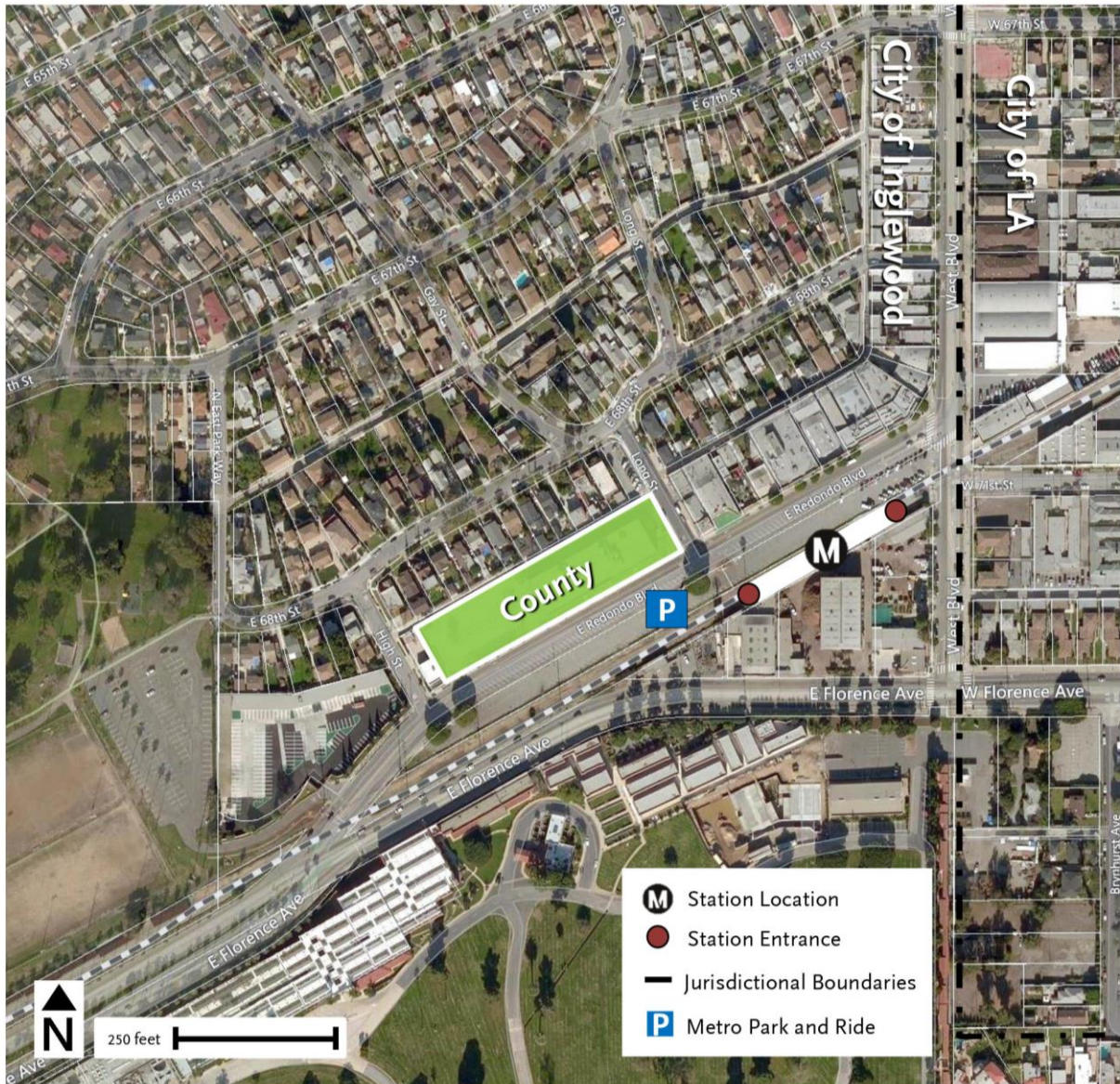
ATTACHMENT A – LOCATION MAPS

Expo/Crenshaw Station



ATTACHMENT A – LOCATION MAPS (continued)

Fairview Heights Station



ATTACHMENT B - COUNTY AGREEMENT TERM SHEET

1 Parties:

- a. County of Los Angeles acting through its Community Development Commission of the County of Los Angeles (CDC)
 - i. The CDC pursuant to the Master Agreement dated August 7, 2012, and Board of Supervisors action on October 13, 2015 and subsequent date of _____, 2016, will be executing the MOU on behalf of the County and substantially performing the County responsibilities under the MOU.
 - ii. All references to the County shall also mean the CDC acting on behalf of the County.
- b. Los Angeles County Metropolitan Transportation Authority (Metro)

2 Properties subject to MOU:

a. **County Properties**

- i. 3606 W. Exposition Boulevard, Los Angeles (Probation Department Site)
- ii. 923 E. Redondo Boulevard, Inglewood (Department of Public Social Services Site)

b. **Metro Property:**

- i. Southeast corner of Exposition Boulevard and Crenshaw Boulevard (which consists of the parcels with the following addresses: 3630 S. Crenshaw Blvd., 3642 S. Crenshaw Blvd., 3510 W. Exposition Blvd., 3505 Rodeo Rd. and 3635 S. Bronson Ave.)

c. **Ownership:**

- i. County shall retain ownership interest in County Property.
- ii. Metro shall retain ownership in the Metro Property.

3 **Joint Development Process**

a. **General**

- i. As more specifically described herein, Metro and CDC will work jointly to administer the joint development of the County and Metro Properties including soliciting, selecting and negotiating with a developer(s) for the County and Metro Properties and coordinating with the developer and overseeing construction of the joint development project. Upon completion of the joint development project, the County will be responsible for the operations and management of its County Property unless directed otherwise by the Board of Supervisors, and Metro will be responsible for the operations and management of the Metro Property.

- ii. For the form of documents and agreements, Metro and CDC will use Metro's standard procurement documents and joint development agreements as modified to include any County required language as requested by CDC.
- iii. The Metro Property and the Probation Department Site will be made available for development as part of the same Request for Proposal, as mutually agreed to by Metro and CDC.
- iv. The Department of Public Social Services Site will be made available for development in a separate Request for Proposal. Metro and CDC will jointly select the proposer for this site.
- v. The policies of both the County and Metro will apply to these joint development transactions, and to the extent that the policies are in conflict, the more stringent policy will apply.

b. Request for Proposal (RFP) and Exclusive Negotiation Agreement (ENA)

- i. Metro will handle all administrative tasks associated with issuing and processing the RFP in compliance with Metro and County policies and procedures, including, without limitation, any advertising requirements and being the single point of contact during the procurement process.
- ii. Metro will issue an RFP with an attached ENA in forms mutually agreed upon by CDC and Metro. The RFP will include Metro's board adopted development guidelines for the sites and any County requirements as requested by CDC, including any requirement to leaseback to County space in the proposed development.
- iii. Metro, County and CDC will have members of the proposal evaluation process and developer selection.
- iv. Metro, in consultation with the CDC, will hire third-party consultants, including outside legal counsel and economists, as needed to assist with the evaluation of proposals and negotiation of ENA.
- v. CDC will obtain all authorizations needed from the County to allow Metro to jointly issue the RFP and for CDC to enter into the ENA with the selected developer.
- vi. Metro and CDC will work cooperatively and in good faith to process the RFP including, without limitation, timely meeting all deadlines, and responding to proposers by providing information and documentation regarding their respective properties.

c. Joint Development Agreement (JDA) and Ground Lease (GL)

- i. Metro and CDC will both participate in the negotiations of the JDA and GL.

- ii. Metro, in consultation with the CDC, will hire third-party consultants, including outside legal counsel, as needed to assist with the negotiation of the JDA and GL.
- iii. CDC will obtain all authorizations needed from the County to allow CDC to enter into the JDA and GL with the selected developer.

4 Other Obligations of the Parties

- a. Metro and CDC will work cooperatively to seek street vacation at the Probation Department Site and exploring an additional Metro Rail station entrance on the Probation Department Site. This may include requiring the developer to provide the plaza and real estate for the station entrance as part of a joint use requirement.
- b. Metro and CDC will remain responsible for the cost for any environmental remediation needed, if any, on their respective properties. Metro will not assume any liability or obligation to remediate the County Properties as part of this agreement. County will not assume any liability or obligation to remediate the Metro Property as part of this agreement.
- c. Metro will be reimbursed for third party costs incurred in connection with the development of the County Properties as follows: Metro will receive 100% reimbursement of the third party costs incurred for the Department of Public Social Services Site and 100% reimbursement of the third party costs incurred for the Probation Department Site with the exception of any costs which are customarily recovered from the developer. Reimbursement for these costs as well as costs incurred in connection with the predevelopment activities will have the first priority on future revenues generated from the developments.
- d. County will have no obligation to pay for third party costs incurred in connection with the development of the Metro Property.

5 Schedule:

- a. The County anticipates it will vacate the Probation Department Site by ____TBD____ and the Department of Public Social Services Site by ____TBD____. CDC will advise Metro of the relocation efforts which may affect availability of these two County sites.
- b. Metro and CDC will evaluate any impact to schedule and the development from timely adoption of planning regulatory documents in LA and Inglewood.
- c. Metro anticipates the Crenshaw/LAX Project construction will be complete by 2019 which leaves the Metro Property available for the development. Metro will advise CDC of the Crenshaw/LAX Project construction progress which may affect availability of the Metro Property.


Los Angeles County
Metropolitan Transportation Authority

Development Guidelines for Expo/Crenshaw Station Joint Development Opportunity

JUNE 2016



Metro[®]



Wanderers, 2012
WILLIE MIDDLEBROOK, Artist
Commissioned by Metro Art, Expo/Crenshaw Station

Middlebrook's mosaic panels portray diverse populations, interspersed with imagery of the earth to remind viewers of our shared planet. The artworks are integrated into the platform gateway entrances and seating modules.

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APPENDIX

- A. Community Outreach Process Summary A1

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I. Overview

1. HOW TO USE THE DEVELOPMENT GUIDELINES

The Los Angeles County Metropolitan Transportation Authority (“Metro”), with extensive community input, has developed these guidelines to affirmatively shape the program and design responses to the Request for Proposals (RFP) for the Expo/Crenshaw Joint Development Opportunity Sites (“the Opportunity Site{s}”).

Developers and their teams should carefully review, and to the extent feasible, adhere to these guidelines as they develop their project development parameters, program(s), and design for the Opportunity Sites. Adherence to these guidelines will be among the factors considered as potential projects, and project teams, are evaluated.

2. THE OPPORTUNITY SITES

The opportunity defined as a whole provides for the development of two parcels totaling approximately 3.5 acres that anchor the northern terminus of the under-construction Crenshaw/LAX Transit Project (see Figure 1). Site A on the southwest corner of Exposition and Crenshaw Boulevards and is the present location for the County of Los Angeles Probation Department that will be relocated by the County. This parcel is located immediately south of the existing eastbound Expo Line, Expo/Crenshaw station platform and is proximate to a knock-out panel for the under-construction Crenshaw/LAX Transit Project, allowing for direct connection from this site to the new below-grade light-rail station.

Site B is located on the southeast corner of Exposition and Crenshaw Boulevards and to the south of the westbound Expo Line station platform. This site will include a transit plaza with escalators, stairs, and elevator access to the below-grade Expo/Crenshaw Station.

The Crenshaw/LAX Transit Project is anticipated to be completed in 2019 and when completed, this location will serve Metro patrons using the existing Expo Line light-rail that runs from Downtown Los Angeles to Downtown Santa Monica as well as the new line which will run south from this location to LAX and the South Bay.



Figure 1
Expo/Crenshaw Station and the Opportunity Sites

3. METRO JOINT DEVELOPMENT PROCESS

Metro owns, maintains and operates properties throughout Los Angeles County for its current and future transportation operations. As part of Metro's Joint Development Program, staff evaluates these properties for potential Joint Development uses. Metro does not develop private uses on its properties and rights-of-way on its own but engages in Joint Development with private developers who design, finance, build, and operate these uses typically through long-term ground leases and development agreements with Metro.

The first step in the Joint Development process is engaging the community to help shape the vision for the opportunity that is reflected in site-specific development guidelines. Upon Metro Board of Directors (Board) approval of the Development Guidelines, Metro issues an RFP to solicit development proposals for Joint Development sites, evaluates the proposals received, and the Metro Board then, as appropriate, authorizes an Exclusive Negotiation Agreement (ENA) with the recommended developer(s).

With an approved ENA, a project is refined by the developer and further shaped based upon input from the community and Metro staff. Upon completion of entitlements and California Environmental Quality Act requirements and negotiation of final terms, a Joint Development Agreement and Ground Lease are typically completed and approved by the Metro Board. Once these steps are completed, implementation, permitting, and construction of the project proceeds.

Occasionally, Metro partners with other public entities to support the development of publicly-owned land adjacent to the Metro system utilizing Metro's Joint Development Program, as is the case with County-owned property at the Expo/Crenshaw Station. References to Metro's Joint Development process should generally be interpreted as applying to the County-owned property though County procedures and approvals may vary from the typical Metro Joint Development process as more specifically described in the RFP.

4. COMMUNITY OUTREACH

Metro has undertaken an extensive community outreach process, attending more than two dozen meetings to inform the surrounding community and stakeholders about Metro's Joint Development Program and to solicit ideas and feedback to help shape potential development opportunities at this site as well as other sites along the under-construction 8.5-mile Crenshaw/LAX Transit Project.

Metro also hosted a series of meetings specifically addressing the Joint

Development opportunities at the Expo/Crenshaw Station including:

- ▶ May 13, 2015 Crenshaw/LAX Transit Project Community Leadership Council (CLC) Meeting
- ▶ November 5, 2015 Crenshaw/LAX Transit Project CLC Economic Development Work Group Meeting
- ▶ March 3, 2016 Crenshaw/LAX Transit Project CLC Economic Development Work Group Meeting
- ▶ March 5, 2016 Expo/Crenshaw Stakeholder Roundtable #1
- ▶ March 8, 2016 Expo/Crenshaw Stakeholder Roundtable #2
- ▶ March 11, 2016 Crenshaw/LAX Corridor Business Roundtable
- ▶ March 19, 2016 Expo/Crenshaw Community Workshop #1
- ▶ April 16, 2016 Expo/Crenshaw Community Workshop #2

At these meetings, community members reviewed the parameters of the Joint Development Program, described community issues and aspirations associated with the Opportunity Sites, suggested preferred programs and amenities, and noted examples of projects that they liked (see Figures 2 and 3). Hundreds of comments were written down and collated, and development themes emerged. Community members also noted an abiding commitment to stay involved throughout the Joint Development process, a commitment that Metro will honor with continued public input opportunities throughout the development of the project.

The community input received has directly shaped these Development Guidelines. Additionally, a more detailed summary of the outreach process and comments received is included as Appendix A of this document.



Figure 2
Expo/Crenshaw Workshop 1 Use Board Voting



Figure 3
Expo/Crenshaw Workshop 1 Small Group Discussions

II. The Joint Development Opportunity

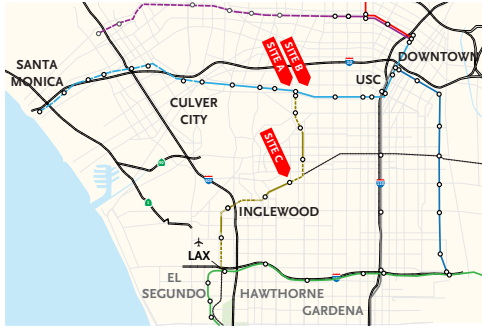


Figure 4
Regional context



Figure 5
Crenshaw/LAX Transit Project

1. THE GREATER CONTEXT

The Opportunity Sites are located at the intersection of Metro's under-construction north to south 8.5-mile light-rail Crenshaw/LAX Transit Project and the in-service east to west Expo Line. Combined, these two light-rail corridors provide the greater Crenshaw community with superior access to Culver City and Santa Monica to the west, USC, Downtown Los Angeles, and Union Station to the east, and Downtown Inglewood, Los Angeles International Airport (LAX) and South Bay cities to the south (see Figure 4). Site C is the subject of a separate RFP.

The Crenshaw/LAX Transit Project's Expo/Crenshaw Station is the northernmost of eight new stations along the light-rail corridor. The Opportunity Sites associated with this station (see Figure 5, Site A and Site B) are ideally situated to build upon the significant investment in transit infrastructure being undertaken by Metro and to support and grow transit use and ridership. A distinctive project that builds upon the strong cultural assets of the area and community aspirations can catalyze local investment with a mix and range of high-quality and architecturally compelling residential, retail, and jobs-producing uses.

Opportunity Sites A and B are immediately adjacent to the new underground Expo/Crenshaw Station sitting, respectively, to the southwest and southeast of Crenshaw Boulevard's intersection with West Exposition Boulevard. The Opportunity Sites will be supported by a combined estimated ridership on the two lines of over 45,000 persons a day. An additional approximate 65,000 vehicle trips a day traverse the main streets passing by the sites, Crenshaw Boulevard and Rodeo Road. Located at the northern terminus of the Crenshaw/LAX Transit Project, the Opportunity Sites are centered on and provide quick access to hundreds of thousands of jobs in Downtown Los Angeles, Culver City, Santa Monica, LAX, and points south.

The Opportunity Sites are one stop north of a regional shopping center, Baldwin Hills Crenshaw Plaza, whose owners have proposed a major mall renovation and two million square foot expansion. Upon completion, this regional shopping center will be complemented by new office space, a new hotel and both rental and for-sale housing. Additionally, Kaiser Permanente recently broke ground on a new 100,000 square foot medical office facility just to the west of Baldwin Hills Crenshaw Plaza and the Crenshaw/LAX Transit Project's Martin Luther King Jr. Station.

One stop to the south of the mall, the City of Los Angeles is spearheading the planning and revitalization of Leimert Park Village, an historic in-town suburban main street first developed in the late 1920s (see Figure 6). This district includes and hosts many cultural resources and events including art walks, Afro-centric stores, businesses, and the under-renovation Vision Theater. Two stops further south along the light-rail, Los Angeles County and Metro are teaming up to facilitate the development of a County-owned parcel adjacent to the Fairview Heights Station (see Figure 5, Site C). This parcel is the subject of a parallel Joint Development opportunity planning and implementation process.



Figure 6
Leimert Park Village Main Street

At the next stop to the southwest, the City of Inglewood is moving forward with a downtown project that includes approximately 250 market-rate workforce housing units and 50,000 square feet of retail and restaurant uses. Other major investments along the light-rail line include major improvements proposed for LAX. These improvements, including the proposed Automated People Mover, Intermodal Transportation Facility, and the Regional Rental Car Facility. These airport facilities will be directly connected by the people mover to the Crenshaw/LAX Line at a future 96th Street Station, providing easy access from the Crenshaw District and the Opportunity Sites to the airport and national and global destinations.

2. THE JOINT DEVELOPMENT OPPORTUNITY SITES

The Expo/Crenshaw Joint Development opportunity incorporates two parcels of land, one owned by Metro and the other by Los Angeles County. The west Opportunity Site, Site A, owned by Los Angeles County, is an approximate 1.66-acre “L” shaped parcel with approximately 150’ of frontage along Crenshaw Boulevard to the east; 300’ of frontage along West Exposition Boulevard to the north opposite the Expo Line light-rail platform; 300’ of frontage along residentially-oriented Victoria Avenue to the west; and 140’ of frontage along Rodeo Road to the south (see Figure 5, Site A). This site presently houses a Los Angeles County Probation Department facility, which operates out of a one-story building served by a surface parking lot (see Figure 7). This use is being relocated by Los Angeles County and Metro and Los Angeles County are working together to ensure the redevelopment of the site for high-quality transit-oriented development.



Figure 7
Joint Development Opportunity Site A

The east Opportunity Site, Site B, is controlled by Metro and is an approximate 1.77-acre and approximate 300’ by 250’ trapezoidal parcel surrounded by Exposition Place to the north, Bronson Avenue to the east, Rodeo Road to the south, and Crenshaw Boulevard to the west (see Figure 5, Site B). Currently used for construction staging, this parcel will include access to the underground station (stair, escalator,

and elevators), and was initially planned to include a 110-space surface parking lot serving Metro commuters and patrons (see Figure 9). Metro is examining options to relocate and/or incorporate this parking off-site to facilitate the highest-quality development project on this site. Upon completion of the Metro construction, Bronson Avenue will dead-end approximately 150 feet north of Rodeo Road where a cul-de-sac is proposed. Just to the north of the cul-de-sac, the Los Angeles Department of Water and Power will be providing an at-grade facility that serves Metro’s utility needs.

As further discussed in Section V.I, potential street vacations may present opportunities to expand the limits of Site A and Site B.

3. THE MARKET OPPORTUNITY

Located at the intersection of two light-rail lines, the Opportunity Sites are directly linked to three of the Los Angeles basin’s major job centers: Downtown Los Angeles (297,000 jobs), Santa Monica (83,000 jobs) and the LAX area (100,000 jobs). These connections and the Opportunity Sites’ visibility on a major arterial suggest strong opportunities for both residential and commercial uses.

There are approximately 7,100 people currently living in 2,700 households located within a half-mile of the station area. These households reside in a mix of owner-occupied homes (47% of total households) and rentals (53% of households). The rate of owner-occupied homes is substantially higher in the station area than the percentage in the City of Los Angeles as a whole (38% of owner-occupied units), pointing to the stability of the immediate surrounding area.

The primary market area (shown in Figure 10) has largely recovered from the 2008 – 2011 recession. Recent single-family home prices within the primary market area are close to 2007 levels and apartments in more recently constructed buildings yield higher than average area rents. Recently the community has seen major investment in new retail uses, including Capri Development’s announcement to renovate and expand the mix of uses at the Baldwin Hills Crenshaw Plaza, one mile to the south of the Expo/Crenshaw Station (see Figure 11).

A market demand study completed in advance of the writing of these guidelines indicates that there is strong demand for a number of retail uses in the station area. The demand study also indicates strong support for new market rate residential uses.

While no new office buildings have been built within the station area in over 10 years, to the west of the station area, adjacent to the Expo Line



Figure 9
Joint Opportunity Site B



Figure 10
Expo/Crenshaw Station area development will draw from a larger primary market area, shown above.



Figure 11
Baldwin Hills Crenshaw Plaza

Photo by Primestor



Figure 12
EOM Samitaur Tower

La Cienega/Jefferson and Culver City Stations, architecturally innovative campus-style office buildings with large, flexible floorplates have attracted technology, new media, and creative users (see Figure 12). These types of businesses are likely to continue to move eastward and populate buildings along the Expo Line as long as there is access to supporting amenities for employees. Outreach to the community as part of Metro’s Joint Development process indicated that there would be significant community support for the development of new higher-quality office space, and consequent jobs, at the Opportunity Sites.

The combination of retail and housing demand, coupled with strong community support for office uses, suggests that a mixed use project at the Opportunity Sites would be well received both by the community and the market.

4. THE IMMEDIATE CONTEXT



Figure 13
View south along Victoria Avenue

A low-scale generally single-family home neighborhood lies to the west of Site A with two-story garden apartments surrounded by generously landscaped front and side yard setbacks immediately across Victoria Avenue adjacent to Site A (see Figure 13).

A combination of light industrial uses along the Expo Line corridor surrounded by single- and multi-family residential uses lie to the east of Site B. Immediately to the south along Crenshaw Boulevard are sidewalk-oriented retail and office buildings as well as a large development site, the approximate 6.5-acre District Square project. While specific plans and the program for this project are still being reformulated, the developer of this project has most recently proposed large retail uses along with residential rental units.



Figure 14
View east along West Exposition Boulevard towards Crenshaw Boulevard; this portion of the street could be vacated and an open space amenity fronting the west opportunity site realized.

To the immediate north of the Opportunity Sites are the split platforms of the existing Expo Line light-rail (Downtown-bound platform on the west side of Crenshaw Boulevard and Santa Monica-bound platform on the east side). A portion of Exposition Boulevard/Exposition Place separates these two train platforms from the Opportunity Sites. The stretch adjacent to Site B is in the process of being vacated by Metro; the approximately 300’ long stretch of street adjacent to Site A could also be vacated as part of a development proposal. These vacated streets could establish an open space amenity between the east-west light-rail right-of-way and the north frontages of the Opportunity Sites creating an enhanced pedestrian connection between the Expo Line and the future Crenshaw/LAX Line (see Figure 14).

Crenshaw Boulevard to the north of the Opportunity Sites is typically lined with small street-facing businesses in one-story structures (see Figure 15). By contrast, the landmark 5,000-seat West Angeles

DEVELOPMENT GUIDELINES - EXPO/CRENSHAW STATION

Cathedral, completed in 1999, anchors the northeast intersection of the Expo Line with Crenshaw Boulevard, attracting large and vibrant crowds on Sundays and holidays (see Figure 16). The northern campus of this church is two blocks north along Crenshaw Boulevard. Between these two church sites, on the east side of Crenshaw Boulevard, is the Cathedral's 500-space parking structure (see Figure 17). During the week, and when the church is not active, this garage, a short four to five-minute walk from the Metro Stations, doubles as a commuter parking resource for light-rail patrons.



Figure 15
View north along Crenshaw Boulevard



Figure 16
West Angeles Cathedral



Figure 17
West Angeles Cathedral parking structure

III. Vision for Joint Development

1. GENERAL STATION AREA POLICIES

The greater Crenshaw community has a long history of active participation in the shaping of goals, objectives, and visioning of the area surrounding the Expo/Crenshaw Station. Over the past decade these efforts include:

- ▶ *The Crenshaw Corridor: A Multi-Generational Vision for Our Collective Future* (Local Initiatives Support Coalition {LISC}, Community Build, Inc., 2009); a strategy plan to introduce sustainable approaches to housing, education, jobs, mental health, and social services for people of all ages.
- ▶ *The Mid-City Crenshaw Vision Plan* (Community Redevelopment Agency of the City of Los Angeles {CRA/LA}, 2009); a vision and streetscape plan for the Crenshaw Corridor between Interstate 10 to the north and Martin Luther King, Jr. Boulevard to the south.
- ▶ *The Crenshaw Corridors Transit Linkages Project* (California Department of Transportation {Caltrans}, Institute for Community Economic Development, Los Angeles Department of Transportation {LADOT}, and Los Angeles Urban League, 2012); a bicycle access and walkability plan for proposed light rail stations and districts along Crenshaw Boulevard.
- ▶ *Safe Routes to School Strategic Plan* (LADOT, launched 2011); means to increase and implement safety related to children walking and bicycling to local schools.
- ▶ *The City of Los Angeles Sustainable City Plan* (Office of Los Angeles Mayor Eric Garcetti, 2015); introduction of metrics and benchmarks including those for enhanced streetscapes, enhanced active transportation (i.e. walking and bicycling), and mixed-use development at transit stations to measure sustainability progress.

The Opportunity Sites are located within the Crenshaw Corridor Specific Plan area. The City of Los Angeles recently completed an extensive outreach effort to update the Specific Plan which is in the final stages of adoption. The Expo/Crenshaw Station area is identified in the Draft Amended Specific Plan as a transit-oriented district with increased intensity of uses in the vicinity of the Expo Line and Crenshaw/LAX Transit Project. While the vision for this area, inclusive

of the Joint Development Opportunity Sites, allows for increased densities and heights, the plans also clearly delineate the need to relate and transition to the smaller-scale and surrounding residential context, particularly along Victoria Avenue between West Exposition Boulevard and Rodeo Road.

The community specifically anticipates that any project within the Crenshaw Corridor Specific Plan area, including projects proposed for the Opportunity Sites, will adhere to the goals, objectives, and requirements of the Specific Plan. This plan emphasizes and encourages:

- ▶ economic revitalization
- ▶ a balance of commercial uses that address the specific needs of the surrounding communities including but not limited to local-serving retail and provision of high-quality food purveyors and restaurants
- ▶ a compatible relationship to and carefully designed transitions between new projects and existing and contiguous residential neighborhoods
- ▶ a high-level of pedestrian activity and pedestrian-friendly design that activates and ensures the safety of sidewalks
- ▶ the promotion of sustainable community development.

The draft West Adams–Baldwin Hills–Leimert Community Plan, also pending adoption following an update effort by the City of Los Angeles, further emphasizes important community aspirations related to the realization of a healthy and sustainable community. In this plan, sustainability is linked to continuity of social and cultural identity. The plan states, “(t)he collective sense of place existing within the neighborhoods of the West Adams–Baldwin Hills–Leimert Community Plan is an enduring source of cultural and civic pride. The area’s numerous historic and cultural resources continue to serve as invaluable assets toward developing positive neighborhood identity. Preservation and enhancement of the area’s legacy of architectural and urban planning resources, as well as identification of future resources, is extremely important toward ensuring continued and overall sustainability for the area.”

See Section IV.2 and Section IV.3 for a more detailed discussion of the West Adams-Baldwin Hills-Leimert Park Community Plan and the Crenshaw Corridor Specific Plan, respectively, as it relates to the Opportunity Sites.

2. GENERAL STAKEHOLDER VISION

Metro engaged in a one-year outreach process to inform the communities surrounding the Expo/Crenshaw Station area about the potential of the Joint Development opportunity and to solicit input, ideas, and feedback regarding the community's development aspirations, goals and objectives. A broad range of ideas was expressed during this time and common themes and ideas emerged. Key community based concepts that should shape a future Joint Development project include:

- ▶ **Realize a culturally distinct and iconic gateway destination that serves residents and attracts visitors.**

Community members pointed to the unique multi-cultural history of the surrounding community and stated that these factors should shape and differentiate a project at the Expo/Crenshaw Joint Development Opportunity Sites. Stakeholders also expressed an interest that the realized project should serve as a high-quality icon along the Crenshaw Corridor for both present and future residents and visitors.



Figure 18
Pedestrian oriented activities and scale at Mission Meridian Village, a transit oriented development along the Gold Line in South Pasadena.

Photo by Moule & Polyzoides

- ▶ **Create a village experience that is a walkable and safe community place with green and open space.**

Stakeholders desired that the Joint Development project have a village-like sensibility and scale and that massing and bulk be broken down to better relate to the smaller scale of the surrounding community. They further expressed interest in high-quality architecture and design and that buildings have a 360° architectural expression. Places they pointed to as inspirational included Mission Meridian Village in South Pasadena (see Figure 18), Del Mar Station in Pasadena, and Larchmont Village in Los Angeles. Green roofs, park-like spaces, and walking experiences were described as attributes of a desirable project.

- ▶ **Incorporate high-quality and local-serving uses including retail, sit-down restaurants, and a neighborhood grocery.**

Stakeholders expressed strong interest in the incorporation of high-quality neighborhood-responsive retail uses in a Joint Development project. To best serve the community, they noted that there should be neighborhood-serving retail opportunities with a variety of price points that serve everyday needs. There was also specific interest stated in locating a grocery purveyor of fresh and organic foods in the project as well as sit-down restaurants and cafes.

- ▶ **Develop a range of housing types affordable to existing residents including seniors and families.**

Participants were in favor of mixed-use development with

housing located above ground level retail. They noted the need for market rate housing as well as housing affordable to residents of the existing community including seniors and working families. Realizing a Joint Development project incorporating housing accessible for people who have lived in the community for their entire lives was seen as a critical place-keeping development strategy.

▶ **Foster community job growth and opportunity during and after development.**

Community members see job creation and long-term job growth and stability in the community as an integral component of the Joint Development process and outcome. In this regard stakeholders stated a preference for a project that incorporates attractive office, creative, incubator, and/or community spaces that could be utilized by local and entrepreneurial business people and non-profits, including social benefit organizations working to improve health and well being (see Figure 19).

▶ **Offer sufficient parking for commuters and minimize parking impacts on surrounding communities.**

Residents of the community do not want the combination of project and commuter parking to spill into the surrounding neighborhoods. They want the project to address commuter needs and offer adequate parking appropriate for the proposed Joint Development uses.

▶ **Encourage and provide opportunities for ongoing community input in the Joint Development process and proposed project.**

Stakeholders want to ensure their ongoing participation including opportunities for review and comment throughout the Joint Development process. They want project proponents to engage in continued outreach efforts to create project transparency that ensures community understanding at all project phases, thereby furthering the realization of the community's project vision.

A successful Joint Development project will be evaluated, in part, on its ability to accommodate the above themes through careful programming and design strategies. A successful project and development team will further promote the broadest range of community objectives that have been expressed throughout the outreach process. These include recognition that new transit-oriented development in the Crenshaw district will create increased opportunities, linkages, and facilities for walking, biking, and healthier lifestyles. New development can respond to the need for housing and jobs for all existing residents and build upon the strengths of the local community, businesses, institutions, and culture. Most importantly, a successful project is as much about place-keeping for the existing community and local culture as it is about place making that all users enjoy.



Figure 19
Platform, a transit oriented development in Culver City adjacent to the Expo Line, is a carefully curated retail experience with restaurant and creative office space.

Photo by Ricardo DeAratana, Los Angeles Times

IV. Joint Development Sites Regulatory and Policy Framework

Metro, Los Angeles County, and City of Los Angeles policies and plans will shape the Joint Development project proposal and implementation. The following key policies and plans are noted below and should be carefully reviewed and utilized as part of the Joint Development process.

1. METRO'S JOINT DEVELOPMENT POLICY

Metro's Joint Development Policy (Policy), updated in February of 2016, guides Metro's property asset development activities and projects. The Policy establishes the framework by which Metro prioritizes and approves Opportunity Site proposals and reviews and implements these projects.

A key objective of the Policy is to realize transit-oriented projects that increase transit ridership. At the same time Metro seeks to appropriately fit projects that it sponsors within existing communities. Metro seeks to do this by optimizing community engagement, both by Metro and the selected development team, and realizing projects that reflect and support community needs and desires.

Metro's Joint Development program also seeks to **facilitate construction of affordable housing units** such that 35% of the total housing units in the Metro Joint Development portfolio are affordable for residents earning 60% or less of the Area Median Income (AMI) as defined by the California Tax Credit Allocation Committee (TCAC). Regardless of the project type that is proposed and implemented, Metro is committed to pursuing high-quality design that enhances the surrounding community and creates inviting spaces and places around Metro facilities.

Metro's Joint Development financial policies emphasize risk minimization and maximizing revenue through ground lease payments, which is the preferred transaction structure as opposed to fee disposition. Metro does not contribute funding to Joint Development projects, though the Joint Development Policy does allow for partial land discounting below fair market value in order to support affordable housing. Developers are encouraged to obtain capital or in-lieu contributions from other public agencies to create greater community economic benefit.

Joint Development proposals are evaluated based on their support of Metro's Joint Development policies. Proposers should fully examine

the Metro Joint Development Program: Policies and Process (see media.metro.net/projects_studies/joint_development/images/JDP_Policy_0225_2016.pdf) and to the maximum extent feasible conform to the objectives, goals, and policies of this program.

In addition to the Metro Joint Development Policy, additional County policies and requirements may apply as more specifically described in the RFP.

2. WEST ADAMS – BALDWIN HILLS – LEIMERT COMMUNITY PLAN

The existing West Adams–Baldwin Hills–Leimert Community Plan (Community Plan) was last updated and adopted in 1997 and is the City of Los Angeles policy document defining the means by which the City guides land use and economic development decision-making at the Joint Development Opportunity Sites and in the surrounding community. Interestingly, twenty years ago, when this plan was adopted, a key objective was to maximize “...the development opportunities of the future rail transit system while minimizing adverse impacts”.

The existing general land use designation for the Opportunity Sites is commercial, typically allowing for development of commercial, residential, institutional, and mixed-uses with restrictions on industrial and manufacturing uses. The sites immediately to the east and south of the Opportunity Sites are also designated as commercial sites. However, to the immediate west of Site A, the land use changes to lower density, multiple-family uses, requiring a transition in intensity of uses and design along this interface.

The existing intensity of uses on the Opportunity Sites are controlled by a height district designation that generally limits density and height to reflect the existing one, two, and three story surroundings. Within the vicinity of the station area these designations are evolving through a community plan update process. An update to the Community Plan is being prepared by the City of Los Angeles Department of City Planning (LADCP), and is in the final stages of adoption. The Community Plan, a component of the Land Use Element of the Los Angeles General Plan, includes updated goals, objectives and overarching standards and guidelines for the community’s future growth and improvement. These include density increases and a 15’ over-existing-standards height increase within the Crenshaw/Expo Transit Oriented District, which is inclusive of the Opportunity Sites. Proposers should consider the Community Plan when developing their concepts.



Figure 20
The Crenshaw Corridor Specific Plan is the primary guiding document for the Joint Development Opportunity Sites.

3. CRENSHAW CORRIDOR SPECIFIC PLAN AND CITY OF LOS ANGELES ZONING

The existing Crenshaw Corridor Specific Plan (Specific Plan), in coordination with City of Los Angeles zoning requirements, implements the goals, objectives, and provisions of the Community Plan along the length of the Crenshaw Boulevard corridor. The Specific Plan was first adopted in 2004 and refines zoning criteria last updated in 2000. An amendment to update the Specific Plan is being prepared by LADCP and is in the final stages of adoption (see Figure 20). The amended Specific Plan affirmatively addresses the opportunities associated with new transit infrastructure along the Crenshaw Corridor as well as community desires to ensure that the Specific Plan addresses walkability, conservation of cultural and historic resources, and revitalization of historic Leimert Park Village.

Within the designated Crenshaw/Expo Transit Oriented Development Area (Subarea A), which includes the Opportunity Sites, the amended plan provides for upward adjustments of density and height (see Figure 21). Density at the two sites is generally increased from a FAR of 1.5:1.0 to a FAR of 3.0:1.0 for mixed-use projects with a residential component. General height allowances are raised from 45' to 75'. With the provision of fully subterranean parking, FAR may be further increased one foot for each foot of parking placed below grade to a maximum of an additional 1.0:1.0 FAR. In this last regard, project proponents should take into consideration that the historic high mark of the water table is located approximately 20' deep and has been noted as shallower on adjoining properties.

To ensure that a new project on Site A better relates to its multi-family residential neighbors along Victoria Avenue, maximum development heights are limited along this frontage to 30' for the first 50' of project lot depth. The amended Specific Plan also includes additional provisions for the design of signs, limitations of free-standing fast food establishments, additional limitations on off-site alcohol sales, and limitations on automobile uses.

A key provision of the amended Specific Plan is a 50% reduction of parking requirements within the boundaries of a transit-oriented development area, i.e. Subarea A. The parking provisions of this plan also note that the maximum parking permitted for proposed uses in this subarea may not exceed 90% of what is otherwise allowed by City of Los Angeles zoning.

Preliminary analysis of the two sites indicates that an approximate 215,000 square foot project could be realized on Site A and an approximate 230,000 square foot project developed on Site B assuming a 3.0:1.0 FAR (see Figure 22). These densities could be

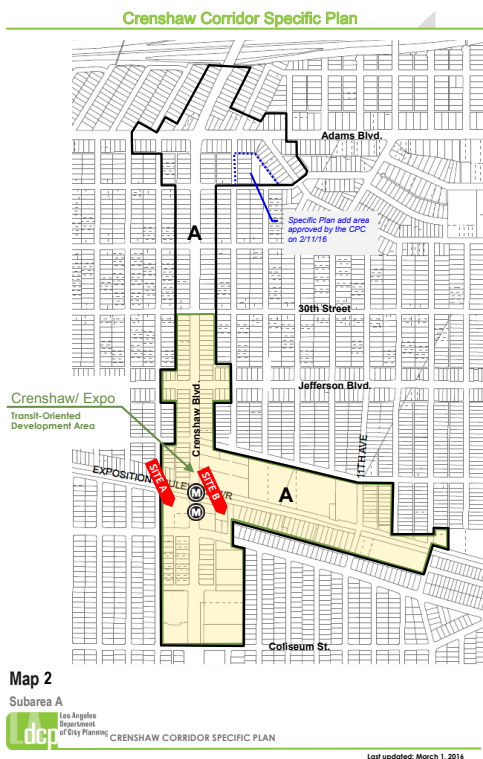


Figure 21
Transit-Oriented Development Area, Subarea A per the Draft Crenshaw Corridor Specific Plan which is pending City Council adoption.

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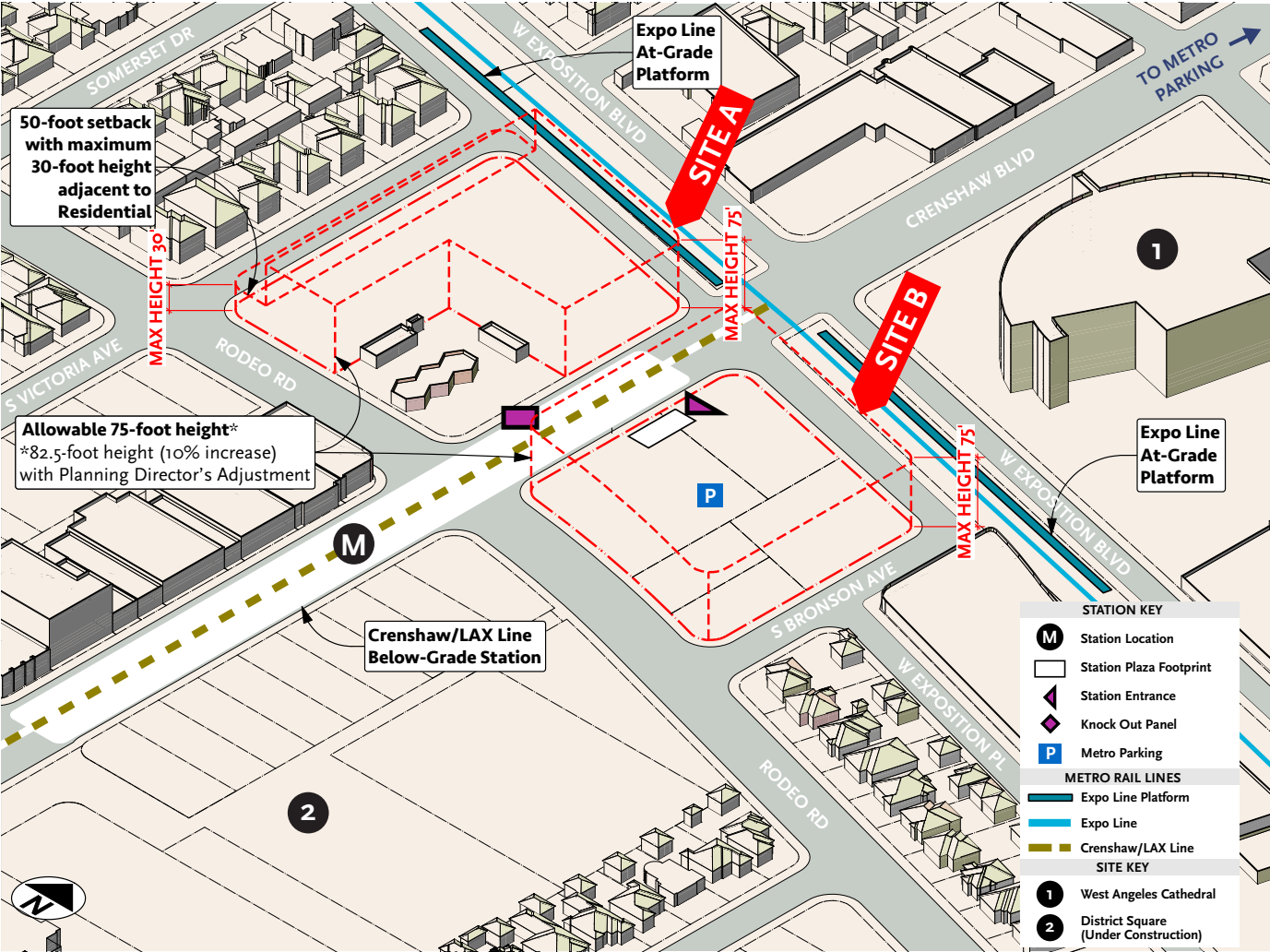


Figure 22
 Allowable Building Area Diagram per the Draft
 Crenshaw Corridor Specific Plan which is pending City
 Council adoption.

5. OTHER KEY METRO POLICIES

a. **Metro Complete Streets Policy**

Complete streets are streets that provide safe, comfortable, and convenient travel along and across thoroughfares through a comprehensive, integrated transportation network that serves all users, including pedestrians, users and operators of public transit, bicyclists, persons with disabilities, seniors, children, motorists, users of green modes including rideshare, transit, and clean fueled vehicles, and movers of commercial goods. Metro adopted a complete streets policy in October 2014 to identify opportunities and actions that support local complete street integration (see Figure 24). This policy (see media.metro.net/projects_studies/sustainability/images/policy_completestreets_2014-10.pdf) should be reviewed and referred to when developing a project concept. Projects that incorporate complete street components and integration may be prioritized.

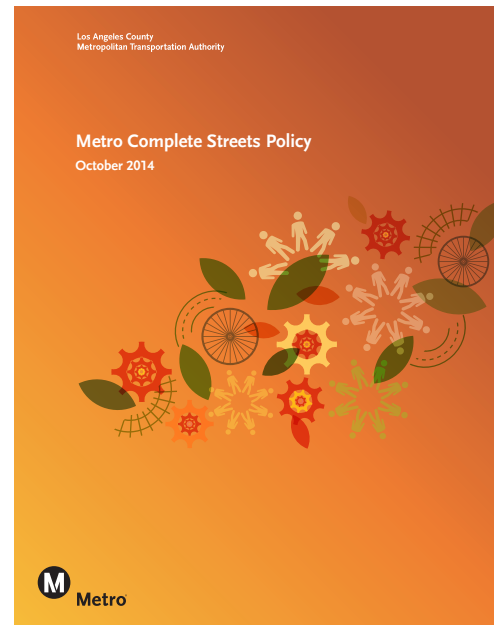


Figure 24
Metro Complete Streets Policy

b. **Metro First Last Mile Strategic Plan**

The Joint Development Opportunity Sites are subject to Metro’s First Last Mile Strategic Plan, which presents planning and design guidelines to improve the connections to station stops from origins and destinations within three miles of the station (see media.metro.net/docs/First_Last_Mile_Strategic_Plan.pdf). The plan introduces a “pathway” concept that provides planning criteria for the layout of transit access networks and components within Metro station areas (see Figure 25).

Pathway connectivity enhances transit transfers, increases user safety, offers information and wayfinding signage, and provides accommodations such as lockers or car share that facilitate and expand transit use, an important factor at a station such as Expo/Crenshaw which integrates two light rail lines, bus routes, and parking. This policy should be reviewed and its principles incorporated into a project concept. Projects that utilize first last mile strategies to shape the program and design may be prioritized.

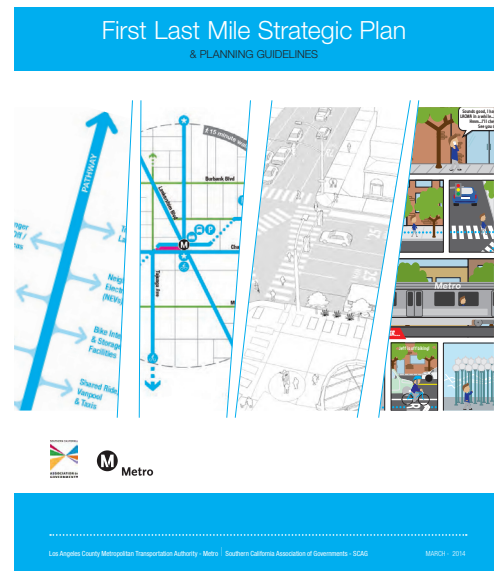


Figure 25
Metro First Last Mile Strategic Plan

c. **Metro Active Transportation Plan**

Metro’s Active Transportation Plan adopted in May 2016 focuses on enhancing access to stations and developing a regional network for people who choose to take transit, walk, and/or bike (see <https://www.metro.net/projects/active-transportation-strategic-plan/>). This policy builds and expands

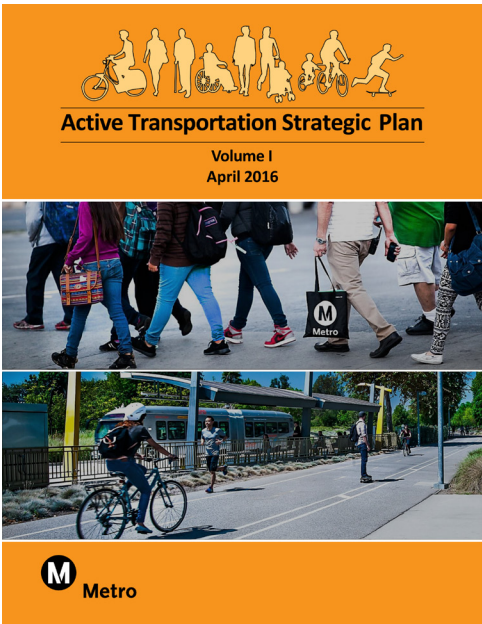


Figure 26
Metro Active Transportation Strategic Plan

upon Metro’s Complete Streets Policy and First Last Mile Strategic Plan (see Figure 26).

While much of the Active Transportation Plan is devoted to enhancing the regional active transportation network through cooperation between Metro and local agencies, focused policies do address destinations and station stops. These include policies that encourage implementation of easy to achieve improvements that enhance use of Metro’s system for all users such as landscaping with tree shade, introduction of street furniture and lighting, and other improvements to open spaces adjacent to Metro platforms, portals, and plazas. This policy should be reviewed and its principles incorporated into a project concept. Projects that incorporate in their design active transportation components may be prioritized.

V. Transit Facilities and Accommodations

1. THE CRENSHAW/LAX LIGHT-RAIL LINE IMPROVEMENTS

The Metro Joint Development opportunity consists of two sites; one site is located to the west of Crenshaw Boulevard (Site A) and one to the east (Site B). Both sites straddle an approximate 800' long subterranean station box running beneath Crenshaw Boulevard and can accommodate improvements associated with improved transit functionality and connectivity.

The under-construction Expo/Crenshaw Station and associated transit improvements such as the transit plaza on Site B must be maintained as an entrance to the Station. However, a developer may build over the portal to facilitate utilization of the full development allowances provided by the City of Los Angeles as subject to Metro design criteria, approval, and review. Existing vent shafts, emergency exits, and other similar station facilities as depicted in Figure 27 shall remain intact and future development shall not impair or hinder their functionality or structural integrity. With Metro's approval, such facilities may be modified; however, no loss of functionality or structural compromise shall occur, and the costs of such modifications will not be borne by Metro.

- a. **Site A Opportunity Site Transit and Mobility Improvements**
Site A adjoins the underground Expo/Crenshaw Station box along its eastern frontage (see Figure 27). As part of the light-rail construction project, Metro is building improvements along the Opportunity Site Crenshaw Boulevard frontage including widened sidewalks, new street trees, and street lighting. A bus turnout is being constructed at the north end of the block (see Figure 27). To ensure long-term connectivity and safe transit patron movements from the station to the surrounding area, including direct connection between the Crenshaw/LAX Line and the eastbound platform of the Expo Line, a western "knockout" panel is being provided at the station mezzanine level, approximately 110 feet north of the intersection of Crenshaw Boulevard with Rodeo Road.

Joint Development concepts for Site A shall accommodate an additional access portal to the station mezzanine and light-rail platform below. The second transit access point and accompanying improvements such as a second portal and canopy, plaza, bicycle facilities, and landscape should be fully integrated into the proposed development. The activation of

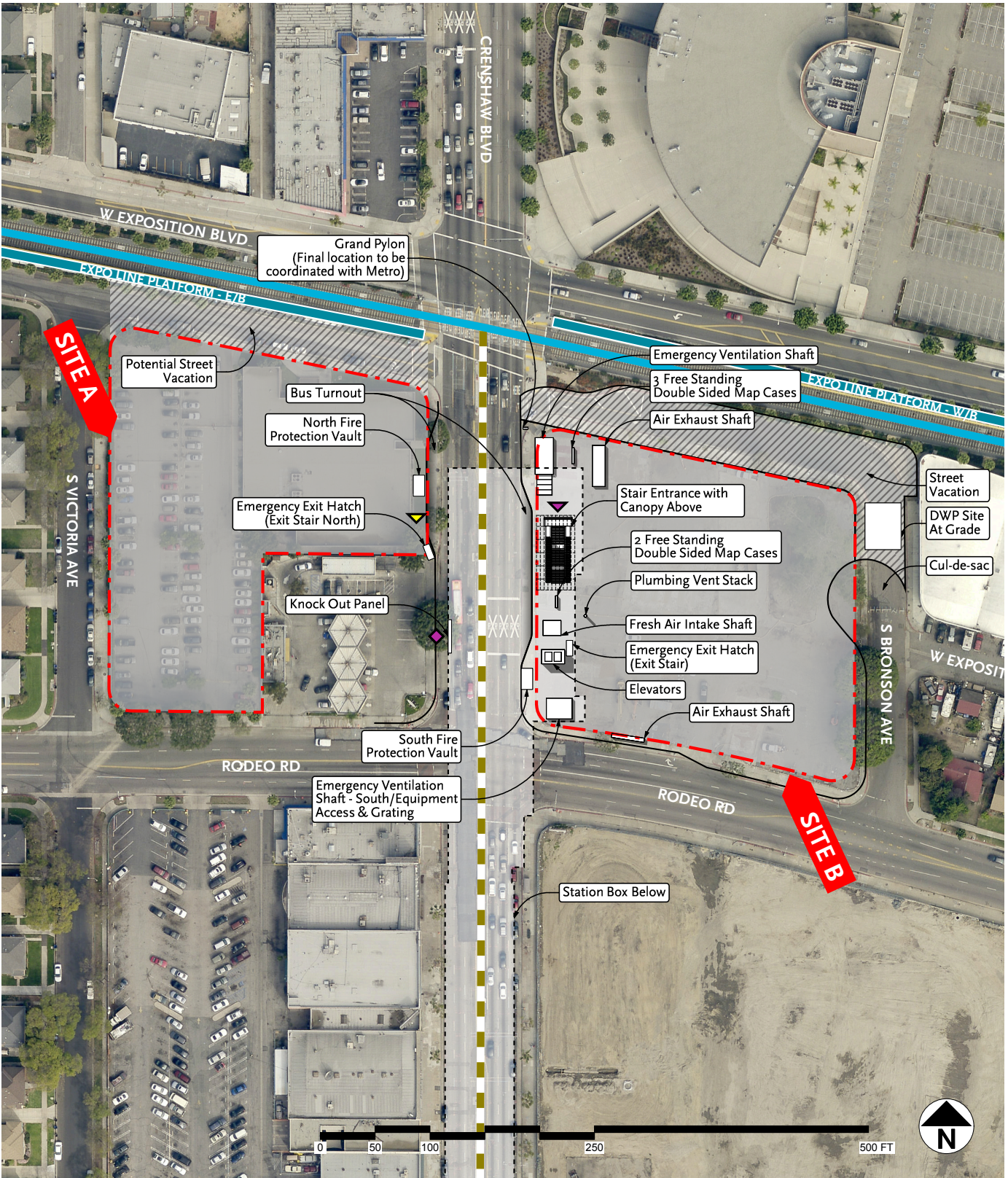


Figure 27
 Site Transit and Mobility Improvements

this knockout panel and implementation of the second station entrance will enhance the identity of the station area and facilitate safe transfers between transit lines and transit modes including pedestrian movements under Crenshaw Boulevard. This provides an additional opportunity to provide activated open space opportunities, which is a community priority.

Project proposals shall not preclude the ability to construct the secondary entrance at Site A which shall include, at minimum, one escalator, one stair, one elevator, and associated signage and wayfinding including mapcases at street level. Potential configurations include a straight run north-south vertical circulation alignment (see Figure 28), similar to the proposed station entry at Site B, or an east-west switch back configuration (see Figure 29). The inclusion of a secondary entrance would eliminate the need for an emergency exit stair/hatch currently proposed on the west side of Crenshaw Boulevard.

If included as part of an open-air transit plaza, a canopy similar to that which is depicted on Site B in Figure 30 will be required, consistent with Metro's system wide station design standards. The portal may be developed over with a minimum clearance height of 20' subject to Metro review and approval to ensure the integrity of the transit infrastructure and station operations is not compromised. Note, the potential Site A entry configuration concepts are provided for initial planning purposes and will require further design development and engineering and close coordination with future development plans for Site A.

b. Site B Opportunity Site Transit and Mobility Improvements

Site B incorporates the initial transit plaza and portal that will serve the Crenshaw/LAX Line (see Figure 27). This plaza is oriented north to south along the Crenshaw Boulevard frontage from Exposition Place to Rodeo Road and has a depth perpendicular to Crenshaw Boulevard of approximately 50'. Within this area Metro will provide transit improvements including a steel and glass entrance canopy that covers two public escalators and stairs leading to the below-grade station mezzanine level. Other plaza elements include two elevators, at-grade wayfinding elements such as map cases and an identity pylon, enhanced paving, landscape, shafts for ventilation, and access to underground equipment and in-pavement emergency exit hatches. A bus turnout and stop is carved into the Crenshaw curbside and placed in front of the portal canopy, establishing a clear link for patrons connecting between bus and rail.

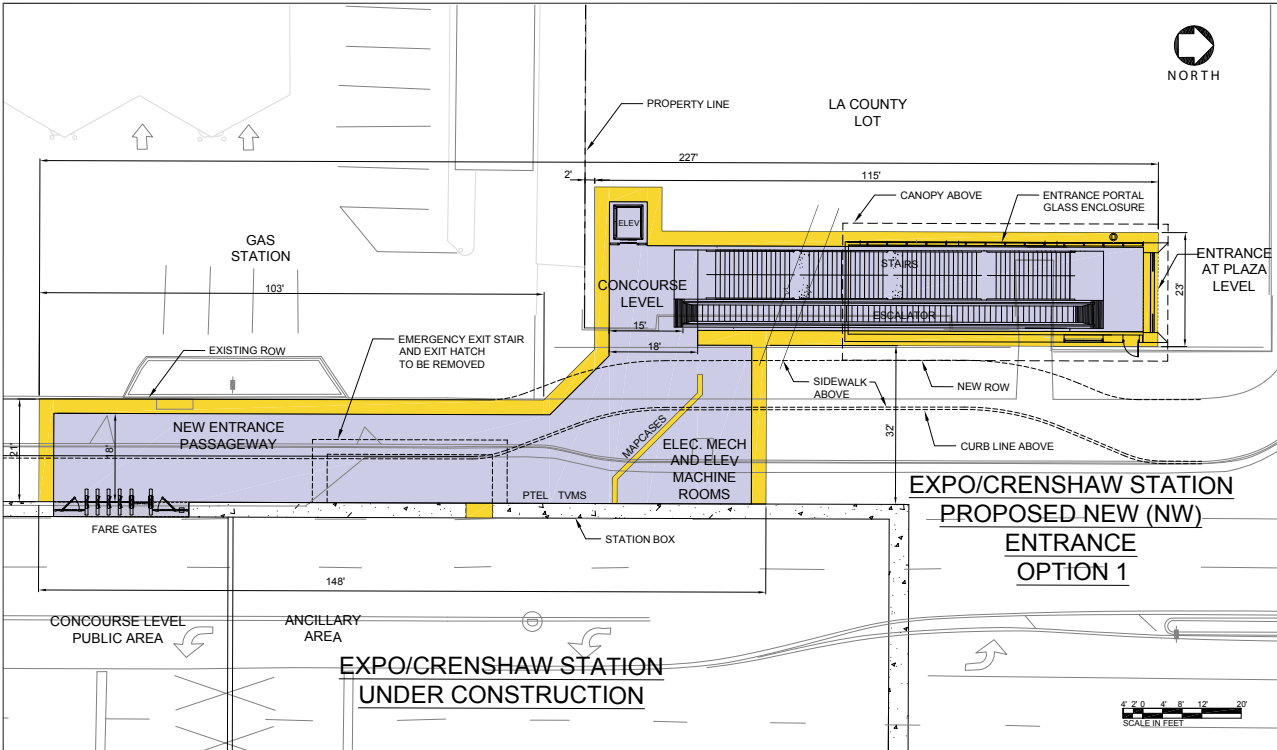


Figure 28
Option 1 Expo/Crenshaw Station proposed entrance.

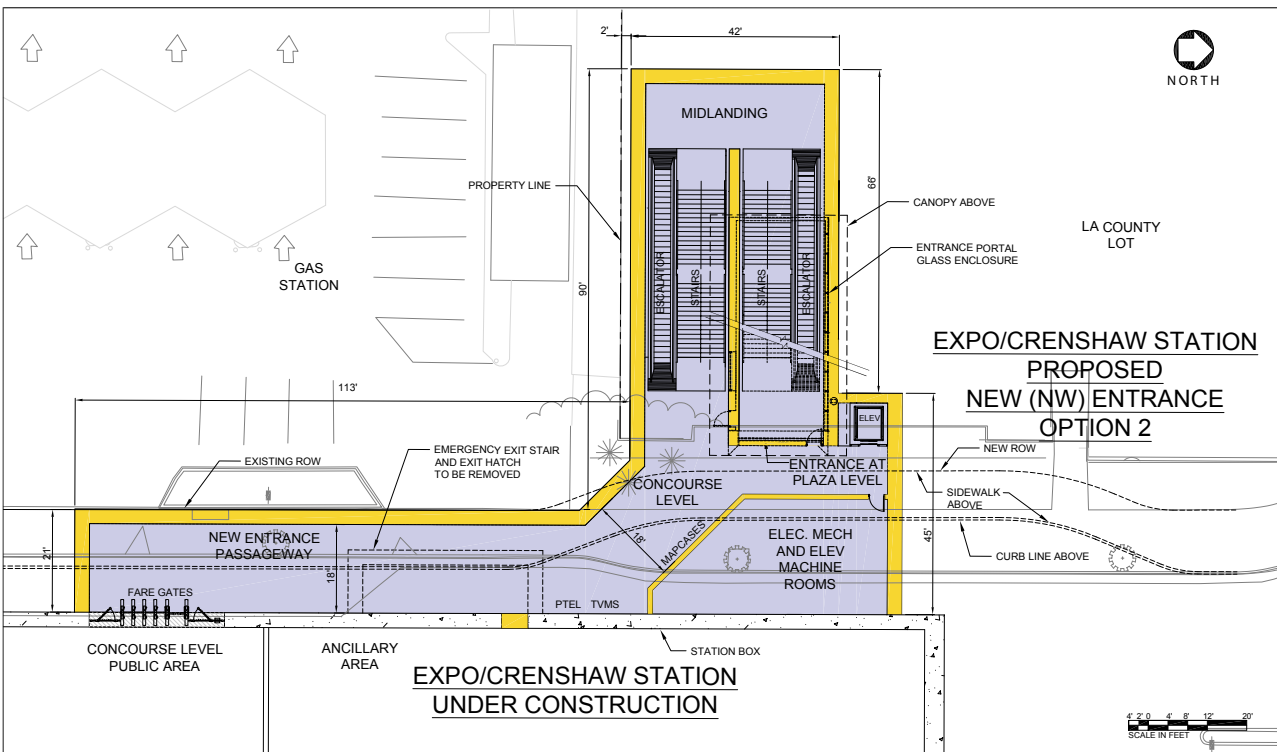


Figure 29
Option 2 Expo/Crenshaw Station proposed entrance.

The Crenshaw/LAX Transit Project scope includes the provision of 110 park-and-ride spaces at the Expo/Crenshaw Station. These spaces were originally planned to be accommodated in a surface parking lot at Site B, though Metro is currently exploring relocating the spaces to a nearby location within easy walking distance to the two Metro light-rail stations at Expo/Crenshaw to allow for higher and better uses at Site B. However, the development on Site B will still need to accommodate a minimum of 10 spaces of park-and-ride stalls on site, the cost of which shall be borne by the developer. The spaces shall be publicly accessible and segregated from development-related parking.

c. Street Vacation Consideration

The West Exposition Boulevard and Exposition Place frontage on the north side of Sites A and B, respectively, separate these lots from the Expo Line right-of-way. Vacating these streets will allow for safer pedestrian connections between the Crenshaw/LAX station portal(s) and the Expo Line east- and west-bound platforms, which are located on either side of Crenshaw Boulevard. The Crenshaw/LAX Transit Project is securing a street vacation for the portion of Exposition Place north of Site B between Crenshaw Boulevard and S. Bronson Avenue. There is also the potential to vacate and utilize the portion of West Exposition Boulevard north of Site A between Crenshaw Boulevard and S. Victoria Avenue (see Figure 27). Metro has held exploratory conversations with the City of Los Angeles and is initiating the street vacation process. While vacating these existing rights-of-way may increase the developable square footage of the adjacent Opportunity Sites, these zones should be preserved as open space and explored as an opportunity to be programmed with project and community amenities.

d. Wireless Facility Room Accommodation

Metro has contracted with a third-party to provide wireless telecommunication capabilities to allow riders to access wireless voice, data and video transmission services underground throughout the Metro system. The future Crenshaw/LAX Transit Project includes three underground stations and two additional underground tunnel sections that will need to be supported. To provide this service, it is necessary to install a neutral Distributed Antenna System (DAS) system as well as each individual wireless carriers' equipment in a centralized location or Base Station Hub/Hotel. The Metro-owned property at Opportunity Site B has been identified as a potential host site. Development proposals



Figure 30
Rendering of proposed transit improvements at Site B (view looking northeast). Surface parking lot shown will be replaced by the Joint Development opportunity.

shall accommodate a Base Station Hub/Hotel on the Metro property at this site that meets the following specifications:

- ▶ The Station Hub/Hotel shall be located above ground; it may be within an above-grade parking structure
- ▶ The location of the Station Hub/Hotel shall be located relatively proximity to the entrance to the underground station for fiber access to the station box to connect to the equipment inside the station (does not need Crenshaw Boulevard frontage; may be tucked behind development)
- ▶ The Station Hub/Hotel shall provide approximately 800 square feet of usable space. If a stand-alone building (i.e. communication shelter), then 1000 square feet of construction footage shall be provided to account for the building, the emergency generator to back up air conditioning units, and the transformer to step down power (400A at 480V)
- ▶ The Station Hub/Hotel shall be provided with minimum 10 foot clear ceiling heights
- ▶ The Station Hub/Hotel shall be engineered to accommodate a minimum live load of 250 psf
- ▶ A minimum 3' by 7' door shall be provided for equipment access

VII. Development and Design Considerations and Guidelines

Joint Development Opportunity Site proposals will be evaluated, in part, on their compliance with the development and design considerations and guidelines of this section. While a project is not required to meet all of the guidelines and considerations, a project that complies with all or most of the design guidelines may be given priority.

1. UTILIZE EXISTING COMMUNITY PLANS

The primary document providing a framework for development of both Site A and Site B Joint Development sites is the City of Los Angeles amended Crenshaw Corridor Specific Plan (Specific Plan). This document should be closely adhered to when developing a Joint Development concept and design.



Figure 31
Community members voted for 12 different potential uses based on feedback from a series of small roundtable discussions with local stakeholders.

2. ALLOWABLE USES GUIDELINE

Allowable uses on the Opportunity Sites include a range of retail, commercial, and residential uses. In this regard the use standards of the Specific Plan should be followed (see Section IV.3 above). At the same time, as project proponents develop programs, they should closely consider the aspirations of the community as defined in the Vision section of this document (see Section III.2, “General Stakeholder Vision” above, and Figure 31) and in the attached “Community Outreach Process Summary” (Appendix A).

3. DEVELOPMENT INTENSITY CONSIDERATION

Metro is seeking a Joint Development project that provides for intensity and vitality of uses and supports and facilitates transit use and the safety of community members and transit patrons. A preferred use will fully utilize, while respecting, the mixed-use planning allowances provided by the amended Crenshaw Corridor Specific Plan.



Figure 32
Platform, the transit oriented retail center in Culver City, utilizes signage and a varied skyline to face both the street and the raised Expo Line.

Photo by Ricardo DeAratnha, Los Angeles Times

4. HEIGHT ALLOWANCE GUIDELINE

The Specific Plan provides for a maximum height of 75'. Additionally, the Specific Plan provides for a transition from higher heights to lower heights along the length of Victoria Avenue to relate new development to the height, scale, and texture of this traditional multi-family

residential street. Height considerations also include the design of a varied skyline expression to reduce the sense of project bulk and scale (see Figure 32). The Specific Plan allows for and encourages skyline expression including the use of uninhabited architectural features such as towers to create identity and design contrast. These height allowances and parameters should be followed to ensure the realization of a compatible community-oriented project.

5. VILLAGE SCALE GUIDELINE

The Joint Development design should incorporate distinct human-scale massing and elements that create a variety of forms, scales, and open space types that reduce any sense of overarching bulk or excess mass. The project design should learn from, refer to, utilize, and transition to the surrounding neighborhood residential scale to create a sense of fit between the Joint Development project and the surrounds, including along the Victoria Avenue and Bronson Avenue interfaces. An overall village sensibility should be emphasized with human-scale components such as shop-fronts, building entrances, a sense of shade and shadow, and breaks in plane and mass occurring along sidewalks and pathways, as well as identifiable architectural components that combine to create a whole design visible as both parts and whole to people from medium as well as further distances (see Figure 33).



Figure 33
Larchmont Village in Los Angeles was referenced consistently by stakeholders and residents as a quintessential example of village scale, and high quality retail.

Photo by Sony Holland

6. PROJECT ORIENTATION GUIDELINE

The Opportunity Sites should affirmatively face and create a sense of activity and oversight along the major public rights-of-way. Active uses, programs, and architectural components such as entrances and storefronts should open onto transit improvements such as transit plazas (see Figure 34). New transit improvements proposed on Site A should be integral to creating a sense of entry to the light-rail station, and promote activity and identity at this location. The Joint Development project should also create a positive interface with sidewalks, uses, and entries facing Victoria Avenue and Bronson Avenue. While all projects have ingress and egress and service requirements, these should be designed to be minimal, unobtrusive, integrated with the overall architectural and open space character, and accessed to the maximum extent feasible from the following locales.

- ▶ Site A - Vehicular access to the site and service areas should be located to the maximum extent feasible from Rodeo Road. As needed, additional vehicular access and service points may be located along Victoria Avenue. However, any vehicular and or service adjacency to Victoria Avenue shall lead to service areas



Figure 34
Fruitvale Village is a mixed-use transit oriented development adjacent to the BART Station in the East Bay. The building is oriented to and faces a pedestrian plaza which hosts farmer's markets and events.

Photo by youthvoices.net

that are internal to the site and screened from view with architectural treatments that match the overall design quality of the project, and designed to minimize visual and noise impacts on adjacent residential uses.

- ▶ Site B – Vehicular access to the site and service areas should be located off of Rodeo Road or Bronson Avenue and balance traffic circulation needs with sensitivity to adjacent single family homes to the east. Service areas should be internal to the site and screened from view with architectural treatments that match the overall design quality of the project, and designed to minimize visual and noise impacts on adjacent residential uses.

7. SETBACKS GUIDELINE



Figure 35
Broadway Housing in Santa Monica makes use of setbacks to create open space and circulation.

Photo by Iwan Baan

In general, projects should provide varied setbacks about the perimeter of the Opportunity Sites. Varied setbacks provide opportunities for the provision of at-grade landscape, small plazas for outdoor dining and cafes, open spaces (see Figure 35), sidewalk retail with shop fronts at the back of sidewalk, as well as select widened sidewalks that facilitate connectivity between in-place and proposed transit improvements and pathways.

Along Victoria Street, consideration should be given to providing a landscaped setback that is similar in depth to those seen at the multi-family residences on the opposite side of the street. This street, lined with mature Jacaranda trees, has a sense of quietude and familial grace that the new project needs to address and relate to with regards to landscape, scale, and use.

8. TRANSIT ACCESS GUIDELINE



Figure 36
Transit plaza of Del Mar Station Transit Village, located at the southern edge of downtown Pasadena, along the Gold Line.

Photo by Moule & Polyzoides

Joint Development projects should prioritize the provision of additional connections to the Expo/Crenshaw below-grade station, particularly through the provision of a second transit access component on Site A associated with the western knockout panel. Projects at this site should anticipate provision of additional open space, landscape, portal canopy, and signage that facilitates transit patron movement from Site A to the underground station.

Additionally, project design should consider the location of bus stops and entrances to the Expo Line at the intersection of Crenshaw Boulevard. The proposed projects right-of-way considerations should include enhancement to the bus stop zones and intermodal connectivity enhancements including landscaping, street furniture,

lighting and other pedestrian-scaled improvements. Additionally, signage and wayfinding between transit modes as well as to key local destinations and community amenities is encouraged in coordination with Metro.

Anticipation of additional active transportation connectivity through the design of pathways across the Opportunity Sites, provision of areas for bike facilities, heightened pedestrian-oriented lighting levels, and clear and safe pathway linkages between parking and transit portals and facilities should be integral to the design and development of the proposed project (see Figure 36).

9. ARCHITECTURAL CHARACTER CONSIDERATIONS

High-quality and enduring project design and character are an essential component of a successful Joint Development project. An architecturally successful design should incorporate details that create a sense of interest to the pedestrian as well as the viewer from afar. Particular attention should be focused on creating building fronts and facades at the ground level that have a sense of human-scale, intricacy, and texture that enhance pedestrian transit user interest. Designs should utilize high-quality materials that will endure and maintain their appearance (see Figure 37).

Building design character, elements, and components should be implemented at all portions of the project, i.e. 360° architecture, also establish both a sense of place by relating to the climate and light conditions of the district, as well as a sense of cultural continuity through incorporation of existing community narratives as described in these Development Guidelines. While a specific style of architecture is not required, design teams should carefully examine the landmark architecture in the community, its style, scale, and sensibility, and be able to address how new architecture builds upon the lessons of older designs. This includes consideration and mutually compatible design with the existing West Angeles Cathedral to the north of Site B and the District Square project proposed to the south. Innovative design is also encouraged, and the broadest definition of sustainable and resilient design recommended.

The use of chain and/or brand architecture related to national commercial and credit enterprises, or an architectural scheme reliant upon changing out storefronts with chain and brand architecture is strongly discouraged at both the individual storefront scale as well as the overall project scale. In this regard signage and signage programs should be carefully considered and fully described and integrated within the project design program, oriented both to the pedestrian, transit user, as well as passing vehicles, and be integral to the



Figure 37
Residential transition at Mission Meridian Village, a transit oriented development along the Gold Line in Pasadena.

Photo by Moule & Polyzoides

architecture of the project. This project should establish a sense of specific identity and place through architecture and landscape that is first and foremost unique to this community.

10. ON-SITE OPEN SPACE AND LANDSCAPING GUIDELINE



Figure 38
9,000 square foot green roof at Central Avenue
Constituent Services Center in Los Angeles, California.
Photo by Genaro Molina, LA Times

Well-landscaped areas utilizing drought-tolerant plant materials and enhanced hardscape, well-appointed open spaces including additional transit amenities such as plazas and pathways that provide access between the Crenshaw/LAX Line portal(s) and the Expo Line platforms are encouraged to both facilitate connections but also encourage transit patrons to engage with the surrounding development and commercial offerings. Other outdoor amenities such as pathways that cross the Opportunity Sites and rooftop terraces should be considered to distinguish the design of a proposed project (see Figure 38).

11. STREETScape DESIGN STANDARDS

The streetscape design standards and guidelines of the Draft Crenshaw Boulevard Streetscape Plan (see Section IV.4 above) should serve as a guide for the implementation of both off-site as well as on-site sidewalk, pathway, and street improvements (see Figure 39). Projects will be required to implement the improvements noted in this plan and designs should incorporate the plan elements to enhance the sense of connection and continuity between the streetscape and on-site open space and curb-facing architectural elements.

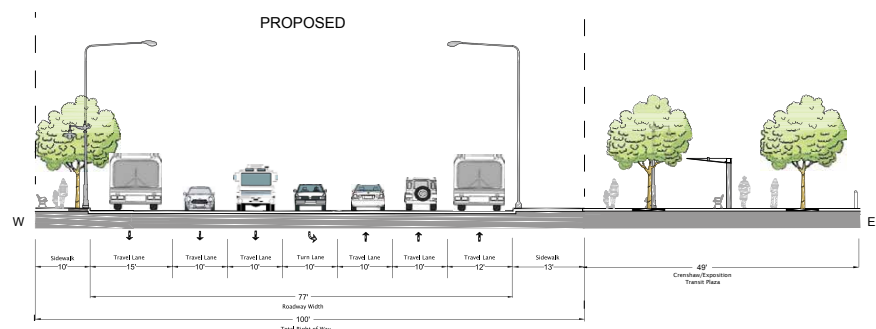


Figure 39
Proposed cross section of Crenshaw Boulevard per Crenshaw Boulevard Streetscape Plan.
Image from Crenshaw Boulevard Streetscape Plan

12. PUBLIC ART CONSIDERATIONS

Metro's public art program and arts programming enhances the customer experience with innovative visual and performing arts that

encourages ridership and connect people, sites and neighborhoods throughout Los Angeles County (see Figure 40). A diverse range of site-specific artworks are integrated into the growing Metro system, improving the quality of transit environments, creating a sense of place, and strengthening ties with the communities Metro serves. From photography installations to onboard posters, art tours, and live performances, Metro's multi-faceted art programs add vibrancy and engage people throughout Los Angeles County.

Public art or arts programming is an opportunity to introduce visual and physical enhancement(s) to the Opportunity Sites that enhances the project quality, making people and transit users more aware of their cultural, historical, social, and/or environmental surroundings and place. Metro encourages respondents to include an Art Plan for a permanent public art component or cultural facility as an integral part of the development. Artist or cultural facility participation on the design team through implementation of a site-specific arts program is encouraged from the outset of architectural design to ensure full integration into the project.

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

As it may apply to the Joint Development opportunity, the City of Los Angeles Department of Cultural Affairs (DCA) requires that each owner of an eligible private development project, valued at \$500,000 or more, pay an arts fee based on the square footage of office, retail, manufacturing, and hotel space in a building or one-percent of the project's Building and Safety permit valuation, whichever is lower.

Project applicants should consult with both Metro Art and the DCA to determine arts fee compliance requirements and options for public art or cultural facility integration as related to the Joint Development opportunity.

13. SAFETY AND SECURITY THROUGH DESIGN CONSIDERATIONS

The safe use of transit and associated facilities is of paramount interest to Metro. A Joint Development project at a Metro station site should enhance transit patron's sense of well-being by utilizing passive and active strategies to enhance individual safety and security. Strategies, including utilization of Crime Prevention Through Environmental Design (CPTED) approaches, should be used during the design of the Joint Development project to enhance project and user safety. At the same time project proponents should incorporate



Figure 40
Universal Delights, 2010
STEPHEN JOHNSON, Artist
Commissioned by Metro Art, Universal City Station

The 58-foot long mosaic mural commemorates the birthplace of the film and television industry with abstracted and colorful imagery referencing camera, stage and star motifs. The artwork is integrated into the area above the concourse ticket vending machines.



Figure 41
Safety & Comfort provision from First Last Mile Strategic Plan for Enhanced Bus Waiting Area. Goals include: enhance transit riders' level of comfort and improve safety for users at night by improving facility visibility.

Image from First Last Mile Strategic Plan

into their developments safety concepts noted in both Metro's First Last Mile Strategic Plan and Active Transportation Plan. These concepts extend the sense of safety to include design stratagems that reduce pedestrian, bicyclist, and vehicle conflicts, and enhance transit patrons comfort when using the light-rail, bus (see Figure 41), transit plaza, and parking interfaces that will be associated with the Joint Development project. Key design components of a project safety and security approach and program will include an "eyes on the street" strategy that places uses such as overlooking residential or active storefronts in locations that enhance oversight and activity in relationship to transit facilities, plazas, sidewalks, and interfaces between the project and its surrounds.

APPENDIX A

A. Community Outreach Process Summary

1. INTRODUCTION

Completed in June 2015, the Crenshaw/LAX Transit Corridor Joint Development (JD) Strategic Plan identified development opportunities on Metro and County owned properties along the under-construction light rail line, including properties at the Expo/Crenshaw and Fairview Heights Stations. In December 2015, an outside consultant team led by John Kaliski Architects (JKA) was hired that included architecture/urban design expertise, and was supported by economic and market analysis firm HR&A Advisors (HR&A), and community relations firm The Robert Group (TRG). The consultant team was charged with assisting with outreach and analysis leading to the creation of the Development Guidelines.

Over the last year, Metro staff presented at or led over 25 community meetings and events to introduce the Metro JD process to local stakeholders, build relationships, and better understand community priorities and aspirations for future development along the Crenshaw/LAX Transit Project. The result of this robust community outreach process was the creation of Development Guidelines for each JD opportunity site, which set the program, massing, and architecture/urban design expectations for JD proposals. The purpose of this document is to provide an overview of the community outreach process and a summary of the input received.

2. OUTREACH STRATEGY

Understanding the diverse interests and aspirations of residents, business owners and other stakeholders along the Crenshaw/LAX Transit Project alignment was crucial to shaping Metro's plan to engage the neighborhoods surrounding each JD site. Metro staff worked closely with the City of Los Angeles, the City of Inglewood and the Crenshaw/LAX Transit Corridor Community Leadership Council (CLC) – a community stakeholder-led Metro project advisory group – to engage community-based organizations and neighborhood stakeholders.

Metro and the consultant (Metro Team) worked closely with the Crenshaw/LAX CLC leadership to ensure the project's outreach strategy leveraged the long-standing relationship the CLC has with the community and its understanding of community sensitivities. With guidance from the CLC, the Metro Team sought to facilitate discussions around community aspirations, desired community

benefits, and build upon the history of efforts to-date in order to achieve sensitivity, transparency, and accountability. While the JD projects were seen as opportunities to benefit a broad range of existing and future residents, Metro acknowledged concerns about gentrification, displacement, and increased housing costs, and would emphasize the concept of “place keeping.”

In order to solicit input from a broad array of area stakeholders and help shape the Development Guidelines, Metro facilitated meetings with the CLC, organized three intimate roundtable discussions with stakeholder representatives including one focused on business interests, and hosted two large public workshops to discuss community aspirations. Summaries of the outreach meetings are included within this document and all presentation materials from the meetings are posted on our website: <https://www.metro.net/projects/jd-crenshawlax/past-meetings/>.

3. COMMUNITY LEADERSHIP COUNCIL ENGAGEMENT

In addition to working closely with the CLC leadership and providing updates at CLC meetings in May and November 2015 and February 2016, the Metro Team presented the Crenshaw/LAX Joint Development program to the CLC Economic Development Work Group on March 3, 2016. The following questions were asked to stimulate discussion.

1. *What makes the corridor special today?*
2. *What needs aren't being met?*
3. *How can future development further community aspirations and goals (uses, design, etc.)?*
4. *Are there projects that we should look to for inspiration?*
5. *How can implementation of the Joint Development program respond to community priorities and build faith in the process?*

The Crenshaw Corridor was seen as the “next frontier for South Los Angeles development.” The area has a unique history as a center of African American culture already making it a destination for visitors. The area was seen as lacking weekend and nightlife activities, with locals spending their dollars in other neighborhoods. Restaurants and increased retail options were identified as needs, along with co-working space for young professionals. CLC members and community stakeholders also encouraged the JD project to look 40-50 years to the future when considering what to build and to encourage and facilitate participation by local developers, non-profit organizations, and small businesses.

4. STAKEHOLDER ROUNDTABLES

On March 5 and March 8, 2016, two stakeholder roundtable discussions were held with over 20 representatives from Expo/Crenshaw resident and homeowners associations, business groups, faith-based organizations, arts organizations, and other community-based organizations. Intimate by design, these discussions were intended to engage area stakeholders and community leaders to elicit major concerns and development ideas. The format for the roundtables involved a brief presentation with an overview of the Joint Development process and the Expo/Crenshaw Opportunity Sites followed by a group discussion. The questions from the CLC Economic Development Work Group were used to initiate discussion.

Roundtable participants saw the JD sites as an opportunity to create much-needed affordable housing and living wage jobs for area residents. Centrally located with proximity to the beach, Downtown Los Angeles, and the 10 freeway was highlighted as an attractive feature of this neighborhood. A high-quality, yet affordable grocery store was identified as a need. As at the meetings with the CLC, the desire for sit-down restaurants and increased retail options were discussed in great detail. The discussions also recognized that new transit-oriented development creates increased opportunities, linkages, and facilities for walking, biking and healthier lifestyles. Abbot Kinney in Venice and Larchmont Village were referenced as having favorable pedestrian-oriented scale compatible with the surrounding neighborhood, and offering a range of uses from creative office space to art galleries.

An additional roundtable discussion was held on March 11, 2016 with business leaders representing the entire Crenshaw/LAX Transit Corridor. Following an overview of the Expo/Crenshaw and Fairview Heights Joint Development Opportunities, the following questions tailored to the business community were used to initiate discussion.

1. *What are the assets of the Crenshaw/LAX commercial corridor?*
2. *What types of businesses could be attracted to the area that would provide quality jobs for local residents, and have positive community impacts?*
3. *What do you think can/should be done to maintain and strengthen local businesses?*
4. *How can the Joint Development sites help attract business and fulfill the commercial potential of the area?*
5. *What specific types of business services would benefit local business operations and revenues?*

Again the central location of the Crenshaw Corridor within Los Angeles County was mentioned as a major asset. Providing amenities such as

parking and more dining options were identified as potential ways to help to strengthen existing small businesses, as well as attract new ones. Improved safety and security was also discussed as being key to encouraging economic development. With the proximity to two transit lines and existing office being outdated and under-utilized, participants saw an opportunity for new office space at the sites.

5. COMMUNITY WORKSHOPS

Metro's community engagement continued through March and April with workshops held for Expo/Crenshaw on March 19 and April 16, 2016. The prior roundtable discussions were instrumental in shaping the format and content of these site-specific workshops.

Community Workshop #1

The first Community Workshop was intended to orient and inform the community of the Expo/Crenshaw Joint Development Opportunity Sites as well as learn about community priorities, needs and aspirations. In addition to presenting information on the sites and the surrounding neighborhood, an overview of the in-progress regulatory plans being prepared by the City of Los Angeles and a snapshot of the current neighborhood demographics and market conditions were presented.

Metro worked diligently to reach and involve all members of the community, employing several modes of media outlets and methods to invite, inform and learn from neighbors. The community workshops were promoted through the distribution of more than 7,000 flyers within 1/2 mile of the Expo/Crenshaw site and on Metro busses and trains; creative utilization of social media including Facebook, Twitter, and NextDoor; phone calls; and door-to-door engagement along commercial corridors to personally encourage community participation. Additionally, elected official newsletters and local newspapers such as The Wave and LA Sentinel were utilized to promote the workshops. Understanding not all stakeholders have time to participate in meetings, comment cards were distributed at all workshops and stakeholder roundtables so participants could share with neighbors who were unable to attend. A comment form was also made available on the Crenshaw/LAX Joint Development website.

Over 50 community members attended the first workshop and shared their vision and concerns for future development of the Expo/Crenshaw Opportunity Sites. Following a presentation and overview of the sites, participants were split into groups of

10-12 people. To facilitate the discussions, the following six questions were asked at the breakout tables:

1. *Fill in the blank – “In 5 years, the Crenshaw/LAX Line will be open and this intersection will be _____?”*
2. *What types of uses would you like to see at these sites?*
3. *What would be the look, feel, or design of a successful project here?*
4. *What are some community needs a future project here could help meet?*
5. *Is there a project or place you enjoy that we can look to for inspiration for these sites?*
6. *As Metro moves forward on this development, how would you like to stay informed and involved in the process?*

Feedback from the tables revealed six reoccurring themes:

1. **Realize a gateway destination with a mix of uses that serve the neighborhood and attract visitors.**
The participants noted that the community surrounding the Expo/Crenshaw station has a unique multicultural history that its older residents remember and wish to maintain and pass on to the next generation. The community’s unique history fosters the aspiration for a project with a unique sensibility and uses. As one resident stated, “the charm of the neighborhood comes locally.” Participants at the workshop were in favor of differentiating the site from other regionally-oriented developments such as Baldwin Hills Crenshaw Plaza. Participants were interested in “things you would be proud to show your friends from out-of-town.” Participants noted that this northernmost stop along the under-construction Crenshaw/LAX Line should be an iconic gateway for existing and future residents and visitors.
2. **Create a village scale; a walkable and safe community place with open space.**
Participants highlighted the need for safety fostered by “open design, lighting, transparency, visibility.” They also noted the need for walkability where the “building doesn’t have a back: activities on all sides of the block, not just Crenshaw Blvd.” They pointed to projects that they felt were of interest. These small-scale to medium-scale mixed-use projects included Mission Meridian in South Pasadena, Del Mar Station in Pasadena, and Larchmont Village in Los Angeles. Participants stated comfort with massing of four to five story buildings

with, “hang out space, open space, play space, dog space”, “gathering spaces” and “places to meet our neighbors.” Open spaces were encouraged including parks, walking trails, and green roofs. A village-like sensibility and sense of scale and place was emphasized.

- 3. Ensure quality commercial uses with specialty retail, restaurants, and a neighborhood grocery store.**
Participants have had “enough of national brands” and want more variety. There was a strong interest in quality retail businesses. People mentioned the need for sit-down restaurants and cafes “at a mix of price points,” grocery stores with fresh produce, and neighborhood-serving retail. Protection of existing small businesses was also mentioned as being high-priority.
- 4. Provide a range of housing affordable to existing residents including seniors and families.**
Participants were in favor of mixed-use developments with ground floor retail and housing above. There was a strong desire expressed for mixed income housing that could serve existing community residents including seniors and families; due to the “dire need” and “long wait list.”
- 5. Incorporate job space for entrepreneurs, professionals, and non-profit organizations.**
Participants noted a community need for new high-quality office space to attract and maintain jobs in the area. There was a described need for co-working space, creative space for entrepreneurs, business incubator space, conference space, and space which could be used by local non-profits. People also noted the need for provision of high speed internet. A few participants noted the Joint Development sites could be seen as an annex location for major regional employers such as USC and UCLA.
- 6. Leverage local/community-based organizations in Joint Development implementation.**
Whenever possible, Metro should involve local developers, contractors, community-based organizations, etc. in the implementation of Joint Development at these sites.

At the first workshop, members of the public were also invited to demonstrate their preferences for 12 different potential uses for the Expo/Crenshaw site by voting with 4 green “yes” stickers and 2 red “no” stickers and leaving written comments on boards. The 12 different potential uses were identified based on the roundtable discussions. The top three “yes” and “no” responses were as follows:

Top Three Yes Votes

1. Grocery Store (20 votes)
2. Restaurant (16 votes)
3. Evening Activities (15 votes)

Top Three No Votes

1. Hotel (13 votes)
2. Medical (12 votes)
3. Market Rate Housing (4 votes)

Participants voted most positively for a grocery store use, depicted on the boards with photos of the With Love Market & Cafe and Lassens Natural Foods. Many comments noted the need for fresh produce with calls for a Sprouts or Lassens, showing an interest in a neighborhood oriented grocery store. Comments for restaurant and evening activities also called for neighborhood scale with an interest for “local quality, no chain, organic, specialty, and no fast food.”

Many participants were not in favor of hotel and medical uses. Participants noted concerns of regional competition with the hotel proposed at Baldwin Hills Crenshaw Plaza and the proposed Kaiser facility at Marlton Square. Votes for cafe (14 “yes” votes) and community facility (11 “yes” votes) fared well and it’s notable that neither received a “no” vote.

The full results of the Uses Board exercise are shown in Figure A.1.

Following the workshop, a summary with findings and recurring themes was prepared and made available to the public.

Community Workshop #2

The second Expo/Crenshaw Community Workshop held on April 16, 2016 was designed to share Metro’s findings from outreach endeavors to date including the first workshop, introduce market feasibility studies for suggested uses on the

COMMUNITY OUTREACH PROCESS SUMMARY - EXPO/CRENSHAW STATION

TOP 'YES' ANSWERS

- 20 Grocery Store
- 16 Restaurant
- 15 Evening Activities
- 14 Cafe
- 12 Transit Plaza / Gathering Space
- 11 Affordable Housing
- 11 Community Facility
- 9 Retail & Office Mixed Use
- 9 Coworking Office

TOP 'NO' ANSWERS

- 13 Hotel
- 12 Medical
- 4 Market Rate Housing
- 4 Transit Plaza / Gathering Space
- 4 Evening Activities
- 3 Retail & Office Mixed Use
- 3 Affordable Housing
- 2 Restaurant
- 1 Coworking Office

VOTING BY USE CATEGORIES

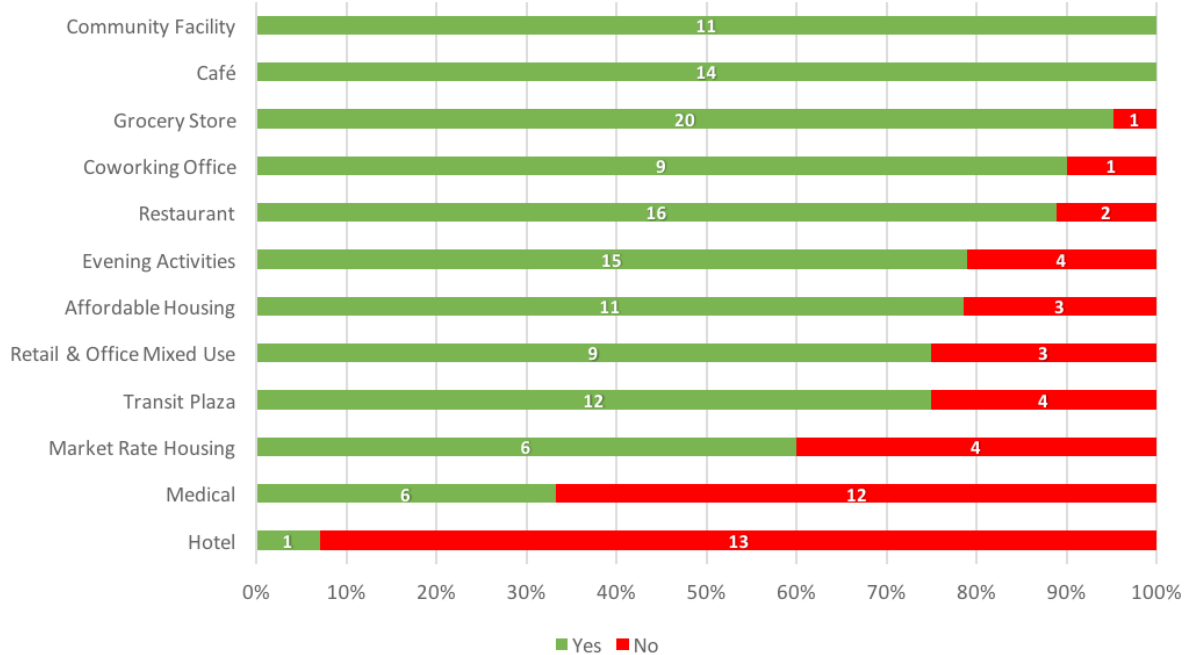



Figure A.1



sites and obtain additional input. The format included a presentation, feedback forms, and six information stations around key themes from the first workshop.

The six stations were:

1. Housing
2. Design/Planning
3. Commercial Uses
4. Community Amenities
5. Parking
6. Metro Joint Development

Over 20 surveys were completed. When asked for comments on affordable versus market rate housing, most respondents supported mixed income/use developments. With a variety of high-quality ground floor retail, residents felt a future project could attract more visitors by giving transit riders a reason to stop and enjoy the area. A grocery store or sit-down restaurant with adequate parking were mentioned multiple times in the surveys. Creative office space similar to what is seen in parts of Culver City and Santa Monica were also pointed to as potential uses at Expo/Crenshaw. Participants expressed a strong interest in architectural design elements that reflect both the historic and evolving character of the community. Public gathering space such as a plaza, public art components, and pedestrian-oriented features were also highlighted as important. Any future project should encourage transit ridership and create safety and security for the community. Overall, the second Community Workshop reinforced what Metro heard from community members at the Expo/Crenshaw roundtable discussions and first Community Workshop.

Participants also emphasized the importance of continued community engagement throughout the development of the Joint Development project, which Metro is committed to. In order to create a successful project with broad community support, the development team for the future Expo/Crenshaw JD project will be required to regularly engage and solicit input from area stakeholders during development and implementation.


Los Angeles County
Metropolitan Transportation Authority

Development Guidelines for Fairview Heights Station Joint Development Opportunity

JUNE 2016



Metro®



Inglewood, 2012
WAKANA KIMURA, Artist
Commissioned by Metro Art, Through the Eyes of
Artists Poster Series

Kimura compiled images from the Hollywood
Park Race Track, LAX, and the beach, to highlight
Inglewood as a Metro destination for display on
Metro bus and rail.

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APPENDIX

A. Community Outreach Process Summary A1

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I. Overview

1. HOW TO USE THE DEVELOPMENT GUIDELINES

The Los Angeles County Metropolitan Transportation Authority (“Metro”), with extensive community input, has developed these guidelines to affirmatively shape the program and design responses to the Request for Proposals (RFP) for the Fairview Heights Joint Development Opportunity Site (“the Opportunity Site”).

Developers and their teams should carefully review, and to the extent feasible, adhere to these guidelines as they develop their project development parameters, program(s), and design for the Opportunity Site. Adherence to these guidelines will be among the factors considered as potential projects and project teams are evaluated.

2. THE OPPORTUNITY SITE

The opportunity provides for the development of an approximately 1.4-acre site northwest of the Fairview Heights Station in the City of Inglewood and located midway along the under-construction Crenshaw/LAX Transit Project, anticipated to be completed in 2019 (see Figure 1). The site currently houses a County of Los Angeles Department of Public Social Services facility which the County intends to relocate to repurpose the site for a catalytic transit-oriented development.

3. METRO JOINT DEVELOPMENT PROCESS

Metro owns, maintains and operates properties throughout Los Angeles County for its current and future transportation operations. As part of Metro’s Joint Development Program, staff evaluates these properties for potential Joint Development uses. Metro does not develop private uses on its properties and rights-of-way on its own but engages in Joint Development with private developers who design, finance, build, and operate these uses typically through long-term ground leases and development agreements with Metro.

The first step in the Joint Development process is engaging the community to help shape the vision for the opportunity that is reflected in site-specific development guidelines. Upon Metro Board of Directors (Board) approval of the Development Guidelines, Metro issues an RFP to solicit development proposals for the Joint Development site, evaluates the proposals received, and the Metro Board then, as appropriate, authorizes an Exclusive Negotiation Agreement (ENA) with the recommended developer(s).



Figure 1
Fairview Heights Station and the Opportunity Site

With an approved ENA, a project is refined by the developer and further shaped based upon input from the community and Metro staff. Upon completion of entitlements and California Environmental Quality Act requirements and negotiation of final terms, a Joint Development Agreement and Ground Lease are typically completed and approved by the Metro Board. Once these steps are completed, implementation, permitting, and construction of the project proceeds.

Occasionally, Metro partners with other public entities to support the development of publicly-owned land adjacent to the Metro system utilizing Metro's Joint Development Program, as is the case with County-owned property at the Fairview Heights Station. References to Metro's Joint Development process should generally be interpreted as applying to the County-owned property though County procedures and approvals may vary from the typical Metro Joint Development process as more specifically described in the RFP.

4. COMMUNITY OUTREACH

Metro has undertaken an extensive community outreach process, attending more than two dozen meetings to inform the surrounding community and stakeholders about Metro's Joint Development Program and to solicit ideas and feedback to help shape potential development opportunities at this site as well as other sites along the under-construction 8.5-mile Crenshaw/LAX Transit Project.

Metro also hosted a series of meetings specifically addressing the Joint Development opportunities at the Fairview Heights Opportunity Site including but not limited to the following:

- ▶ May 13, 2015 Crenshaw/LAX Transit Project Community Leadership Council (CLC) Meeting
- ▶ November 5, 2015 Crenshaw/LAX Transit Project CLC Economic Development Work Group Meeting
- ▶ March 3, 2016 Crenshaw/LAX Transit Project CLC Economic Development Work Group Meeting
- ▶ March 11, 2016 Crenshaw/LAX Corridor Business Roundtable
- ▶ March 12, 2016 Fairview Heights Stakeholder Roundtable #1
- ▶ March 15, 2016 Fairview Heights Stakeholder Roundtable #2
- ▶ April 2, 2016 Fairview Heights Community Workshop #1
- ▶ April 30, 2016 Fairview Heights Community Workshop #2

At these meetings, community members reviewed the parameters of the Joint Development Program, described community issues and aspirations associated with the Opportunity Site, suggested preferred programs and amenities, and noted examples of projects that they liked (see Figures 2 and 3). Hundreds of comments were written down and collated, and development themes emerged. Community members also noted an abiding commitment to stay involved throughout the Joint Development process, a commitment that Metro will honor with continued public input opportunities throughout the development of the project.

The community input received has directly shaped these Development Guidelines. Additionally, a more detailed summary of the outreach process and comments received is included as Appendix A of this document.



Figure 2
Fairview Heights Workshop 1 Use Board Voting



Figure 3
Fairview Heights Workshop 1 Small Group Discussions

II. The Joint Development Opportunity



Figure 4
Regional context

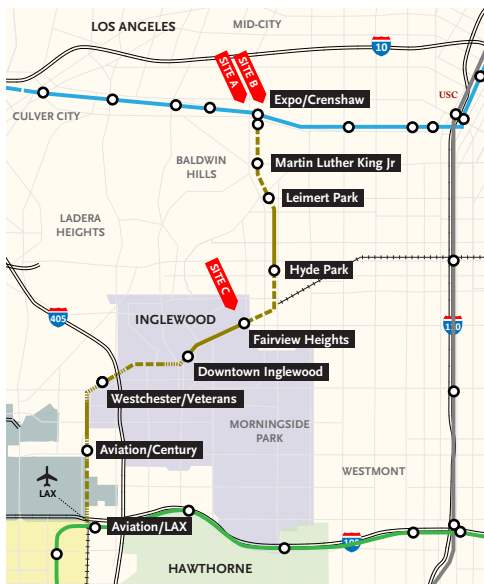


Figure 5
Crenshaw/LAX Transit Project

1. THE GREATER CONTEXT

The Fairview Heights Station Opportunity Site is located at the midway point of Metro’s under-construction north to south 8.5-mile light-rail Crenshaw/LAX Transit Project, which connects to the in-service east to west Expo Line. Combined, these two light-rail corridors provide the Fairview Heights community with superior regional accessibility to Culver City and Santa Monica to the west, USC, Downtown Los Angeles, and Union Station to the east, and Downtown Inglewood, Los Angeles International Airport (LAX), and South Bay cities to the south (see Figure 4). Sites A and B are the subject of a separate RFP.

The Fairview Heights Station (see Figure 5, Site C) is located along an existing Metro-owned railroad right-of-way, the Harbor Subdivision, within the City of Inglewood and adjacent to the City of Los Angeles. The proposed 6.4-mile Rail to River pedestrian and bike path will start at the Fairview Heights Station and connect a regional network of alternate transit pathways east towards the Los Angeles River. East of the station, along a portion of Crenshaw Boulevard, streetscape improvements extend regional investment through the City of Los Angeles Great Streets Initiative.

The Opportunity Site project can serve as a catalyst building upon the significant investment in transit infrastructure being undertaken by Metro. The development project will support existing and additional transit use and ridership, catalyze local investment already underway throughout the transit corridor, and realize a distinctive design that harmonizes with the character of the existing single-family residential neighborhoods that are to the north of the site. In this regard, the community has indicated a strong interest in a development with a mix and range of high-quality and architecturally compelling residential and retail uses, arts-related programming, and streetscape improvements that help connect the Metro station and frontage of the Joint Development project to Edward Vincent Jr. Park.

Approximately one mile southwest of the Fairview Heights Station is the Downtown Inglewood Station where the City of Inglewood is moving forward with a downtown project that includes approximately 250 market-rate workforce housing units and 50,000 square feet of retail and restaurant uses. Furthermore, southeast of downtown, the proposed 80,000-seat Inglewood Stadium will serve as the home of the Los Angeles Rams of the NFL. As part of the City of Champions Revitalization Initiative, the stadium will reconfigure the previously-approved Hollywood Park plan to allow for 890,000 square feet of

retail, 780,000 square feet of office space, and up to 2,500 residential units. Across the street from the proposed stadium is The Forum (see Figure 6), an historic indoor arena and former home of the NBA's Los Angeles Lakers and NHL's Los Angeles Kings. The Forum now hosts several prominent concerts and events. The City of Inglewood and Metro are exploring several options for regional transit system connectivity between the Crenshaw/LAX Transit Project, The Forum and the proposed stadium, which may include enhanced walking and biking connections.

Other major investments along the light-rail line include major improvements proposed for LAX. These improvements include the proposed Automated People Mover, Intermodal Transportation Facility, and the Regional Rental Car Facility. These airport facilities will be directly connected by the people mover to the Crenshaw/LAX Line at a future 96th Street Station, providing easy access from Inglewood and the Opportunity Site to the airport and national and global destinations.

2. THE JOINT DEVELOPMENT OPPORTUNITY SITE

The Opportunity Site is located on the north side of Redondo Boulevard between High Street and Long Street just northwest of the future aboveground Fairview Heights Station. The Opportunity Site is the current location of a Los Angeles County Department of Public Social Services facility (see Figure 7), which the County plans to relocate to re-purpose for high-quality transit-oriented development.

The site is an approximate 1.4-acre rectangular shaped parcel with approximately 520' of frontage along Redondo Boulevard to the south, a shared residential alley to the north, and approximately 120' of frontage along the residential- and commercial-oriented Long Street to the east. A small commercial building abuts the parcel to the west. Park-and-ride spaces serving Metro commuters and patrons will be provided at the Fairview Heights Station but will not directly impact the Opportunity Site.

3. THE MARKET OPPORTUNITY

During the Joint Development outreach process, the community expressed desire for mixed-use projects with quality housing and neighborhood-serving retail that relates to the existing cultural activities, use, as well as area residents (see Section III below). For the past five decades, the area surrounding the station has been underserved by commercial uses. With the investment in transit infrastructure along the Crenshaw Corridor, an area historically



Figure 6
The Forum, located at 3900 West Manchester Boulevard in the City of Inglewood.

Photo by The Forum



Figure 7
The Opportunity Site is the current location of the Los Angeles County Department of Public Social Services facility.

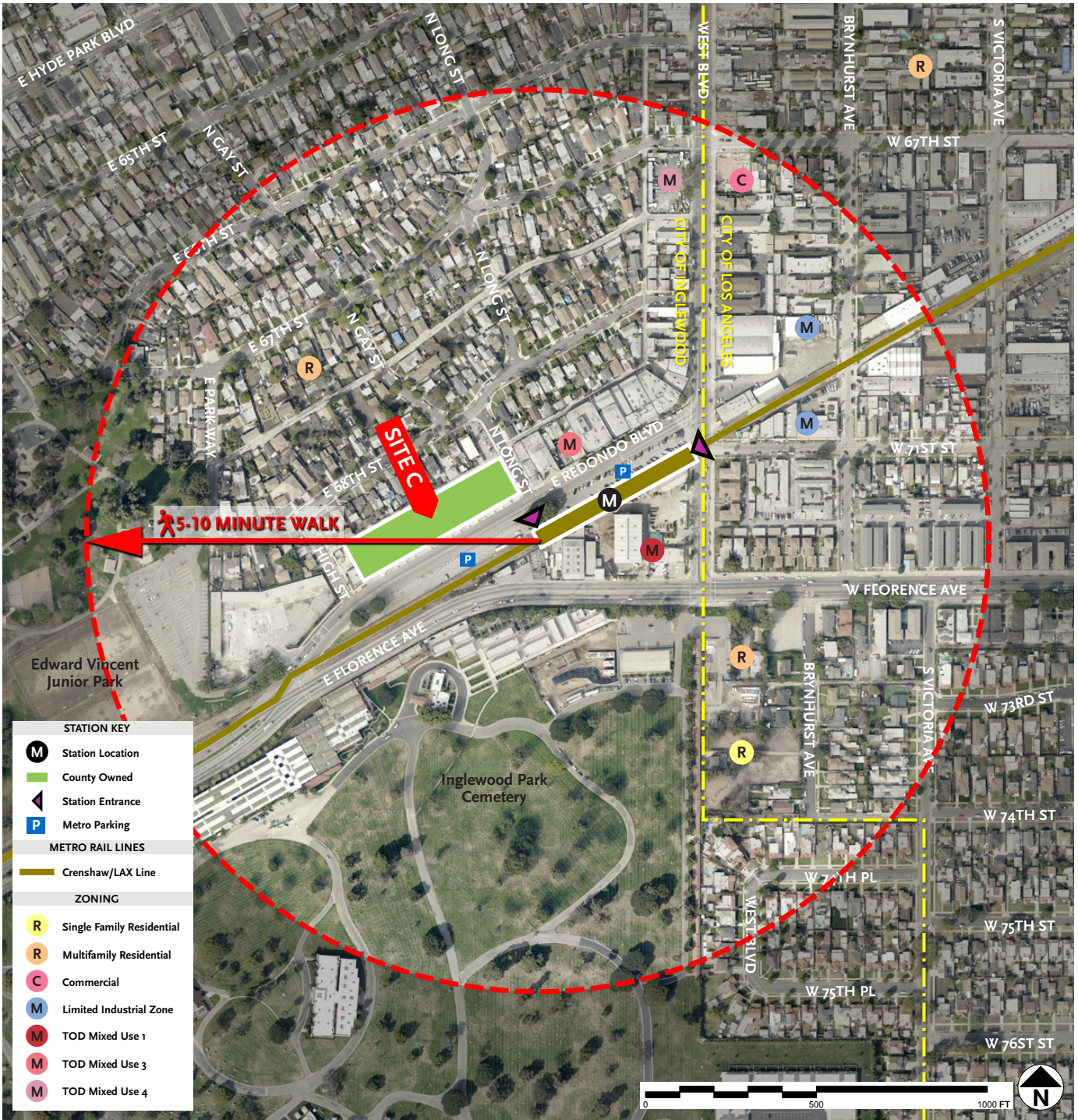


Figure 8
The Opportunity Site Context

underserved in retail, a recently completed market demand study indicates that there is market demand for new neighborhood-serving retail uses in the station area, which aligns with community preferences (see Figure 9). The market demand study indicates that the Opportunity Site can support new small-scale neighborhood-serving retail uses such as a dry cleaner or florist or dining options such as a coffee shop, café, pizza place or bakery.

Community members expressed interest in a broad range of housing types that would serve the range of households and support cultural activities already present in the area. The market demand study projects increasing demand for rental housing over the next 10 to 20 years in the Fairview Heights station area. Strong demand for rental housing, in part, reflects an overall community where approximately 70% of the householders are renters. The market demand study also revealed, on a smaller scale, demand for ownership housing. However, it should be noted that ownership housing may be constrained on a site where a ground lease is anticipated.

4. THE IMMEDIATE CONTEXT

The Joint Development Opportunity Site (see Figure 8, Site C) sits at the confluence of a stable single-family district to the north – the historic Fairview Heights neighborhood (see Figure 10), a large multi-family residential neighborhood and a small industrial area in the City of Los Angeles to the east, the Inglewood Park Cemetery to the south, and the 55-acre Edward Vincent Junior Park to the west.

Within a 5- to 10-minute walk of the Opportunity Site are over 3,200 households, 70% of which are renter-occupied. The area also hosts a large youth population of 0-19 years (31% compared to 26% for Los Angeles County). Within the City of Inglewood, the majority of households are owner-occupied; within the City of Los Angeles, the majority of dwelling units are renter-occupied. Serving these homes and population, the future Fairview Heights Station will be located opposite and to the immediate southeast of the Opportunity Site. A pedestrian entry at the west end of the light-rail platform will connect with a crosswalk that spans Redondo Boulevard, bringing Metro patrons to the southeast corner of the Joint Development Opportunity site.

To the immediate east of the development site, along Redondo Boulevard, are small one-story commercial buildings that house local businesses and neighborhood organizations. On West Boulevard to the north of Redondo Boulevard, some of the small commercial buildings are occupied by artists and crafts people who have moved into the area over the past two decades (see Figure 11). Further north



Figure 9
Fairview Heights Station area development will draw from a larger market area, shown above.




Figure 10
Typical home of the area, 1940's.

Image from West Boulevard Community Linkages and Revitalization Plan



Figure 11
View north along West Boulevard



along Hyde Park Boulevard, small mom and pop shops, artist spaces, and live-work residences occupy small structures and older homes. Across the new light-rail tracks and to the south of the Joint Development Opportunity Site is a triangular shaped parcel(s) of land that presently contains industrial uses. This site has been reimagined through a City of Inglewood transit-oriented district planning process as a higher intensity gateway residential and/or institutional use that, in tandem with the Joint Development Opportunity Site potential, anchor a more pedestrian-friendly and transit-accessible neighborhood.

III. Vision for Joint Development

1. GENERAL STAKEHOLDER VISION

Metro engaged in a one-year outreach process to inform the communities surrounding the Fairview Heights Station area about the potential of the Joint Development opportunity and to solicit input, ideas, and feedback regarding the community's development aspirations, goals and objectives. A broad range of ideas was expressed during this time and common themes and ideas emerged. Key community based concepts that should shape a future Joint Development project include:

- ▶ **Provide high quality mixed-use residential that serves a range of incomes.**
Participants were in favor of a range of housing price points that would serve to further stabilize the adjoining single-family residential neighborhoods. Residents noted that the Fairview Heights community has a higher youth population, which was reflected in participants' request for family-oriented two and three bedroom units including townhomes.
- ▶ **Incorporate quality neighborhood-serving retail.**
Participants were clear in the desire for a mixed-use project with residential uses over quality neighborhood-serving retail on the ground floor facing Redondo Boulevard. The Fairview Heights Station is one stop away from the busier Downtown Inglewood Station and the new retail developments on Market Street. Participants were most interested in modest neighborhood serving locally owned businesses. Retail use was envisioned as a means to bring the community together. Other neighborhood serving uses described included a coffee shop/café, grocery store with fresh produce, dry cleaners, and childcare.
- ▶ **Connection to the existing arts-oriented community.**
The Fairview Heights community takes pride in the artist community who set up residence in live-work buildings along West Boulevard and Hyde Park Boulevard over the past 25-years. The artist community contributed identity and social support to the area at a time when resources were leaving it. Residents face the promise of new investment and development mindful of their shared history with the existing artist community. Although participants voiced a primary need for retail-oriented uses, an arts component or connection to the arts framework remains an aspiration. Participants were in favor of live-work lofts along the alley between the County property and residential uses over retail as a way to activate the ground level.



Figure 12
The Havenhurst building in West Hollywood, located adjacent to the historic Andalusia Apartments, utilizes setbacks, stepbacks, and architectural features to create a contextual affordable housing project.

Photo by KFA Architecture



Figure 13
Edward Vincent Junior Park, view east from La Colina Drive.

- ▶ **Pedestrian connectivity from the train station to Edward Vincent Junior Park.**
Participants expressed the need to connect the site, the train station, and Edward Vincent Junior Park (see Figure 13). This park adjoins the station area and includes an outdoor amphitheater, Inglewood Playhouse, and hosts summer concerts, free shows, and community gatherings. Participants envisioned a transit plaza as a vibrant gathering space with an emphasis on linkage between the station and the park.
- ▶ **Use of the local architectural style to reflect the surrounding context and scale.**
The County site sits adjacent to the Fairview Heights neighborhood to the north comprised of traditional and well-kept one-story single-family residences. Participants were excited that a project that supported their community may be realized at this station stop but want the project and its character and identity to be compatible with the architectural look, history, and feel of the adjacent neighborhood.
- ▶ **Offer sufficient parking for commuters and minimize parking impacts on surrounding communities.**
Residents of the community do not want the combination of project and commuter parking to spill into the surrounding neighborhoods. They want the project to offer adequate parking appropriate for the proposed Joint Development uses.
- ▶ **Promote the well-being and needs of the youth population.**
Participants noted the need to address the needs of the youth population, which is slightly higher in the immediate Fairview Heights Station Area relative to the broader Station Area sub-market. Participants noted the need for job training, retail geared towards youth interests, and car-alternative transit infrastructure for bikes and skateboards. The provision of a youth center was a common interest of many workshop participants.
- ▶ **Encourage and provide opportunities for ongoing community input in the Joint Development process and proposed project.**
Stakeholders want to ensure their ongoing participation including opportunities for review and comment throughout the Joint Development process. They want the selected development team to engage in continued outreach efforts to create project transparency that ensures community understanding at all project phases, thereby furthering the realization of the community's project vision.

IV. Joint Development Project, Site, and Policy Frameworks

Metro, Los Angeles County, and City of Inglewood projects, policies and plans will shape the Joint Development project proposal and implementation. The following key Metro Crenshaw/LAX Transit Project parameters, policies and planning parameters are noted below and should be carefully reviewed and utilized as part of the Joint Development Opportunity Site planning and design process.

1. THE CRENSHAW/LAX TRANSIT PROJECT FAIRVIEW HEIGHTS STATION IMPROVEMENTS

The Opportunity Site is located immediately northwest of the aboveground Crenshaw/LAX Fairview Heights Station platform (see Figure 14). This station stop incorporates an eastern pedestrian entry at West Boulevard between Redondo Boulevard and West 71st Street and a west pedestrian entry at the intersection of Redondo Boulevard and Long Street. The latter opens on to a crosswalk connecting the southeast corner of the Joint Development Opportunity Site with the light-rail station. This light-rail station also incorporates Metro park-and-ride spaces along the railroad right-of-way, south of Redondo Boulevard. Redondo Boulevard is proposed to be further improved with pedestrian amenities along the Joint Development Opportunity Site to the entry of Edward Vincent Jr. Park, approximately one block to the west. In this locale, High Street is proposed to be reconfigured and extended across the light-rail right-of-way to Florence Avenue, with Redondo Boulevard terminating at High Street, realizing a safer rail crossing and a more pedestrian-friendly crossing at this street intersection into and out of the Edward Vincent Jr. Park.

2. METRO'S JOINT DEVELOPMENT POLICY

Metro's Joint Development Policy (Policy), updated in February of 2016, guides Metro's property asset development activities and projects. The Policy establishes the framework by which Metro prioritizes and approves Opportunity Site proposals and reviews and implements these projects.

A key objective of the Policy is to realize transit-oriented projects that increase transit ridership. At the same time Metro seeks to appropriately fit projects that it sponsors within existing communities. Metro seeks to do this by optimizing community engagement, both by Metro and the selected development team,

and realizing projects that reflect and support community needs and desires.

Metro's Joint Development program also seeks to **facilitate construction of affordable housing units** such that 35% of the total housing units in the Metro Joint Development portfolio are affordable for residents earning 60% or less of the Area Median Income (AMI) as defined by the California Tax Credit Allocation Committee (TCAC). Regardless of the project type that is proposed and implemented, Metro is committed to pursuing high-quality design that enhances the surrounding community and creates inviting spaces and places around Metro facilities.

Metro's Joint Development financial policies emphasize risk minimization and maximizing revenue through ground lease payments, which is the preferred transaction structure as opposed to fee disposition. Metro does not contribute funding to Joint Development projects, though the Joint Development Policy does allow for partial land discounting below fair market value in order to support affordable housing. Developers are encouraged to obtain capital or in-lieu contributions from other public agencies to create greater community economic benefit.

Joint Development proposals are evaluated based on their support of Metro's Joint Development policies. Proposers should fully examine the Metro Joint Development Program: Policies and Process (see media.metro.net/projects_studies/joint_development/images/JDP_Policy_0225_2016.pdf) and to the maximum extent feasible conform to the objectives, goals, and policies of this program.

In addition to the Metro Joint Development Policy, additional County policies and requirements may apply as more specifically described in the RFP.

3. LAND USE ELEMENT OF THE INGLEWOOD GENERAL PLAN

Adopted in 1980, the Land Use Element of the Inglewood General Plan outlined the existing conditions and proposed land use for the development of Inglewood. At the time of writing, Inglewood had undergone a 15-year economic decline and was experiencing resurgence in the development of its industrial base and the rehabilitation and expansion of its housing stock. Among the proposed land use designation changes at this time was the change of commercial use along West Boulevard north of Florence Avenue to low-medium residential use, which is reflected in the inclusion of mixed-use designations along West Boulevard continuing to

DEVELOPMENT GUIDELINES - FAIRVIEW HEIGHTS STATION



Figure 14
Site Transit and Mobility Improvements

Redondo Boulevard in the draft Downtown Inglewood and Fairview Heights TOD Overlay Plan (see Section IV.4 below).

4. DOWNTOWN INGLEWOOD AND FAIRVIEW HEIGHTS TOD OVERLAY PLAN

The existing Inglewood Municipal Code designates the Opportunity Site as a Heavy Commercial Zone. This present zoning reflects the former freight uses of the old railroad right-of-way. However, in anticipation of the completion of the Crenshaw/LAX Transit Project along this rail way, the City of Inglewood has prepared a draft Downtown Inglewood and Fairview Heights Transit-Oriented Development Overlay Plan (TOD Overlay Plan). This plan is scheduled for adoption in Summer/Fall 2016.

The goal of the TOD Overlay Plan is to proactively respond to the Crenshaw/LAX Transit Project with a community-defined vision regarding people, economics, and place for both the Downtown Inglewood Station and the Fairview Heights Station, including the Joint Development Opportunity Site. When adopted, the TOD Overlay Plan will supersede the existing zoning set forth in the Inglewood Municipal Code. Community stakeholders have reviewed and shaped these plans and have supported projects that meet these adopted plans and their criteria. The TOD Overlay Plan requirements should be carefully reviewed and understood when preparing proposals for the Opportunity Site.



Figure 15
Concept drawing of Fairview Heights transit-oriented development.

Image from the TOD Overlay Plan

The TOD Overlay Plan designates sites under several frameworks: urban design, arts, environmental sustainability, streetscapes, open spaces, mobility, and parking (see Figure 15). Under the TOD Overlay Plan, the Opportunity Site is designated as a major transit oriented development site encouraging active and pedestrian-oriented street frontage. Redondo Boulevard, from the Fairview Heights Station to the east entrance of Edward Vincent Junior Park, is designated a Primary Pedestrian Promenade with parking. Placemaking and pedestrian movement are given the highest priority with recommendations for street trees and street furniture in keeping with the historic character of the Fairview Heights neighborhood. Long Street, which fronts the east side of the Opportunity Site, is designated a Pedestrian and Bicycle Route to Station and will provide a connection to the station from the residential neighborhood to the north.

The Opportunity Site is given a designation of TOD Mixed-Use 3 (MU-3). This zone allows for residential, retail, office or institutional uses at the Opportunity Site. There are no density requirements or restrictions as the TOD Overlay Plan utilizes form-based prototypes “to ensure that development proceeds in a contextually-sensitive

DEVELOPMENT GUIDELINES - FAIRVIEW HEIGHTS STATION

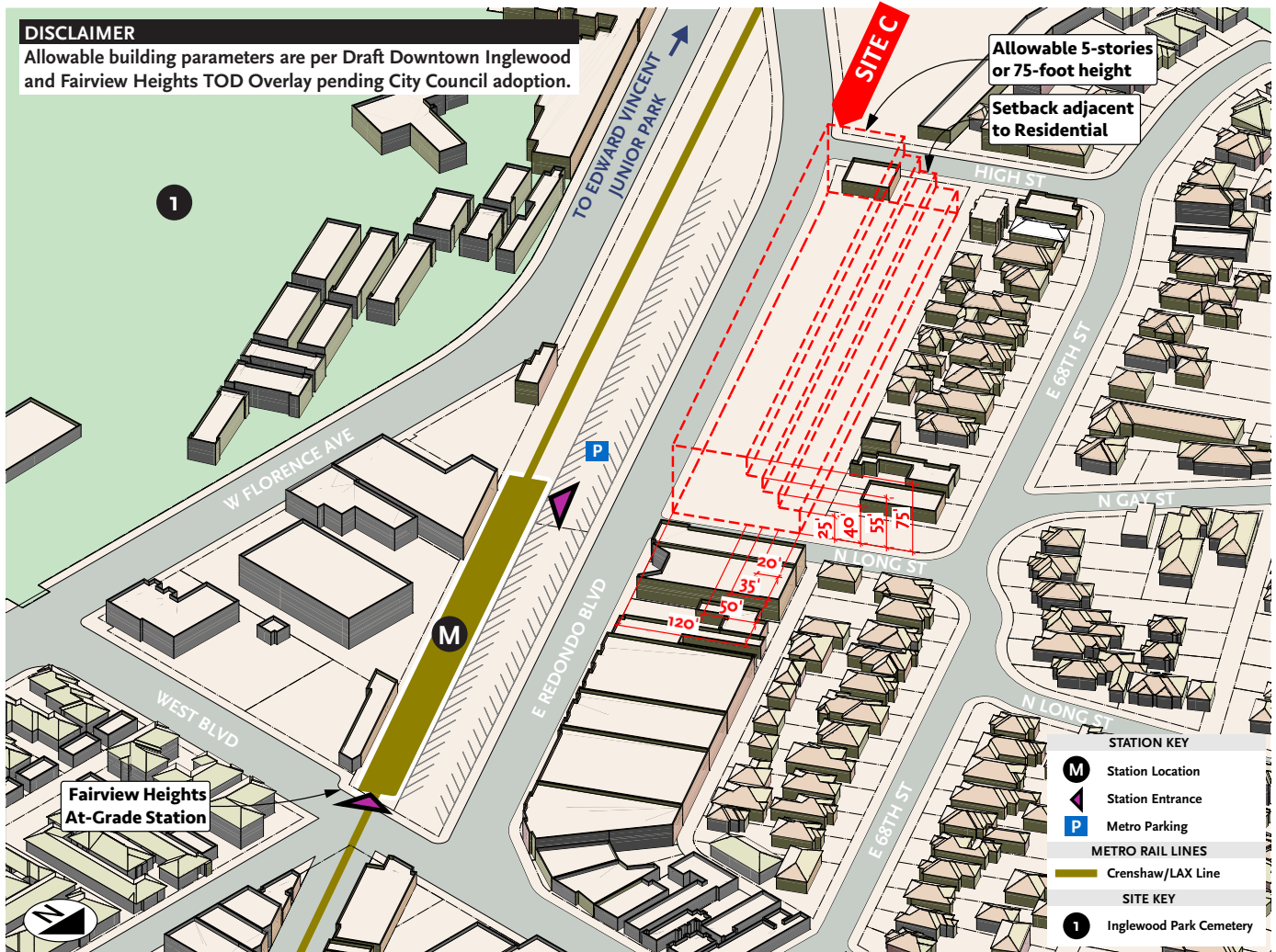


Figure 16
 Allowable Building Area Diagram per the TOD Overlay Plan which is pending City Council adoption.

manner, utilizing historic building forms that complement the street, promote pedestrian activity, and reinforce the character of the neighborhood.” Accordingly, the Opportunity Site is allowed a maximum height of 5-stories or 75-feet with incremental step-backs to two-stories or 25-feet at the rear alley adjacent to the single-family residences (see Figure 16 and the Downtown Inglewood and Fairview Heights TOD Overlay Plan, Fairview Heights Development Standards and Design Guidelines).

The parking requirements for MU-3 under the TOD Overlay Plan are less restrictive than current zoning. Residential uses are required to provide one parking space per dwelling unit. General Commercial uses are required to provide two parking spaces per 1,000-square feet. Additionally, in accordance with the Plan, parking may be met by purchasing zoning credits for publicly available parking that may become available.

Development standard reductions or waivers are available through an Affordable Housing Density Bonus. These include increased height allowances or reduced parking requirements with the provision of affordable housing which range in affordability from very low-income to moderate-income common interest development. In addition, all projects within MU-3 zones are subject to design review under the “D” Supplemental Design Review Zone and must undergo the review process described in Chapter 12, Article 14 of the Inglewood Municipal Code.

Given the overlapping plan requirements – General Plan, zoning, proposed TOD Overlay Plan – and complexity, the prevailing requirements of all of these documents should be carefully reviewed, City of Inglewood planning staff consulted, and as appropriate, adopted, or to-be-adopted regulations closely adhered to when developing a project concept for the Opportunity Site.



Figure 17
1920's "New Deal" Home Buyer's Brochure.

Image from West Boulevard Community Linkages and Revitalization Plan

5. WEST BOULEVARD COMMUNITY LINKAGES AND REVITALIZATION PLAN

The West Boulevard Community Linkages and Revitalization Plan, adopted in February 2012, was prepared by Metro working with the Los Angeles Neighborhood Initiative (LANI) to study the TOD opportunities of the proposed Fairview Heights Station in the surrounding neighborhood, to produce revitalization strategies, and to act as a guiding document for future “community groups and city agencies as a tool to maintain a focused approach over time through strategic implementation of plan elements.” The plan studies the development of the neighborhood over time, starting from the single-family residences built in the 1920’s (see Figure 17) located northwest

of the future Fairview Heights Station to long term phasing strategies for 2027 and beyond. The plan helped inform the TOD Overlay Plan and may provide useful context for the area.

6. OTHER KEY METRO POLICIES

a. Metro Complete Streets Policy

Complete streets are streets that provide safe, comfortable, and convenient travel along and across thoroughfares through a comprehensive, integrated transportation network that serves all users, including pedestrians, users and operators of public transit, bicyclists, persons with disabilities, seniors, children, motorists, users of green modes including rideshare, transit, and clean fueled vehicles, and movers of commercial goods. Metro adopted a complete streets policy in October 2014 to identify opportunities and actions that support local complete street integration (see Figure 18). This policy (see media.metro.net/projects_studies/sustainability/images/policy_completestreets_2014-10.pdf) should be reviewed and referred to when developing a project concept. Projects that incorporate complete street components and integration may be prioritized.

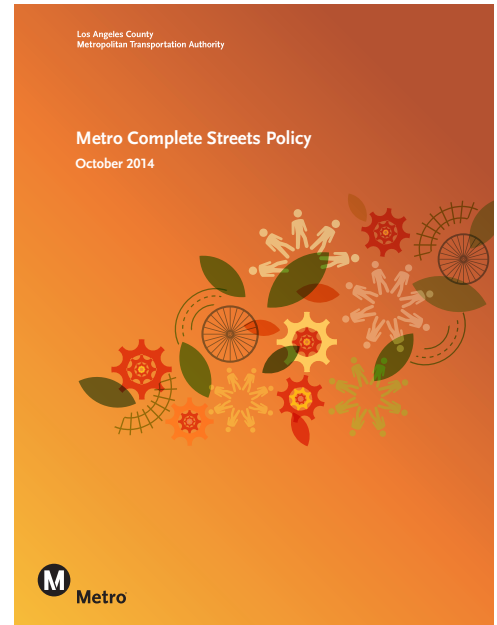


Figure 18
Metro Complete Streets Policy

b. Metro First Last Mile Strategic Plan

The Joint Development opportunity site is subject to Metro’s First Last Mile Strategic Plan, which presents planning and design guidelines to improve the connections to station stops from origins and destinations within three miles of the station (see media.metro.net/docs/First_Last_Mile_Strategic_Plan.pdf). The plan introduces a “pathway” concept that provides planning criteria for the layout of transit access networks and components within Metro station areas (see Figure 19).

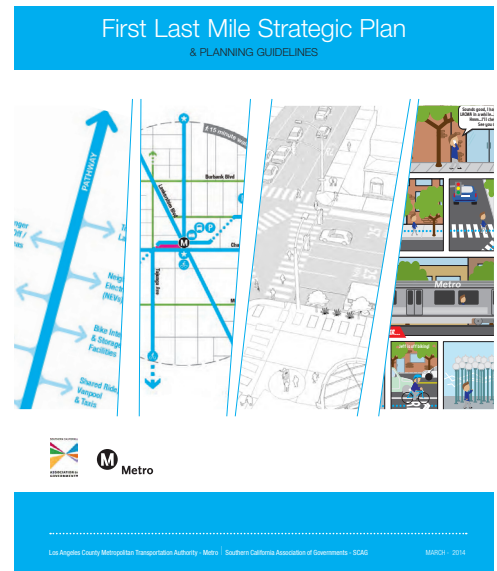


Figure 19
Metro First Last Mile Strategic Plan

Pathway connectivity enhances transit transfers, increases user safety, offers information and wayfinding signage, and provides accommodations such as lockers or car share that facilitate and expand transit use, an important factor at a station such as Fairview Heights which integrates light rail, nearby bus routes, and parking. This policy should be reviewed and its principles incorporated into a project concept. Projects that utilize first last mile strategies to shape the program and design may be prioritized.

c. Metro Active Transportation Plan

Metro’s Active Transportation Plan adopted in May 2016 focuses on enhancing access to stations and developing a

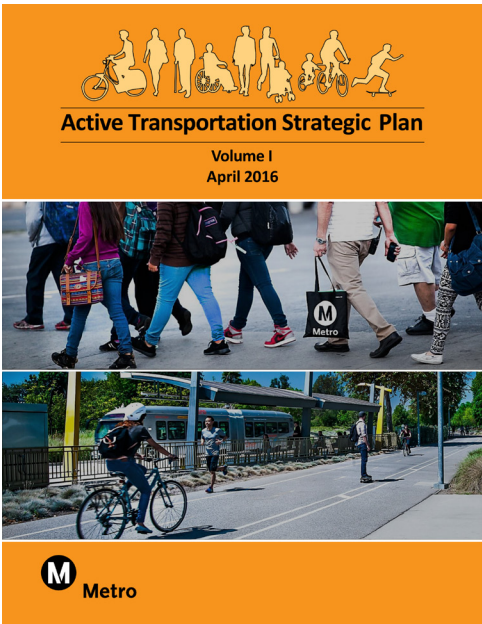


Figure 20
Metro Active Transportation Strategic Plan

regional network for people who choose to take transit, walk, and/or bike (see <https://www.metro.net/projects/active-transportation-strategic-plan/>). This policy builds and expands upon Metro’s Complete Streets Policy and First Last Mile Strategic Plan (see Figure 20).

While much of the Active Transportation Plan is devoted to means to enhance the regional active transportation network through cooperation between Metro and local agencies, focused policies do address destinations and station stops. These include policies that encourage implementation of easy to achieve improvements that enhance use of Metro’s system for all users such as landscaping with tree shade, introduction of street furniture and lighting, and other improvements to open spaces adjacent to Metro platforms, portals, and plazas. This policy should be reviewed and its principles incorporated into a project concept. Projects that incorporate in their design active transportation components may be prioritized.

V. Development and Design Considerations and Guidelines

The Opportunity Site proposals will be evaluated, in part, on their compliance with the development and design considerations and guidelines of this section. While projects are not required to meet all of the guidelines and considerations, a project that complies with all or most of the design guidelines may be given priority.

1. UTILIZE EXISTING COMMUNITY PLANS

The primary document providing a framework for development of the Opportunity Site is the Draft Downtown Inglewood and Fairview Heights TOD Overlay Plan (TOD Overlay Plan). This plan (see Figure 21) should be closely adhered to when developing a Joint Development concept and design.

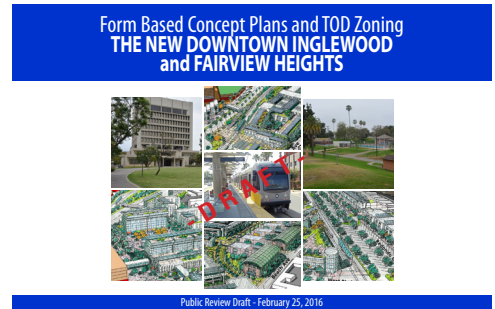


Figure 21
The Downtown Inglewood and Fairview Heights TOD Overlay Plan is the primary guiding document for the Joint Development Opportunity Site.

2. ALLOWABLE USES GUIDELINE

Allowable uses on the Opportunity Site per the TOD Overlay Plan include a range of retail, commercial, and residential uses (see Section IV.4). At the same time, as project proponents develop programs, they should closely consider the aspirations of the community as defined in the Vision section of this document (see Section III, “General Stakeholder Vision” above and Figure 22) and in the attached “Community Outreach Process Summary” (Appendix A).



Figure 22
Community members discussed potential uses based on feedback from a series of small roundtable discussions with local stakeholders.

3. DEVELOPMENT INTENSITY CONSIDERATION

Metro is seeking a Joint Development project that provides for intensity and vitality of uses and supports and facilitates transit use and the safety of community members and transit patrons. A preferred use will fully utilize, while respecting, the mixed-use planning allowances provided by the TOD Overlay Plan.

4. HEIGHT ALLOWANCE GUIDELINE

The TOD Overlay Plan provides for a maximum height of 75’ or 5 stories (see Section IV.4 above). Additionally, the TOD Overlay Plan provides for a transition from higher to lower heights from Redondo Boulevard to the alley to the north in order to relate new development to the height, scale, and texture of the existing adjacent single-family residential neighborhood. The TOD Overlay Plan allows for and encourages skyline expression including the use of uninhabited



Figure 23
Platform, the transit oriented retail center in Culver City, utilizes signage and a varied skyline to face both the street and the raised Expo Line.

Photo by Ricardo DeAratnha, Los Angeles Times

architectural features such as towers to create identity and design contrast. These height allowances and parameters should be followed to ensure the realization of a compatible community-oriented project (see Figure 23). The TOD Overlay Plan also allows for a height increase through the use of the Affordable Housing Density Bonus, the use of which should be weighed against the interests of the community as outlined in the attached “Community Outreach Process Summary” (Appendix A).

5. VILLAGE SCALE GUIDELINE



Figure 24
Culver City was referenced consistently by stakeholders and residents as a quintessential example of village scale, and high quality retail.

Photo by alex-aroundtheworld.com

The Opportunity Site project design should incorporate distinct human-scale massing and elements that create a variety of forms, scales, and open space types that reduce any sense of overarching bulk or excess mass. The project design should learn from, refer to, utilize, and transition to the surrounding neighborhood residential scale to create a sense of fit between the Opportunity Site and the surrounds, including along the residential alley interface. An overall village sensibility should be emphasized with human-scale components such as shop-fronts, building entrances, a sense of shade and shadow, and breaks in plane and mass occurring along sidewalks and pathways, as well as identifiable architectural components that combine to create a whole design visible as both parts and whole to people from medium as well as further distances (see Figure 24).

6. PROJECT ORIENTATION GUIDELINE



Figure 25
Fruitvale Village is a mixed-use transit oriented development adjacent to the BART Station in the East Bay. The building is oriented to and faces a pedestrian plaza which hosts farmer’s markets and events.

Photo by youthvoices.net

The Opportunity Site proposal should affirmatively face and create a sense of activity and oversight along Redondo Boulevard. Additionally, the project should create a sense of oversight and “eyes on the street” overlooking the alley frontage. A sense of entry, activity, and identity should also be promoted where the pedestrian crossing from the station platform meets the Opportunity Site at the corner of Redondo Boulevard and Long Street. The design proposal should also directly relate to and build upon the Redondo Boulevard Promenade concept developed by the City of Inglewood. In this regard, a green, shaded, and inviting pathway should be designed along the north sidewalk of Redondo Boulevard from the transit-oriented plaza to Edward Vincent Junior Park. Active uses, programs, architectural components that add visual interest such as entrances, storefronts, and/or stoops transitional open spaces (see V.10) and landscape should be provided along this pathway.

While all projects have vehicular ingress and egress and service requirements, these should be designed to be minimal, unobtrusive, integrated with the overall architectural and open space character, and

to the maximum extent feasible, located off the northern alley or side streets. Curb cuts leading to Joint Development Opportunity Site projects that are located along Redondo Boulevard are strongly discouraged.

7. SETBACKS GUIDELINE

In general, projects should provide varied setbacks about the perimeter of the Opportunity Site. Varied setbacks provide opportunities for the provision of at-grade landscape, small plazas for outdoor dining and cafes, open spaces (see Figure 26), sidewalk retail with shop fronts at the back of the sidewalk, as well as select widened sidewalks, where feasible.

8. TRANSIT ACCESS GUIDELINE

Joint Development projects should anticipate active transportation connectivity through the design of pathways across the Opportunity Site, provision of areas for bike facilities, heightened pedestrian-oriented lighting levels, and clear and safe pathway linkages between parking and transit portals and facilities that are integral to the design and development of the proposed project (see Figure 27). Additionally, signage and wayfinding between transit modes as well as to key local destinations and community amenities is encouraged in coordination with Metro.

9. ARCHITECTURAL CHARACTER CONSIDERATIONS

High-quality and enduring project design and character are an essential component of a successful Joint Development project. An architecturally successful design should incorporate details that create a sense of interest to the pedestrian as well as the viewer from afar. Particular attention should be focused on creating building fronts and facades at the ground level that have a sense of human-scale, intricacy, and texture that enhance pedestrian transit user interest. Designs should utilize high-quality materials that will endure and maintain their appearance (see Figure 28).

Building design character should also establish both a sense of place by relating to the climate and light conditions of the district as well as a sense of cultural continuity through incorporation of existing community narratives. While a specific style of architecture is not required, design teams should carefully examine the landmark architecture in the community, its style, scale, and sensibility, and be able to address how new architecture builds upon the lessons of older



Figure 26
Broadway Housing in Santa Monica makes use of setbacks to create open space and circulation.

Photo by Iwan Baan



Figure 27
Transit plaza of Mission Meridian Village, utilizes transit schedules and ticketing, shaded seating, bike facilities, and public art



Figure 28
Residential transition at Mission Meridian Village, a transit oriented development along the Gold Line in Pasadena.

Photo by Moule & Polyzoides

designs. Innovative design is also encouraged, and the broadest definition of sustainable and resilient design recommended.

The use of chain and/or brand architecture related to commercial enterprises is strongly discouraged at both the individual storefront scale as well as the larger scale. In this regard signage and signage programs should also be carefully considered, oriented both to the pedestrian, transit user, as well as passing vehicles, and be integral and subservient to the architecture of the project. This project should establish a sense of specific identity and place through architecture and landscape that is first and foremost unique to this community.



Figure 29
9,000 square foot green roof at Central Avenue
Constituent Services Center in Los Angeles, California.
Photo by Genaro Molina, LA Times

10. ON-SITE OPEN SPACE AND LANDSCAPING GUIDELINE

Well-landscaped areas utilizing drought-tolerant plant materials and enhanced hardscape, well-appointed open spaces including additional transit amenities such as plazas and rooftop terraces should be considered to distinguish the design of a proposed project (see Figure 29).

11. STREETScape DESIGN STANDARDS

The streetscape design standards and guidelines of the TOD Overlay Plan (see Section IV.4 above) should serve as a guide for the implementation of both off-site as well as on-site sidewalk, pathway, and street improvements (see Figure 30). Projects will be required to implement the improvements noted in this plan and designs should incorporate the plan elements to enhance the sense of connection and continuity between the streetscape and on-site and off-site open space.

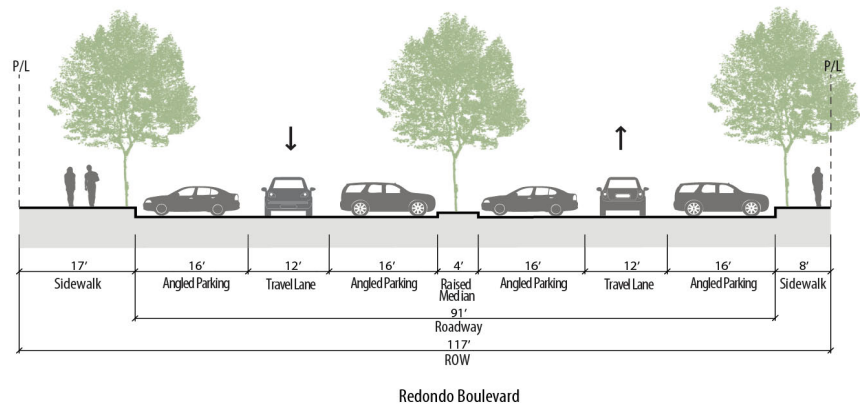


Figure 30
Proposed cross section of Redondo Boulevard per TOD Overlay Plan.
Image from TOD Overlay Plan

12. PUBLIC ART CONSIDERATIONS

Metro's public art program and arts programming enhances the customer experience with innovative visual and performing arts that encourages ridership and connect people, sites and neighborhoods throughout Los Angeles County (see Figure 31). A diverse range of site-specific artworks are integrated into the growing Metro system, improving the quality of transit environments, creating a sense of place, and strengthening ties with the communities Metro serves. From photography installations to onboard posters, art tours, and live performances, Metro's multi-faceted art programs add vibrancy and engage people throughout Los Angeles County.

Public art or arts programming is an opportunity to introduce visual and physical enhancement(s) to the Opportunity Sites that enhances the project quality, making people and transit users more aware of their cultural, historical, social, and/or environmental surroundings and place. Metro encourages respondents to include an Art Plan for a permanent public art component or cultural facility as an integral part of the development. Artist or cultural facility participation on the design team through implementation of a site-specific arts program is encouraged from the outset of architectural design to ensure full integration into the project.

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

As it may apply to the Joint Development opportunity, the City of Inglewood's Public Art ordinance specifies that 1% of all development costs in eligible projects be allocated to art. Project applications should consult with both Metro Art and the City of Inglewood's Arts Commission to determine arts fee compliance requirements and options for public art or cultural facility integration as related to the Joint Development opportunity.

Project applicants should consult with both Metro Art and the City of Inglewood's Public Art ordinance to determine arts fee compliance requirements and options for public art or cultural facility integration as related to the Joint Development opportunity.

13. SAFETY AND SECURITY THROUGH DESIGN CONSIDERATIONS

The safe use of transit and associated facilities is of paramount interest to Metro. A Joint Development project at a Metro station site should enhance transit patron's sense of well-being by utilizing passive

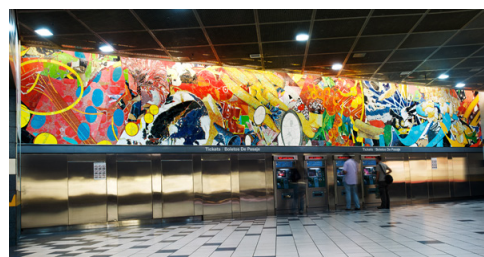


Figure 31
Universal Delights, 2010
 STEPHEN JOHNSON, Artist
 Commissioned by Metro Art, Universal City Station

The 58-foot long mosaic mural commemorates the birthplace of the film and television industry with abstracted and colorful imagery referencing camera, stage and star motifs. The artwork is integrated into the area above the concourse ticket vending machines.



Figure 32
Safety & Comfort provision from First Last Mile Strategic Plan for Enhanced Bus Waiting Area. Goals include: enhance transit riders' level of comfort and improve safety for users at night by improving facility visibility.

Image from First Last Mile Strategic Plan

and active strategies to enhance individual safety and security. Strategies, including utilization of Crime Prevention Through Environmental Design (CPTED) approaches, should be used during the design of the Opportunity Site to enhance project and user safety. At the same time project proponents should incorporate into their development safety concepts noted in both Metro's First Last Mile Strategic Plan and Active Transportation Plan. These concepts extend the sense of safety to include design stratagems that reduce pedestrian, bicyclist, and vehicle conflicts, and enhance transit patrons comfort when using the light-rail, bus (see Figure 32), transit plaza, and parking interfaces that will be associated with the Joint Development project.

APPENDIX A

A. Community Outreach Process Summary

1. INTRODUCTION

Completed in June 2015, the Crenshaw/LAX Transit Corridor Joint Development (JD) Strategic Plan identified development opportunities on Metro and County owned properties along the under-construction light rail line, including properties at the Expo/Crenshaw and Fairview Heights Stations. In December 2015, an outside consultant team led by John Kaliski Architects (JKA) was hired that included architecture/urban design expertise, and was supported by economic and market analysis firm HR&A Advisors (HR&A), and community relations firm The Robert Group (TRG). The consultant team was charged with assisting with outreach and analysis leading to the creation of the Development Guidelines.

Over the last year, Metro staff presented at or led over 25 community meetings and events to introduce the Metro JD process to local stakeholders, build relationships, and better understand community priorities and aspirations for future development along the Crenshaw/LAX Transit Project. The result of this robust community outreach process was the creation of Development Guidelines for each JD opportunity site, which set the program, massing, and architecture/urban design expectations for JD proposals. The purpose of this document is to provide an overview of the community outreach process and a summary of the input received.

2. OUTREACH STRATEGY

Understanding the diverse interests and aspirations of residents, business owners and other stakeholders along the Crenshaw/LAX Transit Project alignment was crucial to shaping Metro's plan to engage the neighborhoods surrounding each JD site. Metro staff worked closely with the City of Los Angeles, the City of Inglewood and the Crenshaw/LAX Transit Corridor Community Leadership Council (CLC) – a community stakeholder-led Metro project advisory group – to engage community-based organizations and neighborhood stakeholders.

Metro and the consultant (Metro Team) worked closely with the Crenshaw/LAX CLC leadership to ensure the project's outreach strategy leveraged the long-standing relationship the CLC has with the community and its understanding of community sensitivities. With guidance from the CLC, the Metro Team sought to facilitate discussions around community aspirations, desired community

benefits, and build upon the history of efforts to-date in order to achieve sensitivity, transparency, and accountability. While the JD projects were seen as opportunities to benefit a broad range of existing and future residents, Metro acknowledged concerns about gentrification, displacement, and increased housing costs, and emphasized the concept of “place keeping.”

In order to solicit input from a broad array of area stakeholders and help shape the Development Guidelines for the Fairview Heights Station JD Opportunity Site, Metro facilitated meetings with the CLC, organized three intimate roundtable discussions with stakeholder representatives including one focused on business interests, and hosted two large public workshops to discuss community aspirations. Summaries of the outreach meetings are included within this document and all presentation materials from the meetings are posted on the Metro website: <https://www.metro.net/projects/jd-crenshawlax/past-meetings/>.

3. COMMUNITY LEADERSHIP COUNCIL ENGAGEMENT

In addition to working closely with the CLC leadership and providing updates at CLC meetings in May and November 2015 and February 2016, the Metro Team presented the Crenshaw/LAX Joint Development program to the CLC Economic Development Work Group on March 3, 2016. The following questions were asked to stimulate discussion.

1. *What makes the corridor special today?*
2. *What needs aren't being met?*
3. *How can future development further community aspirations and goals (uses, design, etc.)?*
4. *Are there projects that we should look to for inspiration?*
5. *How can implementation of the Joint Development program respond to community priorities and build faith in the process?*

The CLC highlighted that the Fairview Heights area has a unique history with live/work buildings for artists. Restaurants and increased retail options were identified as needs, as locals are spending their dollars in other areas. With a substantial youth population, CLC members also encouraged the JD project look 40-50 years to the future to consider what to build for the next generation of Inglewood residents. Local developers, non-profit organizations, and small businesses should be encouraged to participate in the Joint Development project.

4. STAKEHOLDER ROUNDTABLES

On March 12 and March 15, 2016, two stakeholder roundtable discussions were held with 10 representatives from Fairview Heights resident and homeowners associations, business groups, City of Inglewood staff, arts organizations, and other community-based organizations. Intimate by design, these discussions were intended to engage area stakeholders and community leaders to elicit major concerns and development ideas. The format for the roundtables involved a brief presentation with an overview of the Joint Development process and the Fairview Heights Opportunity Site followed by a group discussion. The questions from the CLC Economic Development Work Group were used to initiate discussion.

Roundtable participants highlighted the quaint vintage homes in the area. Drawn to the area because of its affordability, artists moved in along West Boulevard and Hyde Park Boulevard and have contributed to the eclectic character of the neighborhood. With a substantial youth population, participants felt the area would be well-served by additional community organizations and centers like Chuco's located on Redondo Blvd. Residents did not express opposition to change, but urged that any new project in the area avoid modern architectural styles incompatible with the nearby single family homes. The participants referred to their neighborhood as a "residential oasis," but would like to see small to medium-sized restaurants or retail shops. They would like to be able to walk to make small purchases like a cup of coffee or sandwich, rather than traveling by car to other areas. Improving pedestrian connections between the JD project site and the nearby Edward Vincent Junior Park was identified as a community priority. Residential units with varying levels of affordability above ground floor retail were favorable to most participants. Roundtable participants felt big box chain stores would be more appropriate in the Downtown Inglewood area. Downtown Long Beach and Silverlake were mentioned as areas to look to for inspiration for the JD site.

An additional roundtable discussion was held on March 11, 2016 with business leaders representing the entire Crenshaw/LAX Transit Corridor. Following an overview of the Expo/Crenshaw and Fairview Heights Joint Development Opportunities, the following questions tailored to the business community were used to initiate discussion.

1. *What are the assets of the Crenshaw/LAX commercial corridor?*
2. *What types of businesses could be attracted to the area that would provide quality jobs for local residents, and have positive community impacts?*
3. *What do you think can/should be done to maintain and strengthen local businesses?*

4. *How can the Joint Development sites help attract business and fulfill the commercial potential of the area?*
5. *What specific types of business services would benefit local business operations and revenues?*

The central location of Fairview Heights in Los Angeles County was mentioned as a major asset. The proposed NFL Stadium is set to dramatically change the City of Inglewood. The Fairview Heights Station's close proximity to the proposed stadium has the potential to create many opportunities for economic development. Participants felt that Inglewood lacks meeting space, so a community center with conference/meeting space by the station would be convenient. Improved safety and security was also discussed as being key to encouraging economic development.

5. COMMUNITY WORKSHOPS

Metro's community engagement continued through April with workshops held for Fairview Heights on April 2 and April 30, 2016. The prior roundtable discussions were instrumental in shaping the format and content of these site-specific workshops.

Community Workshop #1

The first Community Workshop was intended to orient and inform the community of the Fairview Heights Joint Development Opportunity Site as well as learn about community priorities, needs and aspirations. In addition to presenting information on the sites and the surrounding neighborhood, an overview of the in-progress regulatory plans being prepared by the City of Inglewood and a snapshot of the current neighborhood demographics and market conditions were presented.

Metro worked diligently to reach and involve all members of the community, employing several modes of media outlets and methods to invite, inform and learn from neighbors. The community workshops were promoted through the distribution of more than 4,000 flyers within 1/2 mile of the Fairview Heights site and on Metro busses and trains; creative utilization of social media including Facebook, Twitter, and NextDoor; phone calls; and door-to-door engagement along commercial corridors to personally encourage community participation. Additionally, elected official newsletters and local newspapers such as The Wave and LA Sentinel were utilized to promote the workshops. Understanding not all stakeholders have time to participate in meetings, comment cards were

distributed at all workshops and stakeholder roundtables so participants could share with neighbors who were unable to attend. A comment form was also made available on the Crenshaw/LAX Joint Development website.

Over 30 community members attended the first workshop and shared their vision and concerns for future development of the Fairview Heights Opportunity Site. Following a presentation and overview of the site, participants were split into groups of 8-10 people. To facilitate the discussions, the following six questions were asked at the breakout tables:

1. *Fill in the blank – “In 5 years, the Fairview Heights Station will be in full operation and this neighborhood will be _____?”*
2. *What types of uses would you like to see at this site?*
3. *What would be the look, feel, or design of a successful project here?*
4. *What are some community needs a future project here could help meet?*
5. *Is there a project or place you enjoy that we can look to for inspiration for this site?*
6. *As Metro moves forward on this development, how would you like to stay informed and involved in the process?*

Feedback from the tables revealed five reoccurring themes:

1. **Connection to Arts-Oriented Community.**
The Fairview Heights community takes pride in the artist community who set up residence in live-work buildings along West Boulevard and Hyde Park Boulevard for the past 25 years. The artist community contributed identity and social support to the area at a time when resources were leaving it. Residents face the promise of new investment and development mindful of their shared history with the artist community. Although participants voiced a primary need for retail-oriented uses, an arts component or connection to the arts framework remained an integral part of the conversation: “shops with eateries, art studios - these encourage positive community interaction.” Participants were in favor of live-work lofts along the alley between the County property and residential properties as a way to activate the ground level with art studios and living space above.

- 2. Pedestrian Connections.**
Participants expressed the need to connect the site, the train station and Edward Vincent Junior Park both physically - walking and bike paths, “landscaping, public art, lighting and safety” - and programmatically - access to the outdoor amphitheater, Inglewood Playhouse, “summer concerts, free shows.” Participants envisioned a new transit plaza that is vibrant, colorful and serves as an “inviting and compatible connection” between the station and park.
- 3. Local Architectural Style: reflect the surrounding context and scale.**
The County site sits south of the Fairview Heights Neighborhood comprised of mostly one-story single-family residences. Participants were excited for the “once in a lifetime investment” but wanted to see a mixed-use project “scaled properly” and responsive to the architectural look and feel of the adjacent neighborhood.
- 4. Mixed-Use Quality Neighborhood-Serving Retail.**
Participants highlighted the need for a mixed-use project with quality neighborhood-serving retail on the ground floor facing Redondo Boulevard and residential uses above. Attendees acknowledged that the future Fairview Heights Station will be one stop away from the Downtown Inglewood Station and the new retail developments on Market Street, emphasizing an interest in modest neighborhood-serving “retail that invests in the community” and locally-owned uses that “keep money here.” Retail use was envisioned with a “social component to bring the community together; restaurants, supper clubs, entertainment.” Other neighborhood-serving uses included: coffee shop/café, grocery store with fresh produce, dry cleaners and child care.
- 5. Mixed-Use/Mixed-Income High-Quality Housing.**
Participants were in favor of mixed-income housing as long as it is “architecturally beautiful and well managed.” The Fairview Heights community has a higher youth population, which was reflected in participants’ request for, “affordable housing, family-oriented two-three bedroom units.” A few participants noted a high rental population and expressed a desire for condos and/or townhouses, “there is a need for an ownership component, this creates stability and pride of ownership.”

At the first workshop, members of the public were also invited to demonstrate their preferences for 12 different potential uses for the Fairview Heights site by voting with 4 green “yes” stickers and 2 red “no” stickers and leaving written comments on boards. The 12 different potential uses were identified based on the roundtable discussions. The top three “yes” and “no” responses were as follows:

Top Three Yes Votes

1. Neighborhood Retail (14 votes)
2. Restaurant (13 votes)
3. Transit Plaza / Gathering Space (12 votes)

Top Three No Votes

1. Affordable Housing (5 votes)
2. Health Center (4 votes)
3. Job Center (4 votes)

Participants voted most positively for neighborhood retail use, depicted on the boards with street view photos of SoMa (San Francisco), Third Street (Santa Monica), and Pentagon Row (Arlington, Virginia). One participant noted, “I’ve been driving far away to shop. I want to shop here.” Retail was seen as both an attractor - “retail will drive people to the area” - and a community benefit - “vibrant storefronts keep eyes on the streets making it safer.” A need for sit-down restaurants and public spaces was also expressed. A transit plaza/gathering space “located next to the park could create an opportunity for a vital, artistic community center.”

Fewer participants placed their red stickers. Opinions on affordable housing were split - 5 “no” votes and 8 “yes” votes. Mixed-income and affordable housing uses were preferred over low income housing options. Opinions also differed greatly on job and health center uses for the site, with one commenter noting that these are 9-5 uses that “don’t promote a 24-hour community. The full results of the Uses Board exercise are shown in Figure A.1.

Following the workshop, a summary with findings and recurring themes was prepared and made available to the public.

Community Workshop #2

The second Fairview Heights Community Workshop held on April 30, 2016 was designed to share Metro’s findings

COMMUNITY OUTREACH PROCESS SUMMARY - FAIRVIEW HEIGHTS STATION

TOP 'YES' ANSWERS

- 14 Neighborhood Retail
- 13 Restaurant
- 12 Transit Plaza / Gathering Space
- 11 Market Rate Housing
- 9 Café
- 9 Neighborhood Market
- 8 Live-Work Loft
- 8 Youth Center
- 8 Affordable Housing

TOP 'NO' ANSWERS

- 5 Affordable Housing
- 4 Health Center
- 4 Job Center

VOTING BY USE CATEGORIES

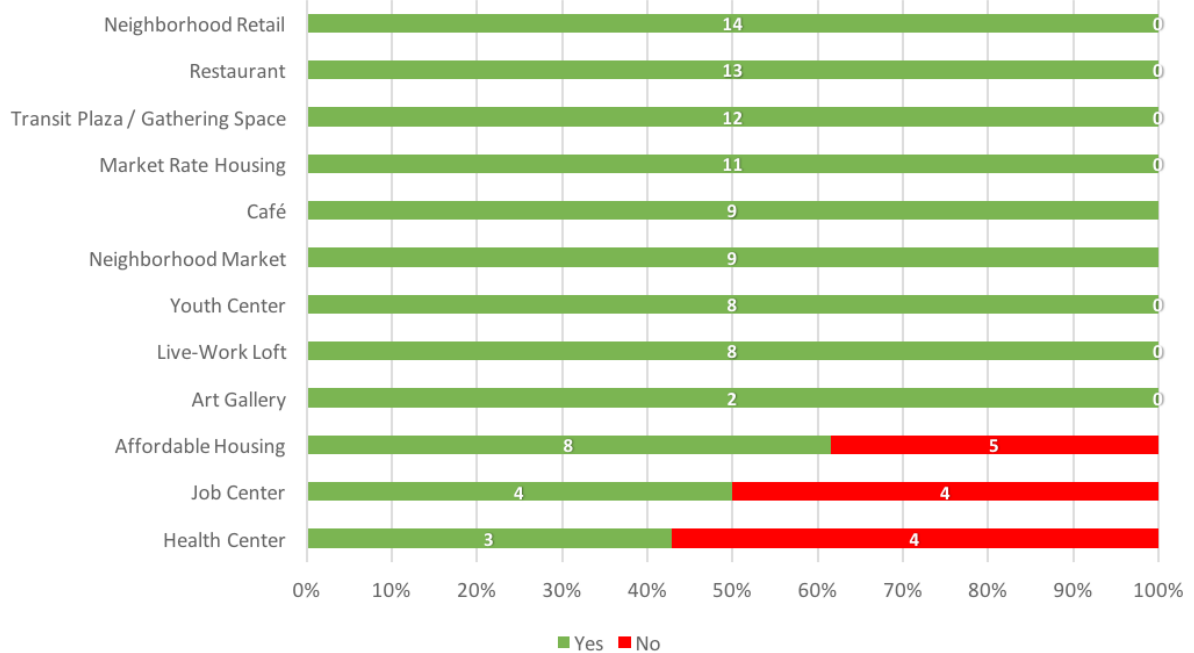



Figure A.1



from outreach endeavors to date including the first workshop, introduce market feasibility studies for suggested uses on the site and obtain additional input. The format included a presentation, feedback forms, and five information stations around key themes from the first workshop.

The five stations were:

1. Housing
2. Design/Planning
3. Commercial Uses
4. Community Amenities
5. Metro Joint Development

Eight surveys were completed. When asked for comments on affordable versus market rate housing, most respondents supported affordable and workforce housing. Ground floor retail should be small in scale, but high quality in order to give transit riders a reason to stop and enjoy the area. Participants expressed a strong interest in architectural design elements compatible with the existing character of the community. Public gathering space such as a plaza, public art components, and pedestrian-oriented features were also highlighted as important. Any future project should encourage transit ridership and create safety and security for the community. Overall, the second workshop reinforced what Metro heard from community members at the Fairview Heights roundtable discussions and first workshop.

Participants also emphasized the importance of continued community engagement throughout the development of the Joint Development project, which Metro is committed to. In order to create a successful project with broad community support, the development team for the future Fairview Heights JD project will be required to regularly engage and solicit input from area stakeholders during development and implementation.

Crenshaw/LAX Joint Development



Executive Management Committee

June 16, 2016



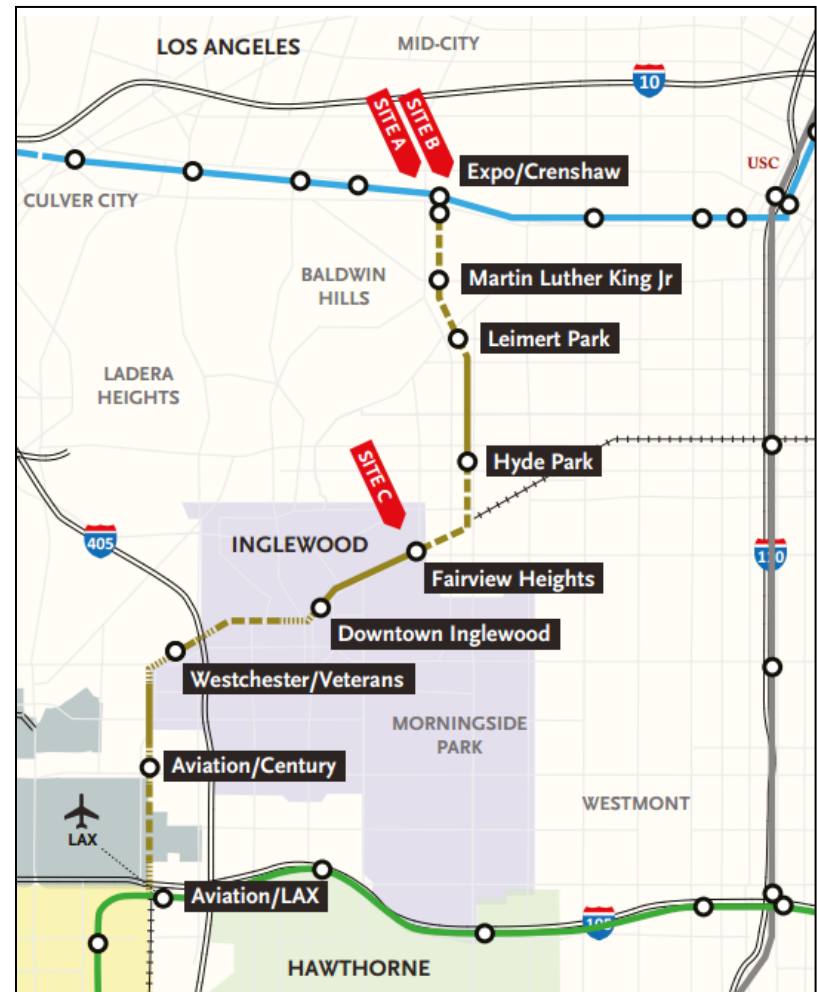
Metro

Recommendations

- Adopt the **Development Guidelines** for the joint development of Metro-owned property and County-owned property at the **Expo/Crenshaw Station**.
- Adopt the **Development Guidelines** for the joint development of County-owned property at the **Fairview Heights Station**.
- Authorize an **Agreement with the County of Los Angeles** for administering the Metro Joint Development process for the County-owned properties at the Expo/Crenshaw and Fairview Heights Stations.

Overview and Background

- June 2015 – Crenshaw/LAX Joint Development Strategic Plan released per Board Directive
- Joint Development opportunities identified at Expo/Crenshaw and Fairview Heights Stations
- October 2015 – Metro/County executed MOU to cooperate on Joint Development of County-owned sites



Expo/Crenshaw Station Overview

SITE A

- 1.66-acre County-owned property
- County to relocate existing Probation Department function to repurpose site for development

SITE B

- 1.77-acre Metro-owned property
- Current construction staging ground; originally planned as a surface park-and-ride facility



Expo/Crenshaw Station Development Vision

- Create a culturally distinct gateway destination and pedestrian-scaled community with high quality retail and range of housing types/affordability
- Opportunity to foster job growth with attractive office or incubator space
- Build upon City's Amended Crenshaw Corridor Specific Plan (draft) and Crenshaw Corridor Streetscape Plan (draft)



Fairview Heights Station Development Vision

- Create a pedestrian-friendly residential project affordable to a range of incomes with ground-floor, neighborhood-serving retail.
- Promote uses that support the existing arts-oriented community and local youth
- Build upon City's TOD Overlay Plan (draft) and vision for a village destination with strong connections to the adjacent Edward Vincent Jr. Park



Community Participation

- Development Guidelines are a direct result of a robust community engagement process and close coordination with the Crenshaw/LAX Community Leadership Council (CLC)
- Over the last year, staff attended more than 25 community meetings and events including hosting five (5) roundtable discussions and four (4) public workshops
- Utilized Crenshaw/LAX Project mailing list (5,000 stakeholders), flyer distribution (18,000), social media outlets, door-to-door engagement, phone calls and elected offices to get the word out



County Agreement

- Memorializes relationship, roles and responsibilities beyond initial planning stages
- County shall retain ownership of County properties
- Metro and the County will work jointly in soliciting, selecting and negotiating with developer(s)
- County shall reimburse Metro for third party costs

Next Steps

- Summer 2016 – Execute agreement with County; issue RFPs to solicit development proposals
- “Meet the Developers” receptions planned to encourage local partnerships and small business participation in the formation of development team and innovate development proposals
- Late 2016/early 2017 - Board approval of ENAs with selected Developers

**Board Report**

File #: 2016-0386, **File Type:** Agreement**Agenda Number:** 41

**EXECUTIVE MANAGEMENT COMMITTEE
JUNE 16, 2016****SUBJECT: NORTH HOLLYWOOD JOINT DEVELOPMENT****ACTION: AUTHORIZE EXECUTION OF AGREEMENT OF A SHORT TERM EXCLUSIVE
NEGOTIATION AND PLANNING DOCUMENT****RECOMMENDATION**

AUTHORIZE the Chief Executive Officer to enter into a six-month **Short Term Exclusive Negotiation Agreement and Planning Document** (Short Term ENA), with an option to extend up to three additional months, with Trammell Crow Company and Greenland USA, for the development of Metro-owned property at the **North Hollywood Station (Site)**.

ISSUE

Metro owns, maintains and operates properties throughout Los Angeles County for its current and future transportation operations. As part of Metro's Joint Development Program, staff evaluates these properties for potential joint development and selects properties for beneficial transit-supportive development. The properties at the North Hollywood Station are ideal for joint development because of their size and location near a key commercial center and one of the busiest stations in the Metro system. In December 2015, Metro released a Request for Proposals for Development of Metro-owned Parcels at the North Hollywood station (RFP) to two developers that had been short-listed through a Request for Information and Qualifications (RFIQ). On April 8, 2016, Metro received one proposal submitted jointly by the two short-listed developers, Trammell Crow Company and Greenland USA (together, "Developer"). After reviewing the proposal, staff has determined that, while the proposal responds to Metro's vision for the Site, additional considerations with respect to the transit infrastructure surrounding the site and alternative financing sources for the project will require further input from the community, Metro, and other public agency stakeholders to finalize the project definition. A Short-term ENA would provide an interim period to better define the project site plan, phasing and financing strategy before executing a full ENA.

DISCUSSION

The North Hollywood station is a regional multi-modal transportation hub that includes the termini of the Metro Red and Orange lines, two bus layover facilities and Metro's park-and-ride lot. The Site is comprised of four parcels, one easterly and three westerly of Lankershim Boulevard with potential transit connections available via underground access panels. The Site has arterial and freeway

access and extensive public transportation access. Attachment B includes a map of the Metro properties for joint development and their approximate acreages. In total, the Site comprises 15.6 acres situated at the heart of North Hollywood Arts District, and as such is a powerful opportunity for Metro to achieve the objectives of the updated Joint Development Policy approved by the Board in February 2016. The Site is also part of Metro's Transit Oriented Communities (TOC) Demonstration Program.

Developer Proposal

The proposal received in response to Metro's RFP for the site articulates a project vision that fundamentally follows the objectives identified in the North Hollywood Station Guide for Development, which was adopted by the Board on December 3, 2015. In accordance with the Guide for Development, the proposal includes specific strategies for achieving a variety of shared community and Metro goals for the site, including generating economic development benefits and opportunities, increasing ridership, supporting active transportation, and meeting Metro's infrastructure needs. The proposal identifies two development scenarios in order to illustrate the full potential of the site with the support of third party grants and public financing tools. A site plan along with renderings and a summary of the development proposals are provided as Attachments C and D, respectively.

The Short Term ENA

Typically, following the proposal solicitation process, a developer is selected to enter into an ENA with Metro with a term of up to 18 months. After careful consideration, however, staff has determined that an interim step is required to allow the parties the ability to directly communicate about potential development and public benefit scenarios and explore alternative financing opportunities, consider evolving transit infrastructure requirements, and seek further community input. The proposal identified a variety of opportunities to support a more comprehensive development program if alternative financing sources are available. Finally, the City of Los Angeles and the community should be engaged while these important issues are discussed and before certain project scoping details are decided.

The Short Term ENA will provide Metro and the Developer with six months to evaluate these financial and physical opportunities in an open dialogue with community stakeholders before Metro commits to a longer, more substantial ENA.

At the end of the ENA period, the team will produce:

- **A Project Conceptual Site Plan** that shows the extent of public infrastructure to be constructed by the project (including replacement parking), the location and development program for each building to be constructed under the Project, and circulation throughout the site, including proposed driveway locations, bike facilities, and pedestrian flows;
- **A Phasing Plan** that sets out the sequencing of the development blocks and clearly describes the interim steps required to ensure safe and acceptable level of service at the Metro stations; and,
- **A Financing Plan** that identifies sources of project funding, including private debt and equity,

public financing tools (if any) , and grant sources and presents a detailed strategy for securing these sources.

Additional community engagement will be part of this project scoping process. Once these deliverables are completed to the satisfaction of Metro staff, and before the Short Term ENA is expired, Metro staff will prepare a standard ENA for the Board's consideration.

DETERMINATION OF SAFETY IMPACT

Approval of this item will have no impact on safety. Within this Short Term ENA period Metro's operations staff will review and comment on the proposed development to ensure that the station, portal and public areas on Metro's property are maintained at the highest levels of safety.

FINANCIAL IMPACT

Funding for joint development activities related to the ENA and the proposed project is included in the FY1 budget in Cost Center 2210 (New Business Development), under Project 610011 (Economic Development) as well as the approved 2017 budget for this department.

Impact to Budget

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

ALTERNATIVES CONSIDERED

The Board could choose not to proceed with the recommended action and could direct staff to (a) enter into a full ENA, (b) continue clarification talks with the Developer outside of an ENA or (c) prepare and release a new RFP. Staff does not recommend proceeding with these alternatives because the recommended action will ensure the most transparent process with the community and other public sector stakeholders, and appropriately builds upon the significant community input and procurement process that has been transpired thus far. A new RFP process would delay the development of the Site and Metro may fail to take advantage of currently favorable conditions in the real estate market. Further, if the outcome of the discussion during the Short Term ENA process does not create a project proposal suitable to the community or the Board, other options could still be considered.

NEXT STEPS

Upon approval of the recommended action, the Short Term ENA will be executed, and Joint Development staff and the Developer will commence negotiations in parallel with community, internal and external outreach to inform stakeholders about the refinements to the development proposal. If successful, staff will return to the Board for the authority to execute a full term ENA that includes the

project scope defined by the community, internal and external outreach process.

ATTACHMENTS

Attachment A - Procurement Summary

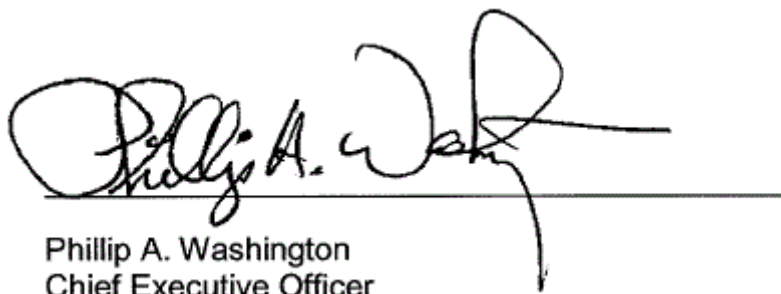
Attachment B - Depiction of North Hollywood Development Sites

Attachment C - Site Plan and Rendering of Proposed Development Project

Attachment D - Summary of the Proposed Development Project

Prepared by: Wells Lawson, Director, (213) 922-7217
Jenna Hornstock, Deputy Executive Officer, (213) 922-7437
Calvin Hollis, Managing Executive Officer, (213) 922-7319

Reviewed by: Ivan Page, Interim Executive Director, Vendor/Contract Management,
(213) 922-6383
Therese W. McMillan, Chief Planning Officer, (213) 922-7077



Phillip A. Washington
Chief Executive Officer

PROCUREMENT SUMMARY

NORTH HOLLYWOOD JOINT DEVELOPMENT/PS5186000

1.	Contract Number: PS5186000	
2.	Recommended Vendor: Joint Venture Group, Trammell Crow Co. and Greenland USA	
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 Joint Development	
4.	Procurement Dates:	
	A. Issued: December 4, 2015	
	B. Advertised/Publicized: December 4, 2015	
	C. Pre-proposal/Pre-Bid Conference: N/A	
	D. Proposals/Bids Due: April 8, 2016	
	E. Pre-Qualification Completed: N/A	
	F. Conflict of Interest Form Submitted to Ethics: N/A	
	G. Protest Period End Date: N/A	
5.	Solicitations Picked up/Downloaded: 2	Bids/Proposals Received: 1
6.	Contract Administrator: Jesse Zepeda	Telephone Number: (213) 922-4156
7.	Project Manager: Wells Lawson	Telephone Number: (213) 922-7217

A. Procurement Background

This Board Action is to approve the Short Term Exclusive Negotiation Agreement (Short Term ENA) and Planning document issued in support of community outreach and project scoping regarding a mixed-use real estate development of Metro-owned property at the North Hollywood station.

A two-step procurement process was used in order to obtain the broadest competition for this Joint Development opportunity which is larger and more complex than typical Joint Development projects.

Step One, or Request for Interest and Qualifications (RFIQ), issued March 2, 2015, was for the selection of potential developers based on qualifications, track record, financial capacity, and preliminary conceptual plans. Step Two, or Request for Proposal (RFP), was for the selected potential developers to respond to the detailed RFP to provide a development plan for each site along with a financial proposal and phasing schedule. The RFIQ presented an opportunity to as many firms as possible without creating undue burdens on developers and staff in preparing and reviewing the submittals, respectively.

The RFIQ and RFP were issued in accordance with Metro's Joint Development Policy and will result in a Short Term ENA.

Three amendments were issued to the RFP:

- Amendment No. 1, issued on February 4, 2016, provided responses to five questions received;
- Amendment No. 2, issued on February 4, 2016, provided North Hollywood Station Entrance Plan Sections; and
- Amendment No. 3, issued on March 3, 2016, provided responses to five questions received and a due date extension to this RFP.

A pre-proposal conference for this RFP was not necessary.

One joint venture proposal was received on April 8, 2016.

B. Evaluation of Proposals/Bids

A Proposal Evaluation Team (PET) consisting of staff from Metro's Joint Development (JD) team and City of Los Angeles was convened and conducted a comprehensive technical evaluation of the proposal received.

The proposal was evaluated based on the following evaluation criteria:

1. Vision (10%)
2. Design (25%)
3. Financials (25%)
4. Implementation (20%)
5. Community Benefits (20%)

The evaluation criteria are appropriate and consistent with criteria developed for other, similar Short Term ENAs. Several factors were considered when developing these weights, giving the greatest importance to the design, financials and implementation.

Two firms, Trammell Crow Co. and Greenland USA, were short-listed firms from the RFIQ phase. The two firms partnered under a cost sharing agreement to submit one joint venture proposal in response to the RFP.

Distribution of the proposal was held on April 11, 2016, to the four PET members. Clarification discussions were held on April 28, 2016, with the joint venture, Trammell Crow Co./Greenland USA team, to answer PET members' questions. During the discussions, the team focused on the components of the proposal that address the requirements of the RFP, the joint venture team's experience with all aspects of the required tasks, and each firm's commitment to the success of the project. The joint venture team was asked questions relative to the team's proposed alternatives and previous experience. On May 2, 2016, final evaluation scores were determined.

Qualifications Summary of Firms

TRAMMEL CROW AND GREENLAND USA

The joint venture proposal brings together the strengths of the two teams: Greenland USA with its expertise in larger master-planned projects and bold design; and Trammell Crow Co. for its expertise with transit-oriented revitalization projects, public-private partnerships and local knowledge.

The proposal articulates a project vision that fundamentally follows the objectives identified in the Board adopted Development Guidelines provided in the RFP and includes specific strategies for achieving a variety of shared community and Metro goals for the site, including generating economic development benefits and opportunities, increasing ridership, supporting active transportation, and meeting Metro's infrastructure needs.

The proposal identifies a baseline development scenario along with a more intensive scenario in order to illustrate the full potential of the site with the support of other grants and public financing tools. A variety of opportunities to support a more comprehensive development program with public financing sources such as the formation of an Enhanced Infrastructure Financing District , Federal and State grants and loans, and other local partnerships.

	Trammell Crow Company/Greenland USA	Average Score	Factor Weight	Weighted Average Score	Rank
1	Vision	85	10.00%	8.5	
2	Design	85	25.00%	21.25	
3	Financials	72.5	25.00%	18.13	
4	Implementation	92.5	20.00%	18.5	
5	Community Benefits	85	20.00%	17	
	Total		100.00%	83.38	1

C. Background on Recommended Developer

The recommended firm is the joint venture, Trammell Crow Co. and Greenland USA. Trammell Crow Co., founded in 1948, is one of the nation's leading developers and investors in commercial real estate. Greenland USA, founded in 2013, is a leading developer of residential and commercial properties that both transform communities and exemplify modern living.

Trammell Crow Co. has developed or acquired nearly 2,600 buildings valued at nearly \$60 billion and over 540 million square feet. It is dedicated to building value for its clients with professionals in 16 major cities throughout the U.S. The company

serves users of, and investors in, office, transit oriented developments, multifamily, industrial, retail, healthcare, hotel, public tax-exempt, adaptive reuse, and mixed use projects. For those who occupy real estate, Trammell Crow Co. can execute the development or acquisition of facilities tailored to meet its clients' needs. For investor clients, the company specializes in joint venture speculative development, acquisition/re-development ventures, build-to-suit development, or providing incentive-based fee development services.

Trammell Crow Co. Los Angeles business unit provides more than 40 years of experience and expertise in development, investment and construction of 36.5 million square feet of office, mixed use, retail and industrial space in excess of \$10 billion. It is committed to creating the right product in the right market while supporting quality economic growth for our community.

Greenland USA couples its extensive international track record, commitment to design innovation, quality and efficiency, and its local market expertise to bring landmark properties to fruition. Its strategic acquisitions, including the development of Pacific Park in New York City and Metropolis in downtown Los Angeles, exemplify its vision for properties that are amenity-rich, catalyze local economies and foster the growth of the surrounding communities.

Greenland USA partners with the best in the business, as with the successful partnership on the Metropolis project; the more than \$1 billion mixed-use project in downtown Los Angeles sits on a 6.3 acre parcel of land that sat vacant for nearly 25 years until Greenland USA's acquisition in January 2014. Comprised of three residential towers, a boutique hotel and a curated retail experience, upon completion, Metropolis will truly redefine the Los Angeles streetscape, skyline and lifestyle.

Greenland USA is committed to creating properties that will become the cornerstone of their communities. It takes a holistic and long-term view at each of their projects because they are driven by the promise of what urban centers can become in the U.S

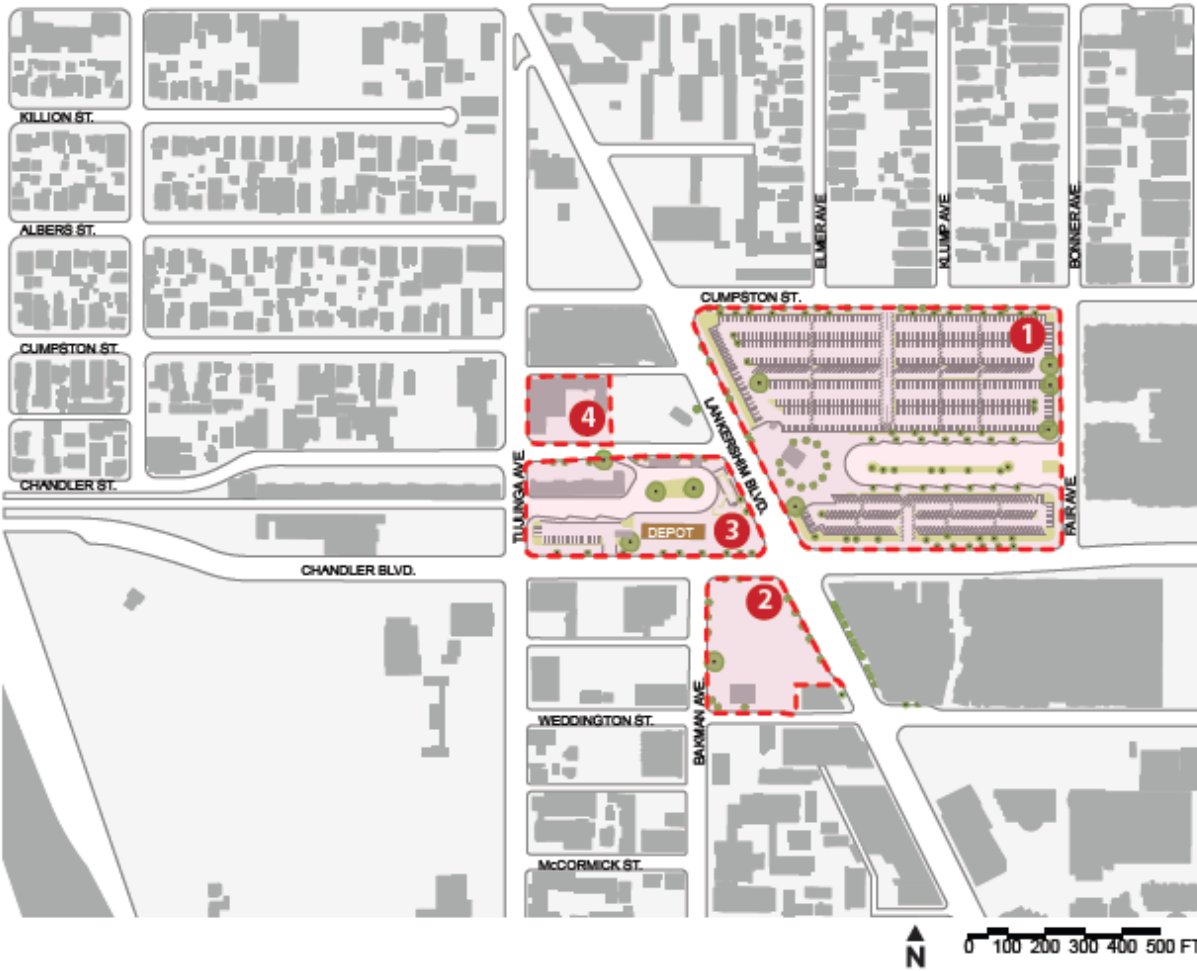
D. DEOD Summary

Metro strongly encourages partnerships with Community-Based Organizations (CBO) that provide affordable housing and other community serving programs and uses to its joint development sites as part of the Development Team.

Metro also encourages Development Teams to create opportunities to include Metro-certified SBE/DBE and DVBE firms in their projects, through professional or construction services.

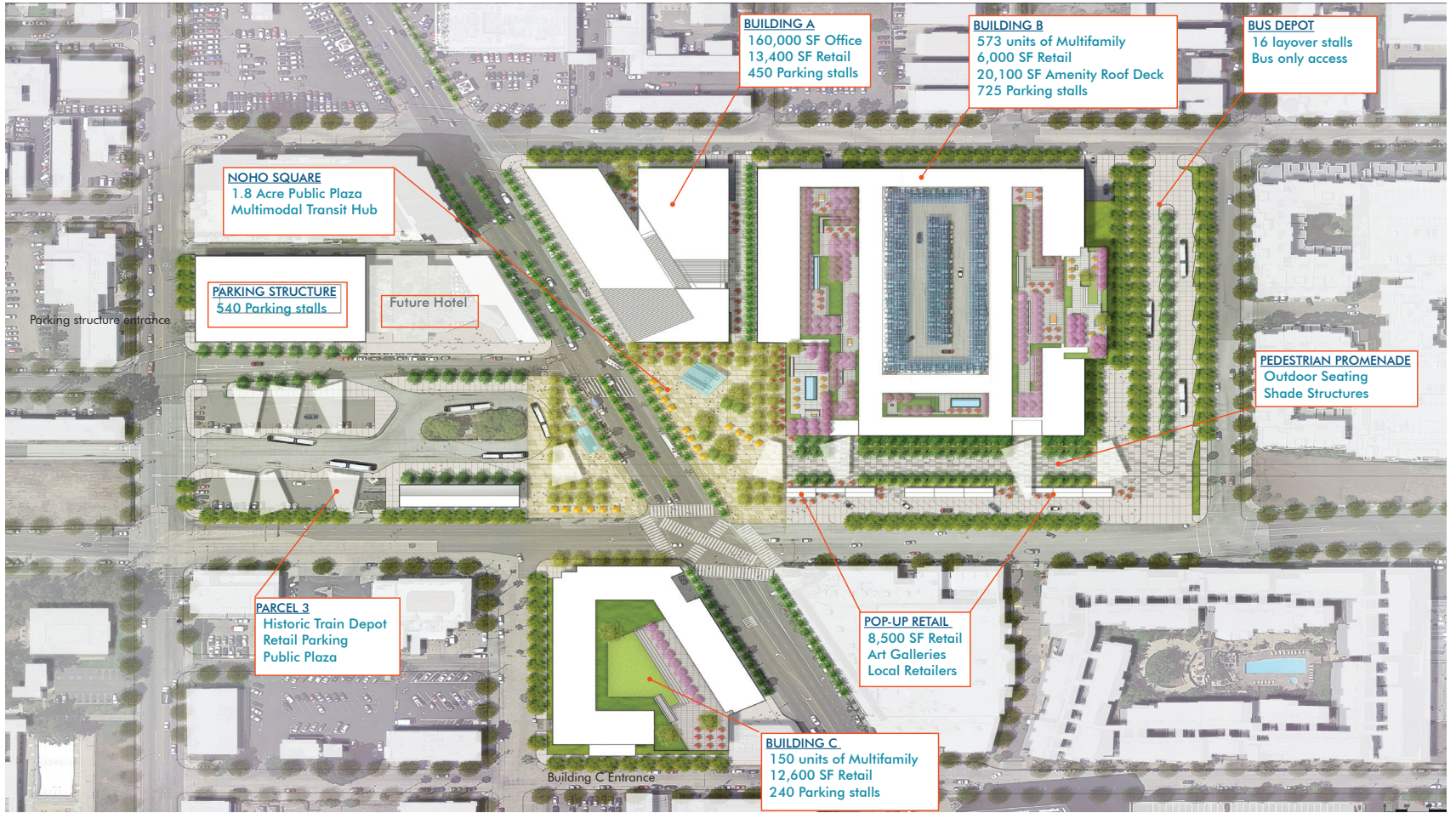
CBO participation on the Development Team: The Affordable Housing Developer is the Cesar Chavez Foundation.

Depiction of Development Sites



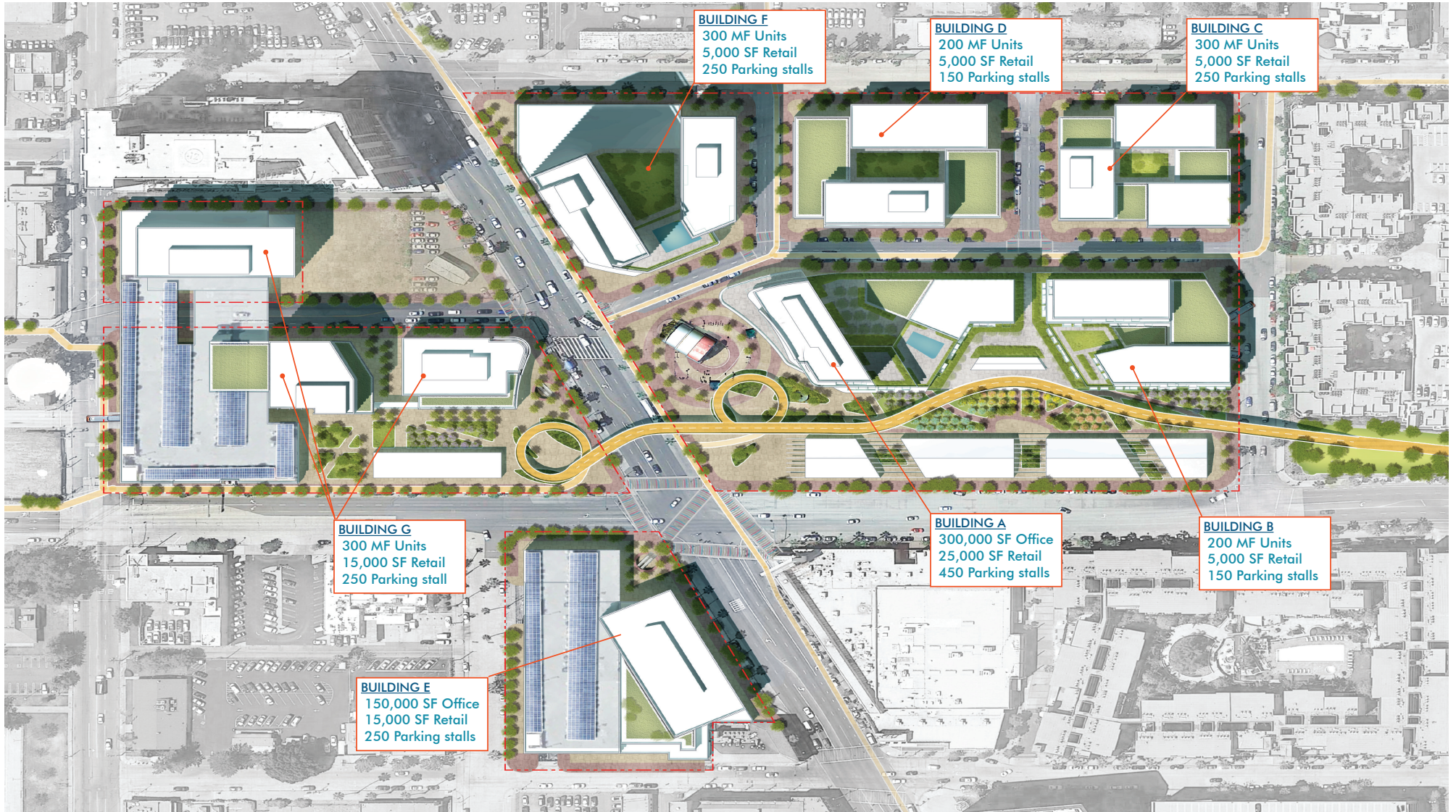
- 1** Station | Parking | Bus Layover Area (10.5 Acres)
- 2** Weddington Property (1.8 Acres)
- 3** Metro Orange Line Terminus (2.6 Acres)
Excludes Historic Train Depot
- 4** Currently Short-term Leased to Costume Shop And Plumbing Supply Store (.66 Acres)

ATTACHMENT C Scenario A - Site Plan



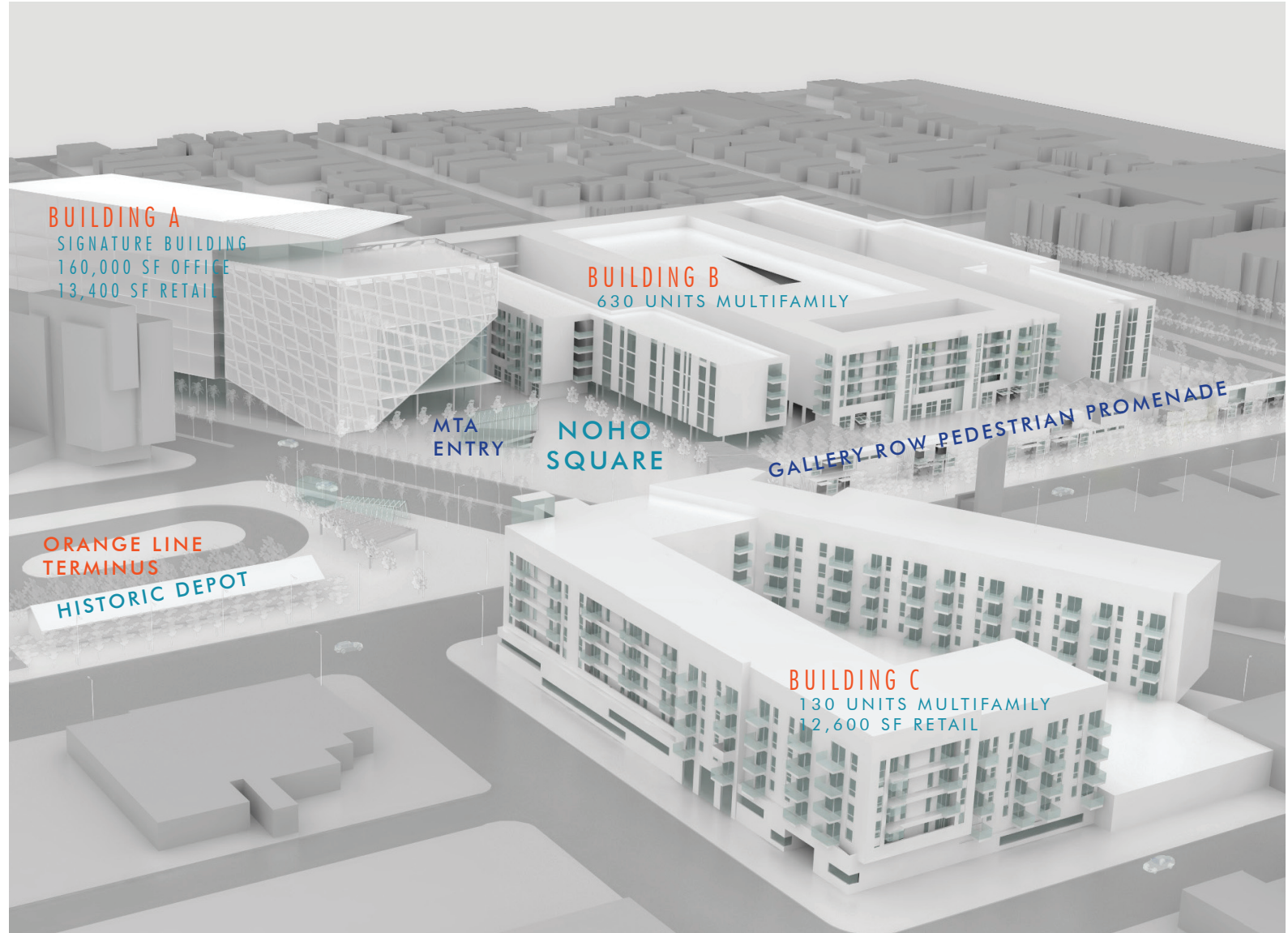
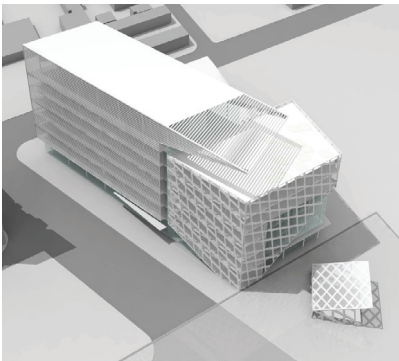
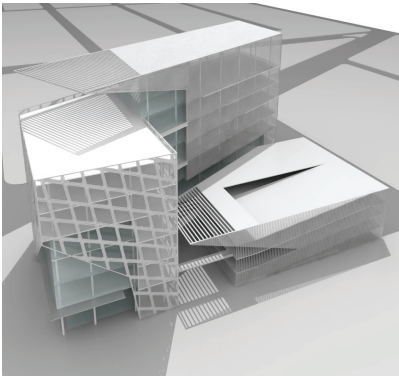
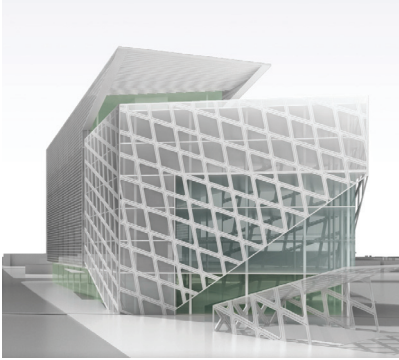
ATTACHMENT C

Scenario B - Site Plan



ATTACHMENT C

Scenario A - Rendering



ATTACHMENT C

Scenario B - Rendering



Development Summary

Developer Team

Master Developers: Trammell Crow Company + Greenland USA
Affordable Housing Developer: Cesar Chavez Foundation
Commercial Architects: Gensler + HKS Architects
Multifamily Architect: Killefer Flammang Architects
Landscape + Urban Designer: Meléndrez, Inc.

Development Program

In order to demonstrate the potential spectrum of development attainable on the North Hollywood Metro-Owned Parcels, the Trammell Crow Company and Greenland team proposed two alternative development scenarios for the site. The development program for these two scenarios is described below:

Type	Option A	Option B
Residential	750 Units 35% Affordable Housing	1500 Units 35% Affordable Housing
Retail	40,500 sf	150,000 sf
Office	200,000 sf	450,000 sf
Total Parking	3600 stalls	5400 stalls
Total Development	1,400,000 gross sf	2,500,000 gross sf

Both scenarios propose the same approach to the public realm, transit infrastructure and project circulation including a large central square tying together the West and East sides of Lankershim with the bus plazas, new mixed-use development and pedestrian and bike paths.



Board Report

File #: 2016-0421, File Type: Program

Agenda Number: 42.

PLANNING AND PROGRAMMING COMMITTEE JUNE 15, 2016

SUBJECT: VENICE BEACH BUSINESS IMPROVEMENT DISTRICT

ACTION: AUTHORIZE PARTICIPATION IN THE VENICE BEACH BUSINESS IMPROVEMENT DISTRICT

RECOMMENDATION

CONSIDER:

- A. SUPPORTING the establishment of the **proposed Venice Beach Business Improvement District (“BID) in the City of Los Angeles** and the resulting assessments on properties within the District boundaries owned by Metro; and
- B. AUTHORIZING the Chief Executive Officer (“CEO”) or his delegate to sign any necessary petitions and cast any subsequent ballots in support of the BID and property assessments.

ISSUE

The Metro Board adopted the General Guidelines for Metro Participation in Proposed Assessment Districts (“Guidelines”) in June 1998. The Guidelines require staff to analyze each assessment district and/or improvement based on whether they improve Metro property or facility, benefit Metro employees, benefit Metro’s passengers, or reduce costs for the agency. Staff is to provide the Board with an analysis, on a case by case basis, that determines whether Metro property benefits from the proposed services or improvements; and whether the benefit to the property exceeds the cost of the assessment. Based on the guidelines, the Board must determine whether or not to participate in the proposed district.

Establishment of the District is a two-step process that includes (1) submission of favorable petitions from property owners representing more than 50% of total assessments to be paid; and (2) return of mail ballots evidencing a majority of ballots cast in favor of the assessment. As a property owner in the proposed District, Metro has received notice of the establishment of the District and has been requested to sign a Petition to establish the District and to ultimately vote to in favor of the assessment.

POLICY IMPLICATIONS

Proposition 218, which was approved in November 1996, requires that all public property previously exempted from business improvement district assessments be assessed, unless the public agency can demonstrate that the property will receive no benefit.

DISCUSSION

The Venice Beach BID is a property-based benefit assessment type district being established for a five (5) year term pursuant to the California Street and Highway Code (as amended). The BID is proposed to improve and convey special benefits to assessed properties located within the District area. BID funded activities are primarily designed to provide proportionate special benefits to identify assessed parcels and the commercial and industrial land uses within the boundaries of the District. The District will provide new improvements and activities, including clean and safe programs, district identity and special projects and administration of programs designed to meet the goals and mission of the District.

The Metro has one (1) parcel located in the proposed District which comprise the former Division 6 Bus Division located at 100 Sunset Avenue. The proposed commercial and industrial District lies entirely within Venice, a coastal community within the City of Los Angeles. The proposed District generally includes all non-residential zoned properties between the Los Angeles City boundary with the City of Santa Monica on the north, the Pacific Ocean on the west and Venice Boulevard on the south. The eastern boundary is irregular and is primarily determined by where commercially and industrially zoned properties end and residential (R3 and lower density residential) zoning begins. A map showing the BID Boundary is attached as Attachment A.

Pursuant to the existing Guidelines, it is necessary for the Board to authorize Metro's support of the establishment of a new BID and to authorize the signing of any necessary petitions and ballots to participate in the BID. The Guidelines requires staff to analyze each new assessment district services and/or improvements based on whether it (1) improve Metro property or facility; (2) benefits Metro employees; (3) benefit the riding public; or (4) reduce costs for the Metro. The anticipated annual assessment to Metro is expected to be approximately \$35,933.09 which represents 1.94% the BID. An evaluation of the benefits that the Venice Beach BID will provide to the Metro Property is included in Attachment B.

DETERMINATION OF SAFETY IMPACT

This Board Action will not have an impact on safety standards for Metro operations. However, the BID's safety program should increase safety and crime prevention in the area around Metro owned property.

FINANCIAL IMPACT

METRO's estimated annual assessment for the Year 2017 under the proposed BID is \$35,933.09. The BID assessments will be subject to annual increases not to exceed 5% per year. Increases will be determined by the District Owner Association and are projected to vary between 0% and 5% in any given year. 5% annual raises are not typical; however, assuming a 5% increase per year, the

total cost to METRO over the 5 year term of the BID is estimated to be in the range of \$198,553.01.

Impact to Budget

The funding to participate in this BID will be included in Cost Center 0651, Project No. 306006, Account No. 50799 (Taxes). If the BID is approved, the BID will start in January 2017 and payment would be required towards the end of FY17 or early FY18. Funds for the payment of the BID assessment will be include in the FY 18 budget year and subsequent years will be budgeted annually.

ALTERNATIVES CONSIDERED

The formation of the BID requires favorable petitions from property owners representing more than 50% of total assessments to be paid and the return of mail ballots evidencing a majority of ballots cast in favor of the assessment. Ballots are weighted by each property owner's assessment as proportionate to the total proposed District assessment amount. The Property owned by Metro represents 1.94% of the total Bid. If Metro does not support the BID by signing the petition and casting a ballot, it is possible that the BID will not be established. It will take more individual private property owners to support the BID, if Metro does not vote to participate in the BID.

Metro has supported the formation of BIDs when the service or improvements provided a direct benefit to Metro property, employees and customers. Under Proposition 218, the assessing agency that proposes an assessment identifies all parcels that will receive a special benefit. The special benefit for each parcel is determined by: (1) the relationship of the capital cost of a public improvement; (2) the maintenance and operation of a public improvement; or (3) the cost of the property related services being provided. No assessment can be imposed on any parcel that exceeds the reasonable cost of the proportional special benefit on that parcel. All publicly owned parcels are required to pay their proportional share of costs based on the special benefits conferred to those individual parcels. Only special benefits are assessable. The BID considers the special benefit to government assessed parcels to be an increase in District customers, an increased likelihood of attracting and retaining employees that follow from having a cleaner and safer area, increased use of the public facilities, increased attraction and retention of employees which directly relates to fulfilling their public service mission. Proposition 18 provides that "parcels within a district that are owned or used by any agency....*shall not be exempt from assessment unless the agency can demonstrate by clear and convincing evidence that the property will receive no benefit.*"

NEXT STEPS

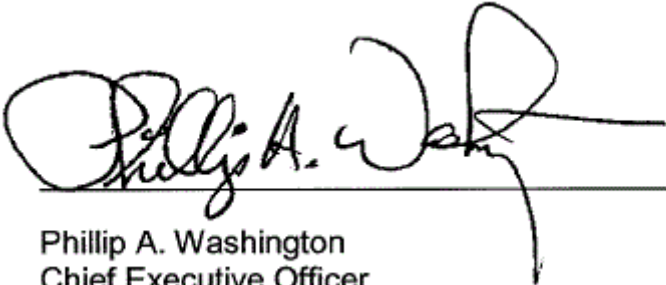
If the recommendation is approved, staff will sign the petition and subsequently cast a ballot for the establishment of the BID.

ATTACHMENTS

- Attachment A - Map of Venice Beach Business Improvement District Boundaries
- Attachment B - Evaluation of Venice Beach BID Benefit to Metro
- Attachment C - Summary of Metro owned parcels included in the Venice Beach BID

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(213) 922-2415

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



Phillip A. Washington
Chief Executive Officer

VENICE BEACH LOS ANGELES BUSINESS IMPROVEMENT DISTRICT BOUNDARIES



**EVALUATION OF VENICE BEACH 2017 - 2021 PROPERTY BASED
BUSINESS IMPROVEMENT DISTRICT
BENEFITS TO METRO**

Program Benefits

The proposed BID includes one (1) parcel owned by METRO. The parcels comprise the former Division 6 Bus Division located at 100 Sunset Avenue. The land area of the parcel is 136,125 square feet.

The total proposed District budget for the 2017 year of operation is approximately \$1,875,628.00. Assessments will be subject to annual increases not to exceed 5% each year if implemented. The BID is proposed to improve and convey special benefits to assessed properties located within the District area. The BID will provide new improvements and activities, including clean and safe, district identity and special projects and administration and management of programs designed to meet the goals and mission of the BID. The BID will have a 5-year life beginning January 1, 2017 and ending December 31, 2021, unless renewed by a new vote of the property owners.

Through a series of surveys, discussions and refinements the District Steering Committee determined the top priority for the property owners is the "clean and safe" programming. The second priority for the property owners is administration and management and the third priority is district identify and special projects (website, newsletters, social media and other marketing and business attraction and promotion efforts).

The District has two benefit zones. Zone 1 includes the tourist related commercial core of Venice Beach and consist of commercial, industrial and open space zoned properties. Zone 2 includes the secondary retail and tourist related business corridors of Venice Beach (i.e. Main Street, Hampton Avenue and 3rd Avenue) and consist of commercial, industrial and open space zoned properties. The METRO property is located in Zone 2.

Clean and Safe Program

The Clean programming encompasses all sidewalks, curb and other right-of-way services in the District and includes: sweeping, litter removal, bulky item removal, enhanced emptying of trash cans, pressure washing/steam cleaning, graffiti/flyer/sticker/gum removal, tree trimming and weeding. Clean also includes the cost of equipment necessary to provide these services. C & S may also include property owner notification of conditions on private property that are unsafe or unfavorable to creating and preserving a clean and safe environment in the District (e.g. broken window/gate, vandalism, accumulated debris/garbage, etc.) C & S may also

include notification to the City or other entities as appropriate (e.g. utilities) of any damage to public infrastructure or utilities.

Safe programming encompasses all patrol/ambassadorial services in the District and includes: personnel on foot, bike, or other vehicles (e.g. segways, trucks, etc.), ambassadors (specially trained personnel able to provide directions, transit information, business information, event information, social service referrals, etc.), emergency assistance, crowd control, crime prevention activities (e.g. Neighborhood Watch), escort services and distribution of special bulletins (e.g. street closures, emergency alerts.) *Safe* also includes the cost of equipment necessary to provide these services

The goal of both clean and safe programs is the same: to establish and maintain a clean, safe, beautiful and welcoming District by providing these services to all the individually assessed parcels in the District. Ongoing homeless outreach and social service referrals are expected to be a significant component of the clean and safe program. The District may identify social service partner(s) to implement their homeless outreach program. The special benefits conferred by these programs are discussed later in this section. Various levels of clean and safe activities will be required over time to maintain the District.

Administration & Management

Administration & Management includes activities such as: personnel, operations, professional services (e.g. legal, accounting, insurance), production of the Annual Planning Report and Budget and quarterly reports, facilitation of meetings of the Owners' Association, Brown Act compliance, outreach to District property and business owners, and participation in professional peer/best practice forums such as the LA BID Consortium, the California Downtown Association or the International Downtown Association. It also covers the costs associated with District formation, as well as City and/or County fees associated with their oversight of the District and the Owners' Association's compliance with the terms of its contract with the City, and the implementation of the Management District Plan and the Engineer's Report. This component is key to the proper expenditure of District assessment funds and the administration of District programs and activities that are intended to promote business within the District boundaries through increased commerce and the attraction and retention of new business. All parcels and land use types within the District will specially benefit from this key program element which supports the special benefits conferred by the program elements described above.

District Identity & Special Projects

District Identity & Special Projects programming includes activities such as: production of a quarterly (minimum frequency) newsletter that shall be distributed to all property owners in the District, efforts to cultivate and recognize the satisfaction, retention and attraction of businesses, employees and customers/visitors, advertising, response to media inquiries, cultivation of media exposure, and promotion of the District as a great

place to live, work or visit through a website and/or social media. To the extent that funds are available, it could also include holiday lighting, street banners, wayfinding activities, art installation or development of special events (e.g. festival) or other community identity and branding efforts that promote the District, its residents, businesses, services and amenities.

The METRO's parcel IS NOT currently being assessed for the District Identity & Special Projects category. Government owned/occupied parcels and facilities (except select parcels which have commercial operations such as paid public parking) will not specially benefit from this program element and thus, shall not be assessed for these programs. METRO IS being assessed for the Clean & Safe Programs and Administration, Management & City Fees categories.

Evaluation of Benefit to METRO

The Guidelines on METRO Participation in Proposed Assessment Districts ("Guidelines") established general guidelines for determining benefits to METRO properties as outlined below. A list of METRO properties included in the proposed BID is attached, with an indication of the assessment to each parcel. The guidelines requires an analysis of each *new* assessment district service and/or improvement based on whether it improves METRO property or facility, benefit METRO employees, benefit the METRO riding public or reduce costs for the METRO.

Following is the analysis of benefits to METRO from the Venice Beach Business Improvement District based on the Guidelines.

TIER 1 – NO BENEFIT

- Subsurface easement – Not Applicable
- Aerial easements – Not Applicable
- Right of Way – Not Applicable

TIER 2 – MINOR OR NO POTENTIAL BENEFIT

- Vacant Land –Applicable
- Parking Lots – Not Applicable

TIER 3 – MINOR OR SOME POTENTIAL BENEFIT

- Bus Operating and Maintenance Facility – Not Applicable (recent, former use)
- Bus Terminals – Not Applicable
- Customer Service Centers – Not Applicable
- USG Headquarters Building – Not Applicable
- Maintenance Facilities – Not Applicable
- Rail Division – Not Applicable
- Rail Terminus – Not Applicable
- Stations – Not Applicable

TIER 4 – ACTUAL BENEFITS

The Division 6 Bus Division is currently vacant and is in the process of being environmentally cleaned. The parcel will ultimately be available for sale or joint development. Vacant and under-construction sites within any BID are still subject to assessment, and it's possible that Division 6 will benefit from the services provided by the BID. It is likely that the vacant status of the Division will attract blight - trash, graffiti, loitering, handbills, weeds, etc. The Clean services provided by the BID may supplement METRO's maintenance efforts and be a front-line responder for METRO so that there are few or no community complaints during the period where METRO employees will not have a regular presence on-site. In general vacant parcels are often magnets for nuisance activities and METRO's absence (or at least greatly lessened presence) on this site may result in nuisance activity. The BID, will have available personnel stationed locally, and can help prevent and/or respond to a wide variety of issues so that METRO staff will not have to manage them from off site. The presence and services of the BID could result in substantially less work for METRO personnel (e.g. responding to complaints, sending their own maintenance or security personnel to the site, etc.) METRO's contracted personnel such as construction contractors or remediation professionals are rarely on site during evenings and weekends, when issues are most likely to occur.

METRO's parcel is centrally located within the BID District, and is a large parcel with frontage on four separate streets within the proposed BID. Assessing the benefit to this parcel is more complex than usual. Until recently, this parcel would have been a Tier 3 benefit. The closing of the former Division 6 Bus Division now places this parcel in a Tier 2 benefit. Once remediated and improved, the parcel and its future development will be a direct recipient of the Clean and Safe services as well as the District Identity and Special Projects.

The Property, when it is developed for residential and/or commercial use, would benefit from BID programs, services and improvements. The BID programs, services and improvements are designed to increase business volumes, sales transactions, commercial occupancies, commercial rental income and return on investments for commercial parcels, and to improve the cleanliness, security, aesthetic appeal, marketability and livability of these parcels for residents. These benefits are achieved by reducing crime, litter and debris and professionally marketing the array of goods and services available within the BID, all considered necessary in a competitive, properly managed business district.

If the BID is formed, it will help to raise the bar of cleanliness and safety in the area and provide stability through consistent, local delivery of services. The improved environment created by BIDs - often dramatically improved - will potentially help Metro to interest more bidders and potentially obtain a more favorable lease or sale of the property in the future.

ATTACHMENT C

SUMMARY OF METRO PARCELS INCLUDED IN VENICE BEACH BID

ASSESSOR NO.	OWNER	ADDRESS	ASSESSMENT AMOUNT	%	BENEFIT
4286-015-900	METRO	100 Sunset Ave	\$35,933.09	1.94%	Tier 2 (current) Tier 3 (past) Tier 4 (future)
	TOTAL METRO		\$35,933.09	1.94%	

**Board Report**

File #: 2016-0419, **File Type:** Contract**Agenda Number:** 45.

**PLANNING AND PROGRAMMING COMMITTEE
JUNE 15, 2016****SUBJECT: PARKING GUIDANCE SYSTEM****ACTION: AWARD CONTRACT****RECOMMENDATION**

CONSIDER authorizing the Chief Executive Officer to:

- A. AWARD a five-year firm fixed price Contract No. PS527590024649 to Parking Sense USA in the amount of \$3,599,934 for a **Parking Guidance System**; and
- B. APPROVE a \$2,000,000 Life of Project (LOP) Budget increase for Project 210143-Parking Guidance System which increases the project budget from \$3,025,000 to a revised LOP of \$5,025,000.

ISSUE

Metro currently operates 84 parking facilities at 54 Metro stations throughout Los Angeles County. Parking occupancy data is collected manually and there is no capacity to broadcast parking availability to transit patrons. As part of a broader set of efforts to manage parking demand and improve customer service, and as an early stage project in the Supportive Transit Parking Program Master Plan, the Parking Management Team has procured a Parking Guidance System (PGS). Funds for the PGS at Metro-owned parking facilities along 22 transit stations were approved in the FY16- FY18 capital budget for a total of \$3,025,000. Staff is recommending implementing the system at up to 84 Metro parking facilities (across 54 stations), which requires an increase in the capital budget. The recommended actions in this Board report will (1) approve a contract with Parking Sense USA for the purchase and installation of the PGS system; and (2) increase the Life of Project budget by \$2,000,000, to include all Metro-owned parking facilities. If approved, the PGS project will be implemented over three years.

DISCUSSION**Background**

Based on a recent survey conducted by Metro consultants, 65% of transit patrons who park and ride arrive to a Metro parking facility by 8:00 am. Eighty percent (80%) of park and ride transit patrons

stated that it takes them up to six minutes to find a parking space. Other parking surveys also indicated that transit patrons who cannot find a parking space within six minutes will leave the facility, find other parking alternatives or drive directly to their destination.

Metro Parking Management's current practice of manually obtaining parking occupancy data is labor intensive, expensive, and difficult to gather on a consistent and ongoing basis. The data collection is focused on peak hours versus at multiple times during the day, leaving the data set incomplete. More importantly, when occupancy data is collected, Metro does not have the capability to broadcast the parking space availability information to our transit riders. Patrons that park and ride at heavily utilized parking facilities end up circulating the parking lot, sometimes multiple lots, adding time and frustration to their commutes.

The Parking Guidance System (PGS) Project

The implementation of a PGS offers an innovative, technology-based parking solution that serves two key objectives, to: (1) obtain car count data that supports parking demand management and long term planning; and (2) improve customer service by broadcasting parking space availability on a real-time basis through a variety of electronic media, including mobile apps, website, programmable electronic signs and email.

The proposed PGS will install technology that provides real-time parking space occupancy status for each parking stall. It is enhanced with electronic, programmable monument signs at each facility and related technology to broadcast the parking occupancy data through mobile apps, a website, and emails. The monument signs will display the real-time available parking spaces making it easy for our patrons to determine if there is parking available prior to entering the facility. When the parking facility has reached capacity, the programmable monument sign will display a "FULL" message and then direct patrons to the closest parking facility with availability. The data collected by the PGS will also enhance Metro's ability to analyze parking data and develop algorithms for parking management modeling. This data will support short and long term transit planning needs as well as parking modeling for future transit stations.

The PGS Program Objectives are to:

- Broadcast real-time parking occupancy to transit patrons via electronic media and programmable message signs at each Metro operates parking facility.
- Reduce transit patron's travel time searching for an open parking space.
- Obtain accurate parking occupancy data and analytics through a single point system on a real-time basis.
- Identify vehicle over-stay to enhance parking enforcement capability.

The PGS will be installed at up to 84 parking facilities across 54 Metro transit stations with a total of approximately 25,000 parking spaces, serving over four million park and ride vehicles per year.

Project Budget and Workscope

The PGS System is currently an approved capital project with a Life of Project (LOP) budget of \$3,025,000 to address a defined workscope of 22 transit stations. Since approval of the LOP two years ago, Parking Management staff has developed a comprehensive approach for the project and

recommends expansion of the workscope to ultimately include up to 84 Metro-operated facilities. With the proposed recommendations, the revised LOP budget adds 32 new Metro-owned transit stations to the original program, including the parking facilities at the recently opened Gold Line Foothill extension and Expo Phase 2 parking facilities. The new recommended LOP represents an increase of \$2,000,000, for a total of \$5,025,000 and the revised workscope to include Metro-owned parking facilities at 54 transit stations.

The project will be implemented in phases over a three year period with the first phase starting in FY17. The selected Contractor will provide installation of equipment and five years of operation and maintenance support for the project.

The Selected Contractor

Metro received nine proposals for the PGS system and after extensive review and interviews, recommends Parking Sense as the contractor. Parking Sense is an experienced provider of PGS programs and offered the most extensive and cost-effective proposal. Major contract tasks include:

- Install vehicle detection equipment at each location.
- Install communication infrastructure at each location.
- Install monument signs displaying occupancy at each location.
- Export and broadcast real-time occupancy to website and mobile applications.
- Provide Metro with back-end office software/web access for all locations.
- Provide five years of communication and maintenance service support.

DETERMINATION OF SAFETY IMPACT

Once implemented, the PGS will improve the safety of patrons by reducing the time transit patrons circulate to find parking, or speeding to get to their destination on time. The project will also reduce congestion near the stations since patrons can choose a parking facility prior to arriving to the station. Reducing frustration and rushing while driving will improve safety for both drivers and pedestrians near transit facilities. The project will also improve the safety of patrons walking or bicycling to the station due to the reduction of cars trying to enter the station and parking facility.

FINANCIAL IMPACT

Upon approval of recommendation B, the LOP will increase \$2,000,000 from its original \$3,025,000 budget to \$5,025,000 total LOP budget which allows for execution of recommendation A. Funding will be included under Project 210143-Parking Guidance System Project, Cost Center 3046-Countywide Planning and Development, Account 53102-Equipment Acquisition and Account 50316-Professional and Technical Services.

Since this is a multi-year project, the Chief Planning Officer, Project Manager and Cost Center Manager will be responsible and accountable for budgeting in future fiscal years.

Impact to Budget

The source of funds for the recommendations will come from Proposition C 40%, which is eligible for bus/rail operating and capital expenses. It is anticipated that data collected from the PGS efforts will enhance Metro's ability to optimize pricing strategies and maximize parking revenues to offset some of the cost associated of the system. Staff will continue to actively pursue other eligible funding sources as they become available to replace the identified funds. No other funds were considered.

ALTERNATIVES CONSIDERED

The Board may choose not to award the contract to Parking Sense USA, and may select another proposer or direct reissuance of a new procurement for Metro's first PGS. These alternatives are not recommended as staff has selected the most qualified and cost effective proposal based on a highly competitive procurement. The Board may decide not to pursue the implementation of the PGS at all. This is not recommended as this would go against the directive by the Metro Board to develop innovative technological solutions to enhance the transit riders' experience and improve access to transit. It will also diminish Metro's ability to actively manage parking demand and improve the customer experience for park and ride patrons.

NEXT STEPS

Upon approval by the Board, staff will execute Contract No. PS52759002464 with Parking Sense USA and initiate implementation of the PGS project. Implementation of the PGS system will occur over a three year period. Staff will report to the Board once a roll-out plan is finalized.

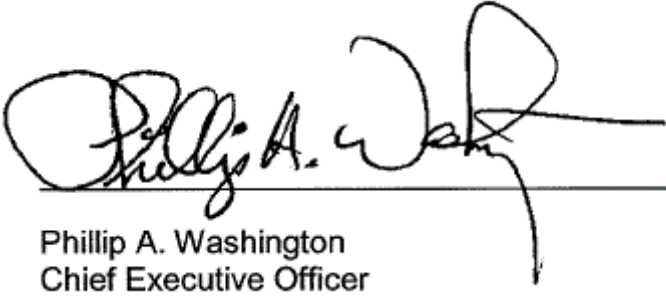
ATTACHMENTS

Attachment A - Procurement Summary

Attachment B - DEOD Summary

Prepared by: Adela Felix, Transportation Planning Manager, (213) 922-4333
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Reviewed by: Ivan Page, Interim Executive Director, Vendor/Contract Management
(213) 922-6383
Therese W. McMillan, Chief Planning Officer, (213) 922-7077



Phillip A. Washington
Chief Executive Officer

PROCUREMENT SUMMARY

PARKING GUIDANCE SYSTEM / PS527590024649

1.	Contract Number: PS527590024649	
2.	Recommended Vendor: Parking Sense USA, 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: 01/27/16	
	B. Advertised/Publicized: 01/26/16	
	C. Pre-proposal/Pre-Bid Conference: 02/04/16	
	D. Proposals/Bids Due: 03/14/16	
	E. Pre-Qualification Completed: 06/10/16	
	F. Conflict of Interest Form Submitted to Ethics: 05/23/16	
	G. Protest Period End Date: 06/23/16	
5.	Solicitations Picked up/Downloaded: 44	Bids/Proposals Received: 9
6.	Contract Administrator: Ben Calmes	Telephone Number: (213) 922-7341
7.	Project Manager: Stacie Endler	Telephone Number: (213) 922-2538

A. Procurement Background

This Board Action is to approve Contract No. PS527590024649 issued in support of Metro Parking Management to provide a Parking Guidance System for Metro parking facilities.

The RFP was issued as a competitively negotiated procurement in accordance with Metro's Acquisition Policy and the contract type is firm fixed price. This RFP was issued with an SBE/DVBE goal of 10% (SBE 7% and DVBE 3%).

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

- Amendment No. 1, issued on February 11, 2016, provided attendee sign-in sheets from the pre-proposal conference;
- Amendment No. 2, issued on February 19, 2016, extended the proposal due date, and revised the anticipated dates for short-list interviews;
- Amendment No. 3, issued on February 25, 2016, revised the Letter of Invitation to correct phone number for primary contact, revised Exhibit A Statement of Work Exhibit numbers, revised Exhibit C, Pricing Sheets, and provided Questions and Answers No. 1;
- Amendment No. 4, issued on February 29, 2016, provided planholders' list and released Question and Answers No. 2;
- Amendment No. 5, issued on March 1, 2016, provided applicable Prevailing Wage Determination for the project, and released Questions and Answers No. 3; and

- Amendment No. 6, issued on March 9, 2016, released Questions and Answers No. 4.

A pre-proposal conference was held on February 4, 2016, attended by 13 participants representing 11 companies. There were 44 questions asked and responses were released prior to the proposal due date.

A total of 44 firms downloaded the RFP and were included in the planholders' list. A total of nine proposals were received on March 14, 2016.

B. Evaluation of Proposals

A Proposal Evaluation Team (PET) consisting of staff from Metro Countywide Planning & Development, ITS, and Communications was convened and conducted a comprehensive technical evaluation of the proposals received.

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

• Proposed Solution for All Requirements	30 percent
• Proposer Resources	15 percent
• Proposer Experience	10 percent
• Reporting & Data Processing Capabilities	5 percent
• Existing Functions	5 percent
• Training Program	5 percent
• Cost	30 percent

The evaluation criteria are appropriate and consistent with criteria developed for other, similar procurements for professional services and specialized equipment. Several factors were considered when developing these weights, giving the greatest importance to the proposed solution for all requirements and cost.

Of the nine proposals received, two were non-responsive to the RFP submittal requirements and eliminated from evaluation. The remaining seven proposals were evaluated. During March 16, 2016, to April 6, 2016, the PET members independently evaluated and scored the technical proposals. The PET determined a competitive range of three proposers listed below in alphabetical order:

1. AJK Communications, Inc.
2. Parkifi, Inc.
3. Parking Sense USA, Inc.

Four proposals were determined to be outside the competitive range and not included for further consideration due to their inability to provide sufficient information that was required in the RFP. In general, the PET found the proposals

to lack detail on how proposers understood the Statement of Work and specifics for a proposed solution.

On April 13, 2016, the PET met and interviewed the three firms. The firms' proposed project managers and key personnel had an opportunity to present their teams' qualifications and proposed solutions, and respond to the PET's questions.

In general, each team's presentation addressed how they proposed to meet the requirements of the RFP, and experience with parking guidance systems. Also highlighted were the products and equipment proposed. Each team was asked questions relative to their qualifications and proposed solutions.

After the interviews, Best and Final Offers (BAFO) were requested from the 3 short listed firms, which were received on April 27, 2016.

Qualifications Summary of Firms within the Competitive Range:

AJK COMMUNICATIONS, INC.

AJK Communications is a Metro certified Woman-Owned Small Business/DBE established in 2002, and headquartered in Santa Fe Springs, California. AJK Communications provides service and support for integrated systems solutions focused on physical security and network-based projects. AJK Communications has performed on prior Metro projects satisfactorily. However, AJK was unable to meet the SBE commitment for DVBE participation.

PARKIFI, INC.

Parkifi was founded in 2014 and is based in Denver, Colorado. The firm is backed by venture capital and has deployed similar services in Las Vegas, Denver, and Pittsburgh, Pennsylvania. Locally, Parkifi has installed parking sensors for Joe's Auto Park in downtown Los Angeles.

PARKING SENSE USA, INC.

Parking Sense USA specializes in parking guidance systems with a focus on data accuracy and facility guidance. Parking Sense proposed an innovative solution with strong project understanding of Metro's needs and the challenges in providing a system-wide program to enhance Metro parking and customer experience. Parking Sense's proposed system was the most technically capable. The firm has successfully completed similar size projects for the Dallas Galleria, the Sutter Stockton Garage in San Francisco, and the civic center garage of the City of Alameda, California.

Following is a summary of the PET scores:

1	Firm	Average Score	Factor Weight	Weighted Average Score	Rank
2	Parking Sense USA, Inc.				
3	Proposed Solution for All Requirements	93.33	30.00%	28.00	
4	Proposer Resources	90.00	15.00%	13.50	
5	Proposer Experience	83.33	10.00%	8.33	
6	Reporting & Data Processing Capabilities	76.67	5.00%	3.83	
7	Existing Functions	90.00	5.00%	4.50	
8	Training Program	56.67	5.00%	2.83	
9	Cost	83.20	30.00%	24.96	
10	Total		100.00%	85.95	1
11	Parkifi, Inc.				
12	Proposed Solution for All Requirements	90.00	30.00%	27.00	
13	Proposer Resources	86.67	15.00%	13.00	
14	Proposer Experience	83.33	10.00%	8.33	
15	Reporting & Data Processing Capabilities	96.67	5.00%	4.83	
16	Existing Functions	86.67	5.00%	4.33	
17	Training Program	83.33	5.00%	4.17	
18	Cost	59.90	30.00%	17.97	
19	Total		100.00%	79.63	2
20	AJK Communications, Inc.				
21	Proposed Solution for All Requirements	66.67	30.00%	20.00	
22	Proposer Resources	73.33	15.00%	11.00	
23	Proposer Experience	60.00	10.00%	6.00	
24	Reporting & Data Processing Capabilities	63.33	5.00%	3.17	
25	Existing Functions	73.33	5.00%	3.67	
26	Training Program	73.33	5.00%	3.67	
27	Cost	100.00	30.00%	30.00	
28	Total		100.00%	77.51	3

C. Price Analysis

The recommended price has been determined to be fair and reasonable based upon adequate price competition including Best and Final Offers, an independent cost estimate (ICE), price analysis, technical analysis, and fact-finding. As part of Parking Sense's price proposal they included 5 years of data processing and software management. In addition the proposed solution includes a phone app option and is mobile device friendly. The recommended price is lower than Metro's ICE.

	Proposer Name	Best and Final Offer Amount	Metro ICE	Negotiated Amount
1.	Parking Sense USA, Inc.	\$3,599,934	\$4,573,750	\$3,599,934
2.	Parkifi, Inc.	\$5,000,000	\$4,573,750	
3.	AJK Communications, Inc.	\$2,995,353	\$4,573,750	

D. Background on Recommended Contractor

The recommended firm, Parking Sense USA, Inc., is the US subsidiary of Parking Sense Global, with headquarters in San Antonio, Texas, and Walnut Creek, California, and a local office in South Pasadena, California. Parking Sense USA has 30 years of parking management experience and 12 years' experience with parking guidance technologies. Parking Sense's team includes experienced Metro certified Small Business Enterprise JD Enterprises, responsible for project management, installation, and local representation, and Metro certified Disadvantaged Veteran Business Enterprise Converse Construction.

DEOD SUMMARY

PARKING GUIDANCE SYSTEM/PS527590024649

A. Small Business Participation

The Diversity and Economic Opportunity Department (DEOD) established a 10% goal inclusive of a 7% Small Business Enterprise (SBE) goal and a 3% Disabled Veteran Business Enterprise (DVBE) goal for this solicitation. Parking Sense USA exceeded the goal by making a 22.65% commitment, inclusive of a 8.33% SBE and 14.32% DVBE commitment.

Small Business Goals	7% SBE 3% DVBE	Small Business Commitments	8.33% SBE 14.32% DVBE
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	SBE Subcontractors	% Committed
1.	JD Enterprises	8.33%

	DVBE Subcontractors	% Committed
1.	Converse Construction, Inc.	14.32%

B. Living Wage and Service Contract Worker Retention Policy Applicability

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

C. Prevailing Wage Applicability

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

D. Project Labor Agreement/Construction Careers Policy

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



Metro

Board Report

File #: 2016-0490, File Type: Federal Legislation / State Legislation (Position)

Agenda Number: 46

**EXECUTIVE MANAGEMENT COMMITTEE
JUNE 16, 2016**

SUBJECT: STATE LEGISLATION

ACTION: ADOPT STAFF RECOMMENDED POSITIONS

RECOMMENDATION

ADOPT staff recommended positions:

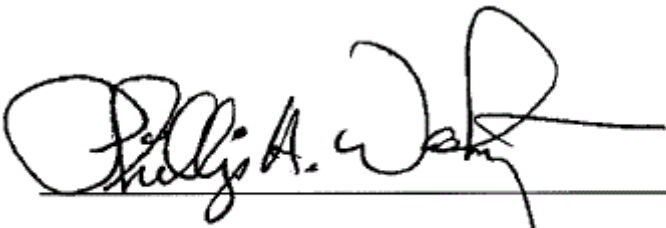
A. **AB 1640 (Stone) - Retirement: Public Employees WORK WITH AUTHOR**

ATTACHMENTS

Attachment A - AB 1640 (Stone) Legislative Analysis

Prepared by: Michael Turner, DEO, Government Relations, (213) 922-2122
Desarae Jones, Government Relations Administrator, (213) 922-2230

Reviewed by: Pauletta Tonilas, Chief Communications Officer, (213) 922-3777



Phillip A. Washington
Chief Executive Officer

BILL: ASSEMBLY BILL 1640

AUTHOR: ASSEMBLYMEMBER MARK STONE
(D-SCOTTS VALLEY)

SUBJECT: RETIREMENT: PUBLIC EMPLOYEES

STATUS: PENDING REFERRAL TO SENATE

ACTION: WORK WITH AUTHOR

RECOMMENDATION

Staff recommends that the Board adopt a Work with Author position on Assembly Bill 1640 (Stone).

ISSUE

Assemblymember Mark Stone has introduced AB 1640, a bill that would extend indefinitely a specified exemption under the Public Employees' Pension Reform Act of 2013 (PEPRA) for those public employees, whose collective bargaining rights are subject to specified provisions of federal law and who became a member of a state or local public retirement system prior to December 30, 2014.

AB 1640 would:

- Permanently exempt certain public transit workers, who first became members of a public retirement system between January 1, 2013 and December 29, 2014 from the requirements of PEPRA.
- Deletes provisions related to specified federal district court rulings regarding the certification of federal transit funding.

DISCUSSION

Existing law enacted by AB 1222 (Bloom and Dickenson), Chapter 527, Statutes of 2013, makes an exemption to PEPRA for employees who are covered by 13(c) arrangements until either a federal district court rules that the United States Secretary of Labor (or his or her designee) erred in determining that application of PEPRA precludes certification of federal transit funding or January 1, 2015, whichever is sooner.

A recent decision in the State of California v. United States Department of Labor ended the exemption provided to transit employees by AB 1222. Transit districts are currently appealing the federal court decision, and AB 1640 (Stone) would clarify that workers hired during the exemption between January 1, 2013 and December 29, 2014 should continue to receive classic employee retirement benefits instead of PEPRA employee retirement benefits.

According to information provided to the Assembly Public Employment, Retirement and Social Security Committee by CalPERS, 1,431 members from 36 different CalPERS covered employers were reclassified back into PEPRA membership after the December 30, 2014 ruling.

Staff finds that the primary cost to Metro relates to paying the employee' contributions to the CalPERS plan: \$2.0 million through calendar year 2015 plus approximately \$2.7 million annually (in 2016 dollars) going forward before adjusting for wage escalation. The provisions outlined in AB 1640 would affect 395 current Metro employees and would increase costs to Metro while increasing benefits for employees.

The bill is supported by the Teamsters and Amalgamated Transit Union which represent Metro employees.

Staff is recommending that the Board of Directors adopt a Work with Author position on AB 1640 (Stone).

DETERMINATION OF SAFETY IMPACT

Staff has determined that there is no direct impact to safety as a result of this proposal.

FINANCIAL IMPACT

Staff has estimated that there could be an annual fiscal impact of \$2.7 million annually for future costs before wage escalation related to an increased share of Metro CalPERS contributions on behalf of affected employees to the agency as the result of the provisions outlined in this bill.

ALTERNATIVES CONSIDERED

Alternatives to the Work with Author position will be considered with respect to our agency's past positions on legislation related to exempting public transit employees from the provisions of PEPRA.

NEXT STEPS

Should the Board decide to adopt a Work with Author position on AB 1640 (Stone), staff will communicate the Board's position to the author and work to address any concerns that the agency has with respect to potential fiscal impacts and employee retirement plans. Staff will continue to keep the Board informed as this issue is addressed throughout the legislative session.



Board Report

File #: 2016-0471, File Type: Informational Report

Agenda Number: 50.

REGULAR BOARD MEETING JUNE 23, 2016

SUBJECT: RESPONSE TO BOARD MOTION REGARDING METRO BLUE LINE STATION & SECURITY ENHANCEMENTS

ACTION: RECEIVE AND FILE

RECOMMENDATION

RECEIVE AND FILE update for Item 30: **Metro Blue Line (MBL) Motion by Mayor Garcetti, Supervisor Knabe, Director Dubois, and Director Dupont-Walker.**

ISSUE

Provide update on all MBL safety, security, and State of Good Repair (SGR) capital projects and enhancement efforts for the following: (1) grade crossing gates, (2) pedestrian safety gates, (3) fare enforcement and security, (4) station maintenance, and (5) station fare gate installation.

MBL Infrastructure Improvement Projects

Beginning in 2010, Metro implemented infrastructure improvements and SGR activities along the MBL system from the north terminus in Los Angeles to the south terminus in the City of Long Beach. Capital improvement projects have and will continue to address safety and security, system improvements and state-of-good repair projects along the MBL alignment. Project funding was allocated to repair aging infrastructure, improve station functionality, passenger comfort and safety and security. Major acquisition and construction projects underway or recently completed include:

State of Good Repair

- Replacement of 20 power substations providing electrical power to trains, stations and all rail systems (Completed 2014)
- Rail replacement and rebooting
- Replacement of life-expired track turnout switches
- Installation of new track crossovers
- Replacement of train control systems
- Replacement and upgrading of Overhead Catenary System (OCS) in Downtown Los Angeles and Long Beach
- Replacement of 69 existing Light Rail Vehicles (LRV) with new P3010 Kinki-Sharyo vehicles

- Power control system back-up battery program

Enhancements

- Station refurbishment (Completed in 2015)

Safety/Security

- Reconstruction and replacement of the Transit Mall track switch at the Long Beach to address rail-to-wheel interface safety issues
- Pedestrian and grade crossing gates safety review at 27 grade crossings between Washington and Willow Stations

Additional current and planned projects are listed on Attachment B.

Project coordination efforts continue as Metro works with neighboring cities to examine impacts of the projects on the city infrastructure, residents and the feasibility of any other improvements. Metro also reviews the merits of each project in process and additional requested projects by weighing the impacts to rail customers, costs, partner cities, traffic and the residents living around the MBL.

Beginning in the early part of 2010 and concluding in 2014, Metro replaced the critical power substations providing electricity for trains, stations and all rail systems along the alignment. The project replaced the existing Control Power Company (CPC) substations installed during the original construction of the Blue Line in the late 1980s with new Siemens substations. Replacement of the 30 year old substations addressed issues of obsolescence of parts and equipment that were no longer available, safety issues of electrical short protection, prevention of arc flashover, and an upgrade of systems to meet new electrical and fire code regulations. There were 20 existing power substations along the alignment and the storage yard in Long Beach that were successfully replaced and commissioned during the life of the project.

Station refurbishment improvements included improved LED lights for enhanced visibility and security, and installation of new canopies in the station areas. Improvements also include repair and installation of new station platform flooring, public address system, station cameras, landscaping in and around the station, and installation of drought tolerant plant materials and water conserving irrigation systems.

SGR projects were implemented for the track structure along the entire alignment to ensure continuity of operation and required replacement of life-expired track structures. Included in these projects is the replacement of the track crossover turnout switches between Washington and Willow Stations and rail rebooting to address corrosion issues. Rail rebooting involves lifting of the running rails to install a rubber 'boot' to protect from corrosion and improve grounding of the structures. The rebooting project is underway to inspect, repair or replace track structures affected by corrosion in the street running areas of Long Beach and improve insulation of rail-to-ground to eliminate future corrosion. Construction of four new track crossovers along the mid-corridor segment of the line and replacement of the train control systems will improve operational capabilities and running time during incidents, accidents, and maintenance by shortening the distance between track crossovers.

The Long Beach Transit Mall track switch was replaced between September - October 2015 to

address identified safety issues with the original design. Safety issues of rail-to-wheel interface were found at the Transit Mall track switch that contributed to abnormal track wear, and train wheels out of tolerance for rail-to-wheel interface when trains were routed to the south platform of the Downtown Long Beach Station.

Additional SGR projects include replacement and upgrading of the OCS in the street running segments of Downtown Los Angeles and Long Beach. Additional capital projects are also underway to improve and maintain the OCS in the segment between Washington and Willow Stations. Metro and the City of Long Beach will be implementing grade crossing improvements upgrading traffic signal operations to coordinate traffic signalization and management, particularly at the Wardlow Grade Crossing. Metro is also seeking to improve grade crossings by modifying operation in both normal and reverse direction of train travel to ensure optimal operation during reverse run operations along with improved monitoring of grade crossing issues with automated reporting to the Rail Operations Control Center. Please see Attachment B for details.

MBL Security

- The MBL has had 11 less Part 1 crimes between January - April 2016 compared to January - April 2015, which is a 10% decrease. See Attachment C for a graph displaying this data.
- The reduction of Part 1 crimes can be attributed to the continued efforts to improve safety and security on the MBL which include the following:
- Starting in November 2015, staff directed the Los Angeles County Sheriff Department (LASD) to focus more resources on the MBL. This “surge” emphasis is ongoing and in March 2016, total crime on the MBL decreased 10% in comparison to 2015.
- Starting in November 2015, staff established new fixed post assignments at 5th Street and Anaheim. Two Security Assistants have been assigned to 1) establish a security presence during peak (daytime) travel hours, 2) conduct fare enforcement operations and 3) periodically ride the MBL as it loops through Long Beach. Late evening Sheriff’s Deputy patrols have been in place as well.
- Starting in May 2016, staff added an additional 10 Sheriff’s personnel to the MBL specifically for late night operations. This is an overtime assignment and is focused on South L.A. and Long Beach Stations and runs through June 30, 2016. Staff will review available (overtime) funding in the upcoming F17 Budget to continue these operations.
- In August 2016, staff expects to award a contract for Private Security Guard Services which will provide late evening security presence by roving throughout Long Beach Stations.
- In October 2015, staff introduced a fully outfitted Security Kiosk at the Willow St. Station off the MBL. This kiosk is staffed with Private Security officers during daytime and evening peak hours.

- Staff has met with the Long Beach Police Department (LBPD) to thank them for their continued assistance patrolling the MBL. In 2015, LBPD accounted for more than 40% of the total fare enforcement for the MBL.
- Metro staff has invited Long Beach Police Department Quality of Life Team to participate in Metro's Homeless Task Force aimed at addressing the adverse effect homelessness has on the Metro Transit System.

MBL Fare Enforcement

Metro Security and LASD have increased MBL law enforcement presence and fare enforcement through a combination of station and onboard inspections. These efforts are part of the points listed above.

During the period between January - April 2016, approximately 7% of total MBL ridership was inspected. LBPD accounted for more than 40% of the total enforcement. Fare assessments at five Blue Line stations (Willow St, Willowbrook/Rosa Parks, 7th St/Metro Center, Vernon & Del Amo) have indicated an average 15% fare evasion rate with Del Amo, Vernon and Willowbrook/Rosa Parks indicating the highest fare evasion, respectively. Fare enforcement efforts have resulted in approximately 150,000 inspections, yielding 1,000 transit court tickets and 200 non-transit court tickets per month.

100% Fare Enforcement Data

Fare assessments are 100% fare check operations on de-boardings for a specified period of time. Metro Transit Court staff administered this on-going fare enforcement and assessment method with the close cooperation of LASD. Attachment C identifies fare assessments conducted on the MBL from June 2015 to the present. Based on the monthly targets, the average saturation rate is 7%. The goal of these efforts is to reduce fare evasion and encourage proper fare compliance.

The combined efforts of security presence and fare inspections have led to a 10% decrease in Part 1 crime in the period January-April 2016 compared to January-April 2015.

MBL Pedestrian Safety Gates

The Pedestrian Safety Gate project is a multiyear initiative which includes installation of pedestrian and emergency exit/swing gates at 27 at-grade rail crossing intersections to minimize the potential of train/pedestrian accidents as well as to enhance public safety awareness and improve on-time train operations. The design is customized for each location that includes installation of a California Public Utility (CPUC) standard pedestrian gate, emergency exit/swing gate, associated safety railing and fencing, and street/curb ramp improvements for ADA compliance. The entire work along the MBL alignment falls within several jurisdictions including the City and County of Los Angeles, City of Compton and City of Long Beach. Project improvements include:

- Installation of pedestrian oriented crossing arms, bells and flashing lights that are activated along with the grade crossing warning systems
- Installation of barriers to improve pedestrian safety by creating queuing zones separated from the track areas and also to reduce jaywalking
- Installation of swing gates adjacent to crossing arms to prevent pedestrians from running

- across tracks, but allow for exiting the track area without becoming trapped
- Upgraded signage for compliance

Metro awarded the construction contract to Icon West Inc. (IWI) who was evaluated to be the lowest responsible bidder and a Notice to Proceed (NTP) was issued on October 12, 2015. Metro also concluded negotiations with Union Pacific (UP) and a Memorandum of Understanding (MOU) was executed on January 19, 2016 stipulating that UP is responsible for all construction work required on their side of the crossing locations and will be compensated by Metro for their work. Construction work is currently underway in Long Beach and is progressing north towards Los Angeles. Activities are progressing well and in accordance with the project baseline schedule. Underground work and foundation work at 16 of the 27 locations has been completed, which involves construction of trenches and installation of utility conduits necessary to support the project. Pedestrian gate foundations have also been completed along with work on the sidewalks at 2 grade crossing locations in the City of Long Beach, and will be followed by similar work in the City of Compton in June 2016. Work in the City of LA will commence once LADOT completes review and approval of the final design plans for crossings within their jurisdiction. Work at the 23 UP railroad crossings will be completed by UP between April - September 2016.

MBL Grade Crossing Gates

Grade crossing safety enhancements and improvements continue to be reviewed by Rail Operations, Safety, Construction, and the cities along the alignment. Improvements at grade crossings are reviewed for implementation as new technology is developed to improve safety at the critical juncture of vehicle, pedestrian, bicycle and train movement. Grade crossing safety improvements for vehicular traffic are also reviewed to reduce incidents between vehicular traffic and trains. Some of the improvements and safety enhancements that have been reviewed for capital funding include:

- Quad gates adding additional crossing arms, bells and flashing lights to all four quadrants of a railroad crossing preventing motorists from driving around gates in opposing lanes
- Embedded sensors within the track area to alert train operators of vehicle or debris obstructions
- Raised curbs and median barriers to improve vehicle queuing area
- Review of vehicle and grade crossing signage for increased safety and regulatory compliance

MBL Station Maintenance

Rail station maintenance services all stations twice a day/seven days a week and daily activities include, but are not limited to, removing trash from trash receptacles, platforms, stairs and mezzanine levels, along with cleaning spills as they occur. Two to three times per week, each station is pressure washed. Each station is also fully inspected monthly specifically for ADA, public address system, lighting, map cases, platform condition, monitors, cameras, and any other potential safety hazards. All findings are assigned to the appropriate staff for repair or replacement.

All Metro Blue Line Station structures were prepped and painted from June 2013 - July 2014 in an effort to continuously improve the MBL appearance. Metro's graffiti and landscape contractor staff performs various maintenance activities at Metro Blue Line stations and along the right-of-way including: daily removal of graffiti, bi-weekly landscaping maintenance, and glass film and stainless steel surfaces are inspected every six weeks and replaced if etched or damaged. Quarterly herbicide

application activities and tree trimming activities also take place at the MBL. Broken glass on elevators or map cases is replaced as needed. Pest control, bird control and fencing services take place monthly, or as needed at MBL stations. All Metro elevators and escalators at the MBL are maintained by a contractor with oversight from Facilities Maintenance staff. Their maintenance programs include weekly, monthly, semi-annual and annual maintenance with immediate response to each report of an operation issue.

MBL Station Fare Gate Installation

Preliminary analysis was conducted by staff for all MBL Stations starting in 2014. This includes Wardlow, Transit Mall, Pacific, 1st, and 5th St. Stations. This analysis found that there may not be sufficient space necessary for the installation of gates. Wardlow Station for example, may require converting the south entrance to an emergency exit and Wardlow's North entrance may require the use of adjacent park-n-ride spaces to accommodate the necessary number of fare gates. The TAP Vending Machines (TVMs) would also have to be relocated off the station platform, requiring trenching for power and communications lines. Downtown Long Beach stations: Transit Mall, Pacific, 1st, and 5th St. Stations are located in the center of the street and may require lane encroachments to widen the ramps in order to accommodate fare gates. Further, TVMs may have to be relocated off the platform and installed in areas now used by traffic lanes or on street sidewalks. This may involve widening of sidewalks to accommodate wheel chair patrons, trenching, installation of proper lighting, CCTV cameras for security, canopies, and map cases.

BACKGROUND

Since FY2007, Metro has spent more than \$126 million addressing deferred maintenance items including reconstruction of grade crossings and replacement of all traction power substations, as well as refurbishment to key overhead power system components and some rail vehicle sub-systems. An additional \$217 million is planned for expenditure through FY2019. Elements being addressed in the deferred maintenance program include station refurbishment, maintenance shop ventilation upgrade and water mitigation, yard signal system rehabilitation, main line signal system replacement, rail replacement and study current prevention, turnout track replacement, continued P865 vehicle systems component overhauls, Siemens P2000 vehicle mid-life overhauls, upgrades and other vehicle enhancements, and communication and signal building rehabilitation.

DETERMINATION OF SAFETY IMPACT

The primary safety consideration for installation of any fare gating system, or components, is to ensure passengers can evacuate safely from the station in a timely manner during an emergency. Requirements for this are stipulated in the National Fire Protection Association (NFPA 130) standards. These standards include maintaining the ability for customers to be evacuated from the station platform within 4 minutes, maintaining the walking time from the furthest point on the platform from an exit to a safe area within 6 minutes, and maintaining that at least 50% of the required exit capacity be provided by emergency exits and emergency swing gates. MBL station and security enhancement projects will have a positive impact on safety as these projects and initiatives will improve system reliability, reduce the level of deferred maintenance, and help address environmental and quality-of-life needs along the MBL for our customers.

NEXT STEPS

Safety and security continue to be a top Metro priority in the development of all rail projects across Los Angeles County. Metro staff will continue to conduct and advocate for a range of projects and campaigns along all our existing Metro rail lines, including the MBL to improve safety and security measures, along with SGR projects. For the gating efforts, staff will work with a consultant to perform a detailed engineering analysis that consists of equipment quantities analysis, queuing analysis and exit calculations of Wardlow, Transit Mall, Pacific, 1st and 5th street MBL stations. Additionally, future fiscal year budgets will include specific requests for operating and capital funding that will reduce the level of deferred maintenance and improve system reliability for the MBL and other rail lines.

ATTACHMENTS

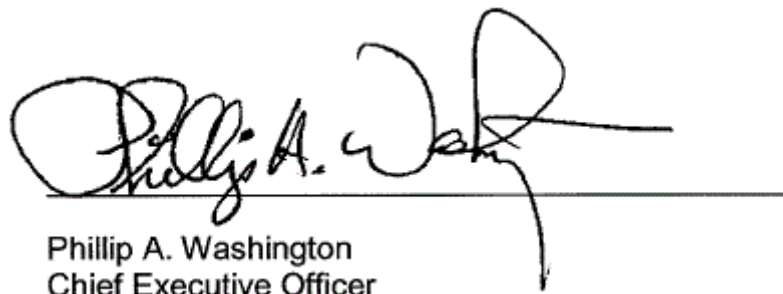
Attachment A - Item 30: Motion Regarding Blue Line Safety Station & Security Enhancements

Attachment B - List of MBL Current and Planned Projects

Attachment C - MBL Fare Enforcement & Security Data

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Phillip A. Washington
Chief Executive Officer

MOTION BY:

MAYOR ERIC GARCETTI, SUPERVISOR DON KNABE, DIRECTOR DIANE DUBOIS, DIRECTOR JACQUELYN DUPONT-WALKER

MTA Board Meeting

May 26, 2016

Item 30: Blue Line Station & Security Enhancements

Safety and security will continue to be a top MTA priority in the development of rail projects across Los Angeles County.

The MTA CEO has prioritized safety and security reinvestments along all our existing MTA rail lines throughout the County.

For example, MTA is working on making major investments on the Blue Line to improve safety and security measures, along with State of Good Repair capital improvements. Once complete, close to \$300 million (not including rail vehicles) will be invested in the Blue Line.

A recent study issued by the University of California Berkeley (*Grading California's Rail Station Areas*, October 2015) ranked and graded rail stations from six cities in California for accessibility, connections to housing, walkability, and safety.

The study ranked the Blue Line Wardlow Station as one of the worst stations in Los Angeles County and in the State of California.

The Wardlow Station area is generally auto-dominated and lacks the concentrations of jobs or housing. Additionally, the rail crossing is complex and the parking lots are without significant pedestrian activity.

Better station area development can improve and address the environmental and quality-of-life needs surrounding the station.

Additionally, due to the current station configuration, improvements to the rail crossing intersection are warranted.

WE, THEREFORE, MOVE that the Board direct the CEO to report back on the following:

- A. Provide an update at the June 2016 MTA Board meeting on all Blue Line Safety and Security and State of Good Repair capital projects and enhancement efforts, including, but not limited to, the following:
 - 1. Grade crossing gates
 - 2. Pedestrian safety gates
 - 3. Fare enforcement and security
 - 4. Station maintenance
 - 5. Station fare gate installation
- B. Initiate a feasibility study to improve safety and security for the Blue Line Wardlow Station and a pilot fare gate program at 4 (four) downtown Long Beach stations.
- C. Prioritize the Wardlow Grade Separation project to receive new funding and/or grants and assign this project to be included in MTA's State of Good Repair, Safety Improvements, and Aging Infrastructure program.
- D. Include the Wardlow Station as part of MTA's "Transit Oriented Communities" pilot projects.
- E. Identify Transit Oriented Development and other land use and development opportunities to maximize the use of Wardlow Station.
- F. Provide a response and report back on items B through E at the August 2016 MTA Board meeting.

###

MBL Current and Planned Projects

Current

Safety & Security

ITEM	STATUS
Addition of pedestrian gates to grade crossings	Commenced October 2015. 80% complete on underground work with underground work complete at 2 crossings
Wardlow Grade Crossing improvements	City of Long Beach is currently finalizing traffic plans
Long Beach Loop Train/Street Intersection Improvements	City of Long Beach is currently finalizing traffic plans

State of Good Repair Efforts

ITEM	STATUS
OCS Insulator replacement campaign	Completed early 2013
Traction Power Substation Replacement	Completed early 2014
Ductbank Rehabilitation Phase 1 (repair sinkhole damage)	Completed 2014
Trackway erosion/slope stabilization	Completed 2014
Station Rehabilitation	Completed November 2015
Track Crossover turnout replacement	On-going with 37% complete
Fire System Rehabilitation	On-going
Body Shop rehabilitation	Substantially complete May 2016
Systemwide Corrosion Protection System Replacement	In construction
OCS rehabilitation (Downtown LB & LA)	In procurement with NTP anticipated mid-2017
Long Beach track rehabilitation (rail rebooting)	In procurement
Wheel Truing Machine	In procurement
Fire Control Panel Upgrade	Scope currently being prepared for replacement of obsolete fire alarm control panels, systemwide
Ductbank Rehabilitation Phase 2	Scope in development to repair collapsed ductbanks due to sink holes

Station Enhancements/Gating/Improving Accessibility

ITEM	STATUS
Willowbrook Station Improvements	Project is currently in design development and will involve improvements to the park-n-ride, passenger drop of areas and new Metro Transit Plaza with provisions for fare gates

Planned**Capital Improvement & State of Good Repair Projects**

ITEM	PURPOSE
PA/TPIS Rehabilitation	Capital Project – proposal in development to improve available visual and audio communication to customers, especially during incidents affecting train service
Emergency Trip System (ETS) Replacement	SOGR - Replacement of obsolete equipment
Grade crossing signal case replacement	SOGR - Replacement of obsolete and life-expired equipment
Rail Replacement & Booting between San Pedro and Washington	Capital Project - enable track circuiting for train monitoring, to inspect, repair or replace track structures affected by corrosion and to improve corrosion protection
Switch machine replacement	SOGR – Track switch machine equipment is nearing end-of-life
OCS rehabilitation (mid corridor)	Capital Project - proposal in development for targeted replacement of contact wire and some insulators and terminations between Washington and Willow
Anaheim Crossover replacement	Capital Improvement - Existing crossover is hand-throw only and usability is very limited
9th Street Track Diamond Crossover Replacement	SOGR - Placement of existing track work nearing end-of-life
Train control Relay overhaul	SOGR - Overhaul campaign of signal relays
Station Refurbishments – phase 2	Possible Capital Project in discussion
7th & Metro Electrical and Ventilation Systems	SOGR - Replacement/overhaul of obsolete switchgear and overhaul of emergency ventilation equipment
Del Amo Settlement Mitigation	Possible Capital Project in discussion
Downtown LA Ductbank drainage	Possible Capital Project in discussion
Downtown LA parallel feeder replacement	Possible Capital Project in discussion

MBL Fare Enforcement & Security Data

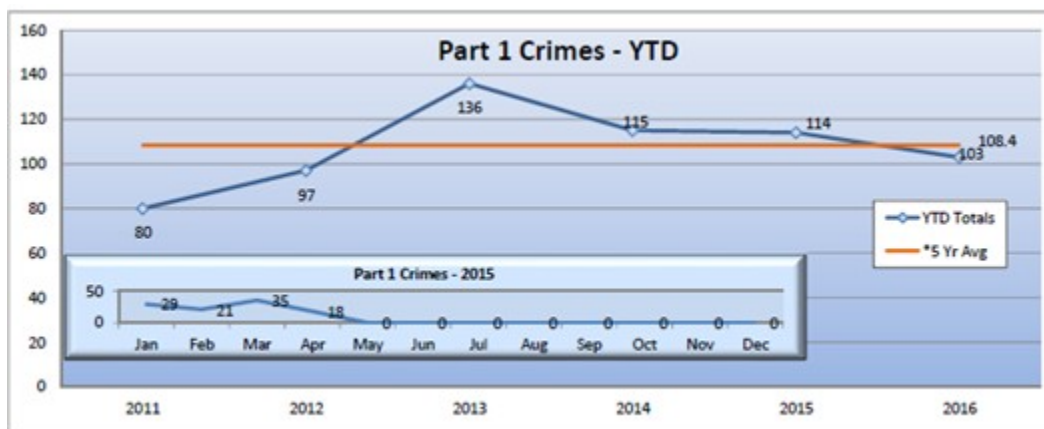
MBL Daily Fare Enforcement for January 2016 – April 2016

		MPV CHECKS	TRIPLE DOUBLE	TRANSIT COURT TICKETS	NON-TRANSIT COURT TICKETS	TOTAL CONTACTS	TARGET ATTAINED	RIDERSHIP	SATURATION RATE
Jan	2016	145,886	0	1,044	220	147,150	69%	1,981,639	7%
Feb	2016	166,708	0	949	177	167,834	79%	1,931,369	9%
Mar	2016	149,765	0	976	174	150,915	71%	2,105,889	7%
Apr	2016	131,307	0	929	194	132,430	62%	2,030,771	7%
Average Saturation Rate									7%

MBL Fare Assessments for June 2016 – May 2016

DATE	STATION	GREEN CHECKS	RED CHECKS	YELLOW CHECKS	TOTAL CHECKS	FARE EVASION RATE	MISUSE RATE
BLUE LINE							
6/18/2015	WILLOW	40	3	4	47	6%	8%
9/3/2015	WILLOWBROOK	1,383	370	195	1,948	19%	10%
10/6/2015	7TH/METRO	10,281	678	339	11,298	6%	3%
2/11/2016	VERNON	536	147	68	751	20%	9%
5/12/2016	DEL AMO	529	200	98	827	24%	12%
AVERAGE		2,554	280	141	2,974	15%	8%

MBL Part 1 Crimes for January 2011 – January 2016



**Board Report**

File #: 2016-0359, **File Type:** Informational Report**Agenda Number:** 51.

REVISED
REGULAR BOARD MEETING
JUNE 23, 2016

**SUBJECT: DRAFT LONG RANGE TRANSPORTATION PLAN FINANCIAL MODEL
INFORMATION FOR THE POTENTIAL BALLOT MEASURE EXPENDITURE PLAN**

ACTION: RECEIVE AND FILE

RECOMMENDATION

RECEIVE AND FILE Financial Forecasting Model Information for the Potential Ballot Measure Expenditure Plan.

ISSUE

In April 2016, the Metro Board of Directors approved a motion by Directors Knabe, Dubois and Butts, instructing the CEO to “report to the Board with copies of the draft ‘Financial Forecasting Model for the potential Ballot Measure Expenditure Plan’ for review and discussion by the Board” at the May Board Meeting (Motion, Attachment A). In response to the Motion staff is providing the attached information about major transit and highway projects from the current Long Range Transportation Plan (LRTP) Financial Model (Attachment B), as compared with the Draft Potential Ballot Measure Expenditure Plan.

DISCUSSION

The LRTP is a thirty-year action plan identifying project priorities and schedules for the region, including those approved through Measure R, last adopted in 2009. The next LRTP may be longer to better capture anticipated benefits of projects proposed through the potential ballot measure. The process for updating the LRTP is a multi-year effort that is anticipated to be complete in 2017.

The Financial Forecast Model Update (the Model) of costs and available resources for the LRTP projects is presented annually to include changing assumptions and current economic conditions. The last Financial Forecast Update was presented to the Board in June 2015. The Model has been updated and one copy is provided to each Board Office with this report. The public may view the Model online at https://media.metro.net/docs/LRTP_Financial_Forecast_Update_3-30-16.pdf. The development of the Potential Ballot Measure and its Draft Expenditure Plan is ongoing. Staff anticipated providing the model in June 2016, with a request to adopt the Potential Ballot Measure Ordinance. To properly prepare for this integration a consultant was hired in late November to upgrade the computer based financial model for greater capacity and integration of financial best management practices. Time was not sufficient to fully integrate the new computer model with the base of the Metro Board approved LRTP ending in 2040, and the Plan, which includes 50 years of

additional revenues and expenditures beyond 2017.

Attachment C was created in partial response to the Motion. It provides information from the Model as compared to the emerging recommendations for the Expenditure Plan, for all major highway and transit projects shown in the Expenditure Plan.

FINANCIAL IMPACT

The attached information will have no impact on the FY 2016 Budget as the necessary expenditures have already been included in the FY 2016 Budget.

ALTERNATIVES CONSIDERED

Due to the complexity of the modeling effort involved, Metro staff could not provide the fully detailed Financial Forecast Model in the time available. We considered and ruled out providing incomplete work and decided instead to focus on modeling and providing the major project detail found in Attachment C. With respect to the substance of the information provided, numerous alternatives were considered in response to the request from the Metro Board of Directors. The preliminary recommended information here represents the best combination of the existing and Potential Ballot Measure funding to maximize the acceleration of major project schedules consistent with prior actions of the Metro Board of Directors.

One substantive alternative considered was a lower level of State Regional Improvement Program (RIP) funds in FY 2022 and beyond. We first considered \$100 million per year in these funds, consistent with our prior modeling, and then considered up to \$150 million per year of these funds. Given the ongoing work by the Governor and the State legislature to address declining amount and value of State fuel tax revenues, we determined it was prudent to recommend the \$150 million per year level of State RIP funding beginning with the new years to be programmed in the 2018 State Transportation Improvement Program, FY 2022. This is consistent with a Statewide level of STIP funds of approximately \$900 million per year. While bringing this assumption into fruition will require actions of the State Legislature and the Governor, we believe it is appropriate for the Metro Board of Directors to plan for how it wants these revenues to be deployed to accomplish the Potential Ballot Measure Expenditure Plan.”

NEXT STEPS

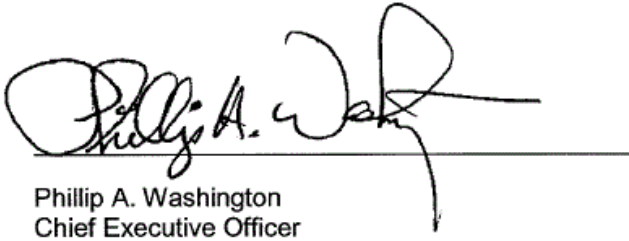
The information and action items scheduled to be presented to the Metro Board in June include: an updated Model; a draft ordinance; taxpayer oversight recommendations; a summary of public input and outreach; and other related potential ballot measure requests.

ATTACHMENTS

Attachment A - April 14, 2016 Construction Committee Motion by Directors Knabe, Dubois and Butts
Attachment B - LRTP Financial Forecasting Model Update
Attachment C - Comparison of LRTP Financial Forecasting Model with the Potential Ballot Measure Expenditure Plan

Prepared by: David Yale, Managing Executive Officer, (213) 922-2469
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Mark Linsenmayer, Director, (213) 922-2475

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



Phillip A. Washington
Chief Executive Officer

MTA Construction Committee
April 14, 2016

**MOTION BY
DIRECTOR KNABE, DUBOIS AND BUTTS**

Financial Forecasting Model for PBM Expenditure Plan

According to Metro, additional funding through a proposed ballot measure for transportation is needed to deliver a comprehensive list of transportation projects that will reshape Los Angeles County for the next 40-50 years, many of these projects were originally proposed under Measure R, a half-cent sales tax approved by the voters in 2008 for a period of 30 years. Metro is working very hard to deliver the projects promised by Measure R.

In order to ensure that the Board has the information needed to evaluate the financial impact of the proposed ballot measure and to ensure that the projects promised in the potential ballot measure are appropriately funded over time, to ensure the ultimate delivery of these projects to the voters, the CEO should provide the Board with Metro staff's draft "Financial Forecasting Model for the Potential Ballot Measure Expenditure Plan" for review and discussion by the Board.

The Metro Board must look closely at the programs and projects in the Financial Forecasting Model for the Potential Ballot Measure Expenditure Plan and to evaluate the assumptions and cash flow in the model to determine if the assumptions and the funding levels are sound. The Board must also receive additional information and a clearer picture of the financial assumptions to consider whether the amount of funding that would be presented to the voters and promised under the Potential Ballot Measure (and based on our experience with Measure R) can indeed be met.

WE, THEREFORE, MOVE THAT THE BOARD:

Instruct the CEO to report to the Board during the May 2016 Board cycle with copies of the draft "Financial Forecasting Model for the Potential Ballot Measure Expenditure Plan" for review and discussion by the Board at the May 26, 2016 Board meeting.

ATTACHMENT B

Long Range Transportation Plan (LRTP) Financial Model

Document Available Online at:

https://media.metro.net/docs/LRTP_Financial_Forecast_Update_3-30-16.pdf

Airport Metro Connector (Crenshaw/LAX Accomm., AMC Transit Station)

2016 LRTP Update

(\$ in millions)	Project Total	Prior to FY17	Years '16-'40	Years '17-'24	Years '25-'40	Years '41-'57	2016 2017	2017 2018	2018 2019	2019 2020	2020 2021	2021 2022	2022 2023	2023 2024	2024 2025
Prop. A 35%	6.8		6.8	6.8	-	-						6.8			
Proposition C 25%	12.9		12.9	12.9	-	-	-					3.2	9.7		
Proposition R 35%	-		-	-	-	-			-					-	-
Measure M -Transit Construction (35%)	-		-	-	-	-									
TIGER	-		-	-	-	-									
Local Agency	-		-	-	-	-									
Lease revenues	-		-	-	-	-						-			
Measure R TIFIA Loan	-		-	-	-	-									
Measure R 35% (\$200) (FIS 460303)	200.0	12.8	190.8	187.2	-	-	4.9	10.5	99.9	25.1	35.0	8.4	3.4		-
CMAQ	33.2	18.7	33.2	14.5	-	-	14.5	-	-			-	-	-	-
RSTP	-		-	-	-	-									
Total Revenues	252.9	31.5	243.7	221.4	-	-	19.4	10.5	99.9	25.1	35.0	18.4	13.1	-	-

Potential Ballot Measure

Prop. A 35%	6.8		6.8	6.8	-	-	-	-	-	-	-	6.8	-	-	-
Proposition C 25%	-		-	-	-	-	-	-	-	-	-	-	-	-	-
Proposition R 35%	-		-	-	-	-									
Measure M -Transit Construction (35%)	337.7		337.7	337.7	-	-	-	-	43.0	-	9.7	87.4	133.2	64.4	-
TIGER	33.3		33.3	33.3	-	-	-	-	-	-	-	4.6	28.7	-	-
Local Agency	18.9		18.9	18.9	-	-	-	-	-	-	-	-	-	18.9	-
Lease revenues	-		-	-	-	-									
Measure R TIFIA Loan	-		-	-	-	-									
Measure R 35% (\$200) (FIS 460303)	200.0	12.8	190.8	187.2	-	-	4.9	19.2	52.3	49.8	61.0	-	-	-	-
CMAQ	33.2	18.7	33.2	14.5	-	-	14.5	-	-	-	-	-	-	-	-
RSTP	-		-	-	-	-									
Total Revenues	629.9	31.5	620.7	598.4	-	-	19.4	19.2	95.2	49.8	70.7	98.8	161.9	83.3	-

DRAFT

Difference

Prop. A 35%	0.0	-	0.0	0.0	-	-	-	-	-	-	-	0.0	-	-	-
Proposition C 25%	(12.9)	-	(12.9)	(12.9)	-	-	-	-	-	-	-	(3.2)	(9.7)	-	-
Proposition R 35%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Measure M -Transit Construction (35%)	337.7	-	337.7	337.7	-	-	-	-	43.0	-	9.7	87.4	133.2	64.4	-
TIGER	33.3	-	33.3	33.3	-	-	-	-	-	-	-	4.6	28.7	-	-
Local Agency	18.9	-	18.9	18.9	-	-	-	-	-	-	-	-	-	18.9	-
Lease revenues	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Measure R TIFIA Loan	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Measure R 35% (\$200) (FIS 460303)	-	-	-	-	-	-	-	8.6	(47.6)	24.8	26.0	(8.4)	(3.4)	-	-
CMAQ	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
RSTP	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Revenues	377.0	-	377.0	377.0	-	-	-	8.6	(4.6)	24.8	35.7	80.4	148.8	83.3	-

Sepulveda Pass Transit Corridor (Ph 2)

	Project Total	Prior to FY17	Years '16-'40	Years '17-'24	Years '25-'40	Years '41-'57	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	
							2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	
(\$ in millions)																		
Rev. Service Date 6/30/2039																		
PROJECT REVENUES																		
Proposition C 25%	106.9		106.9	-	106.9	-									34.1	44.0	17.8	
Proposition C 40% Cash	302.5		302.5	-	302.5	-										102.0	52.0	
Measure R 35%	1,000.0	0.32	999.7	-	999.7	-												
Local Agency Funds (3% of costs)	74.0		74.0	-	74.0	-										17.0	57.0	
Measure M -Transit Construction (35%)	-		-	-	-	-												
Regional Improvement Prog (RIP)-PPM	1.0	1.0	-	-	-	-												
Section 5309 - New Starts	900.0		900.0	-	900.0	-	-	-	-	-	-	-	-	-	100.0	100.0	100.0	
Toll Revenue -Sepulveda Pass	83.7		83.7	-	83.7	-									2.6		25.3	
RSTP	-		-	-	-	-												
Total Revenues	2,468.0	1.32	2,466.7	-	2,466.7	-	-	-	-	-	-	-	-	-	136.7	263.0	252.0	
PROJECT REVENUES																		
Proposition C 25%	-		-	-	-	-												
Proposition C 40% Cash	-		-	-	-	-												
Measure R 35%	1,000.0	0.32	999.7	-	999.7	-	-	-	-	-	162.1	398.8	462.0	316.3	10.5	(200.0)		
Local Agency Funds (3% of costs)	234.2		234.2	-	234.2	-	-	-	-	-	-	-	-	234.2	-	-		
Measure M -Transit Construction (35%)	3,922.7		3,922.7	47.6	3,875.0	-	47.6	147.1	353.6	266.2	385.9	546.1	527.4	579.4	708.7	360.6		
Regional Improvement Prog (RIP)-PPM	1.0	1.0	-	-	-	-												
Section 5309 - New Starts	1,750.0		1,750.0	-	1,750.0	-	-	-	-	200.0	200.0	200.0	200.0	200.0	200.0	200.0	200.0	200.0
Toll Revenue -Sepulveda Pass	900.0		900.0	18.2	881.8	-	18.2	56.1	134.9	108.8	154.5	83.2	52.0	53.0	123.9	115.4		
RSTP	-		-	-	-	-												
Total Revenues	7,807.9	1.32	7,806.6	65.8	7,740.7	-	65.8	203.2	488.5	575.0	740.4	991.4	1,178.2	1,294.4	1,583.1	686.6		
PROJECT REVENUES																		
Proposition C 25%	(106.9)	-	(106.9)	-	(106.9)	-	-	-	-	-	-	-	-	-	(34.1)	(44.0)	(17.8)	
Proposition C 40% Cash	(302.5)	-	(302.5)	-	(302.5)	-	-	-	-	-	-	-	-	-	-	(102.0)	(52.0)	
Measure R 35%	0.0	-	0.0	-	0.0	-	-	-	-	-	162.1	398.8	462.0	316.3	10.5	(200.0)		
Local Agency Funds (3% of costs)	160.2	-	160.2	-	160.2	-	-	-	-	-	-	-	-	234.2	(17.0)	(57.0)		
Measure M -Transit Construction (35%)	3,922.7	-	3,922.7	47.6	3,875.0	-	47.6	147.1	353.6	266.2	385.9	546.1	527.4	579.4	708.7	360.6		
Regional Improvement Prog (RIP)-PPM	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
Section 5309 - New Starts	850.0	-	850.0	-	850.0	-	-	-	-	200.0	200.0	200.0	200.0	200.0	100.0	100.0	100.0	
Toll Revenue -Sepulveda Pass	816.3	-	816.3	18.2	798.1	-	18.2	56.1	134.9	108.8	154.5	83.2	52.0	53.0	121.3	115.4	(25.3)	
RSTP	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
Total Revenues	5,339.9	-	5,339.9	65.8	5,274.1	-	65.8	203.2	488.5	575.0	740.4	991.4	1,178.2	1,294.4	1,446.4	423.6	(252.0)	

2016 L RTP Update

Potential Ballot Measure

Difference

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Sepulveda Pass Transit Corridor (Ph 2)

(\$ in millions) Rev. Service Date 6/30/2039	Project Total	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044	2045	2046	2047	2048	2049	
		2035	2036	2037	2038	2039	2040	2041	2042	2043	2044	2045	2046	2047	2048	2049	2050	
PROJECT REVENUES																		
Proposition C 25%	106.9	45.4	4.2	7.3	7.5	(13.335)	(40.0)											
Proposition C 40% Cash	302.5	100.0	48.4															
Measure R 35%	1,000.0	-	-	143.1	527.6	329.0												
Local Agency Funds (3% of costs)	74.0																	
Measure M -Transit Construction (35%)	-																	
Regional Improvement Prog (RIP)-PPM	1.0																	
Section 5309 - New Starts	900.0	100.0	100.0	100.0	100.0	100.0	100.0											
Toll Revenue -Sepulveda Pass	83.7	3.0	4.5	13.8	12.8	21.8												
RSTP	-																	
Total Revenues	2,468.0	248.4	157.2	264.2	647.9	437.4	60.0	-	-	-	-	-	-	-	-	-	-	

2016 LRTP Update

PROJECT REVENUES																		
Proposition C 25%	-																	
Proposition C 40% Cash	-																	
Measure R 35%	1,000.0	(100.0)	(50.0)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Local Agency Funds (3% of costs)	234.2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Measure M -Transit Construction (35%)	3,922.7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Regional Improvement Prog (RIP)-PPM	1.0																	
Section 5309 - New Starts	1,750.0	100.0	50.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Toll Revenue -Sepulveda Pass	900.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
RSTP	-																	
Total Revenues	7,807.9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	

Potential Ballot Measure

PROJECT REVENUES																		
Proposition C 25%	(106.9)	(45.4)	(4.2)	(7.3)	(7.5)	13.335	40.0	-	-	-	-	-	-	-	-	-	-	
Proposition C 40% Cash	(302.5)	(100.0)	(48.4)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Measure R 35%	0.0	(100.0)	(50.0)	(143.1)	(527.6)	(329.0)	-	-	-	-	-	-	-	-	-	-	-	
Local Agency Funds (3% of costs)	160.2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Measure M -Transit Construction (35%)	3,922.7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Regional Improvement Prog (RIP)-PPM	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Section 5309 - New Starts	850.0	-	(50.0)	(100.0)	(100.0)	(100.0)	(100.0)	-	-	-	-	-	-	-	-	-	-	
Toll Revenue -Sepulveda Pass	816.3	(3.0)	(4.5)	(13.8)	(12.8)	(21.8)	-	-	-	-	-	-	-	-	-	-	-	
RSTP	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Total Revenues	5,339.9	(248.4)	(157.2)	(264.2)	(647.9)	(437.4)	(60.0)	-	-	-	-	-	-	-	-	-	-	

Difference

DRAFT

Gold Line Eastside Extension One Alignment

2016 LRTP Update

(\$ in millions)	Project Total	Prior to FY17	Years '16-'40	Years '17-'24	Years '25-'40	Years '41-'57	2017 2018	2018 2019	2019 2020	2020 2021	2021 2022	2022 2023	2023 2024	2024 2025	2025 2026	2026 2027
Prop. A 35%	3.5	3.5	-	-	-	-										
Prop. C 40%	4.5	4.5	-	-	-	-										
Proposition C 25%	210.7		210.7	-	210.7	-										
TIRCP	-		-	-	-	-										
Measure R 35%	1,271.0	0.7	1,270.3	-	1,270.3	-									6.8	10.4
Measure M -Transit Construction (35%)	-		-	-	-	-										
Repay Capital Projects Loan Fund	13.9	12.0	3.9	1.9	-	-										
Local Agency Funds (3% of costs)	74.7		74.7	-	74.7	-										
Regional Improvement Prog Funds (RIP)	0.5	0.5	-	-	-	-										
CMAQ	-		-	-	-	-										
Total Revenues	1,578.7	21.1	1,559.6	1.9	1,555.7	-	-	-	-	-	-	-	-	-	6.8	10.4

Potential Ballot Measure

Prop. A 35%	3.5	3.5	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Prop. C 40%	4.5	4.5	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Proposition C 25%	578.9		578.9	-	578.9	-	-	-	-	-	-	-	-	-	-	-
TIRCP	273.0		273.0	-	273.0	-	-	-	-	-	-	-	-	-	-	-
Measure R 35%	1,271.7	0.7	1,271.0	-	1,271.0	-	-	-	-	-	-	-	-	-	-	-
Measure M -Transit Construction (35%)	1,640.2		1,640.2	-	1,640.2	-	-	-	-	-	-	-	-	-	-	-
Repay Capital Projects Loan Fund	12.0	12.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Local Agency Funds (3% of costs)	135.9		135.9	-	135.9	-	-	-	-	-	-	-	-	-	-	-
Regional Improvement Prog Funds (RIP)	463.1	0.5	462.6	-	462.6	-	-	-	-	-	-	-	-	-	-	-
CMAQ	169.2		169.2	-	169.2	-	-	-	-	-	-	-	-	-	-	-
Total Revenues	4,551.9	21.1	4,530.8	-	4,530.8	-	-	-	-	-	-	-	-	-	-	-

Difference

Prop. A 35%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Prop. C 40%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Proposition C 25%	368.1	-	368.1	-	368.1	-	-	-	-	-	-	-	-	-	-	-
TIRCP	273.0	-	273.0	-	273.0	-	-	-	-	-	-	-	-	-	-	-
Measure R 35%	0.8	-	0.8	-	0.8	-	-	-	-	-	-	-	-	-	(6.8)	(10.4)
Measure M -Transit Construction (35%)	1,640.2	-	1,640.2	-	1,640.2	-	-	-	-	-	-	-	-	-	-	-
Repay Capital Projects Loan Fund	(1.9)	-	(3.9)	(1.9)	-	-	-	-	-	-	-	-	-	-	-	-
Local Agency Funds (3% of costs)	61.2	-	61.2	-	61.2	-	-	-	-	-	-	-	-	-	-	-
Regional Improvement Prog Funds (RIP)	462.6	-	462.6	-	462.6	-	-	-	-	-	-	-	-	-	-	-
CMAQ	169.2	-	169.2	-	169.2	-	-	-	-	-	-	-	-	-	-	-
Total Revenues	2,973.2	-	2,971.2	(1.9)	2,975.1	-	-	-	-	-	-	-	-	-	(6.8)	(10.4)

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Gold Line Eastside Extension One Alignment

(\$ in millions)	Project Total	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042
		2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043
Prop. A 35%	3.5																
Prop. C 40%	4.5																
Proposition C 25%	210.7					83.0	212.4	113.7	(25.5)	13.7	(122.1)	(64.5)					
TIRCP	-																
Measure R 35%	1,271.0	14.4	138.8	229.2	251.0	241.7		63.3	120.1	8.1	122.1	64.5					
Measure M -Transit Construction (35%)	-																
Repay Capital Projects Loan Fund	13.9																
Local Agency Funds (3% of costs)	74.7		-	-			74.7										
Regional Improvement Prog Funds (RIP)	0.5																
CMAQ	-																
Total Revenues	1,578.7	14.4	138.8	229.2	251.0	324.7	287.1	176.9	94.6	21.8	-	-	-	-	-	-	-

Prop. A 35%	3.5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Prop. C 40%	4.5																
Proposition C 25%	578.9	-	-	-	-	-	-	383.0	195.9	-	-	-	-	-	-	-	-
TIRCP	273.0	-	39.0	39.0	39.0	39.0	39.0	39.0	39.0	-	-	-	-	-	-	-	-
Measure R 35%	1,271.7	-	63.8	117.7	226.1	382.6	480.7	-	-	-	-	-	-	-	-	-	-
Measure M -Transit Construction (35%)	1,640.2	-	58.4	90.2	154.8	239.2	328.5	507.6	261.4	-	-	-	-	-	-	-	-
Repay Capital Projects Loan Fund	12.0																
Local Agency Funds (3% of costs)	135.9	-	-	-	-	-	-	-	135.9	-	-	-	-	-	-	-	-
Regional Improvement Prog Funds (RIP)	463.1	-	-	-	-	-	-	412.6	50.0	-	-	-	-	-	-	-	-
CMAQ	169.2	-	-	2.3	7.7	-	59.3	60.0	40.0	-	-	-	-	-	-	-	-
Total Revenues	4,551.9	-	161.2	249.2	427.6	660.8	907.5	1,402.2	722.2	-	-	-	-	-	-	-	-

Prop. A 35%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Prop. C 40%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Proposition C 25%	368.1	-	-	-	-	(83.0)	(212.4)	269.3	221.3	(13.7)	122.1	64.5	-	-	-	-	-
TIRCP	273.0	-	39.0	39.0	39.0	39.0	39.0	39.0	39.0	-	-	-	-	-	-	-	-
Measure R 35%	0.8	(14.4)	(75.0)	(111.5)	(24.9)	140.9	480.7	(63.3)	(120.1)	(8.1)	(122.1)	(64.5)	-	-	-	-	-
Measure M -Transit Construction (35%)	1,640.2	-	58.4	90.2	154.8	239.2	328.5	507.6	261.4	-	-	-	-	-	-	-	-
Repay Capital Projects Loan Fund	(1.9)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Local Agency Funds (3% of costs)	61.2	-	-	-	-	-	(74.7)	-	135.9	-	-	-	-	-	-	-	-
Regional Improvement Prog Funds (RIP)	462.6	-	-	-	-	-	-	412.6	50.0	-	-	-	-	-	-	-	-
CMAQ	169.2	-	-	2.3	7.7	-	59.3	60.0	40.0	-	-	-	-	-	-	-	-
Total Revenues	2,973.2	(14.4)	22.4	20.0	176.6	336.1	620.4	1,225.3	627.6	(21.8)	(0.0)	-	-	-	-	-	-

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South Bay Green Line Extension

(\$ in millions)	Project Total	Prior to FY17	Years '16-'40	Years '17-'24	Years '25-'40	Years '41-'57	2028 2029	2029 2030	2030 2031	2031 2032	2032 2033	2033 2034	2034 2035	2035 2036	2036 2037	2037 2038	2038 2039
PROJECT REVENUES																	
Prop. A 35%	3.1	3.1	-	-	-	-											
Repay Capital Projects Loan Fund	2.6	6.2	(3.2)	-	(3.6)	-	-		(3.6)								
Local Agency Funds (3% of costs)	16.6		16.6	-	16.6	-					16.6						
Measure R 35% \$272	272.0	0.005	272.0	-	272.0	-	8.9	19.5	16.7	66.2						48.7	112.0
Measure M -Transit(35%)	0.0	0.005	-	-	-	-											
Prop C - Discretionary (40%)	0.0	0.005	-	-	-	-											
Prop C 25%	229.9	5.195	224.7	-	224.7	-				15.8	129.5	125.7	85.2	29.2		(48.7)	(112.0)
CMAQ	30.8		30.8	-	30.8	-		10.8	20.0								
RSTP	-		-	-	-	-											
Total Revenues	555.0	14.5	540.9	-	540.5	-	8.9	30.3	33.1	82.0	129.5	142.3	85.2	29.2	-	-	-

2016 LRTP Update

Prop. A 35%	3.1	3.1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Repay Capital Projects Loan Fund	6.2	6.2	0.4	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Local Agency Funds (3% of costs)	40.8		40.8	-	40.8	-	-	-	-	-	-	40.8	-	-	-	-	-
Measure R 35% \$272	272.0	0.005	272.0	-	272.0	-	-	-	-	90.3	160.5	21.2	-	-	-	-	-
Measure M -Transit(35%)	949.3	0.005	949.3	-	949.3	-	-	-	44.1	136.4	234.1	385.8	149.0	-	-	-	-
Prop C - Discretionary (40%)	0.0	0.005	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Prop C 25%	5.2	5.2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
CMAQ	82.1		82.1	-	82.1	-	-	-	18.4	56.7	7.1	-	-	-	-	-	-
RSTP	-		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Revenues	1,358.7	14.5	1,344.6	-	1,344.2	-	-	-	62.5	193.1	331.4	546.2	211.0	-	-	-	-

Potential Ballot Measure

Prop. A 35%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Repay Capital Projects Loan Fund	3.6	-	3.6	-	3.6	-	-	-	3.6	-	-	-	-	-	-	-	-
Local Agency Funds (3% of costs)	24.2	-	24.2	-	24.2	-	-	-	-	-	(16.6)	40.8	-	-	-	-	-
Measure R 35% \$272	0.0	-	0.0	-	0.0	-	(8.9)	(19.5)	(16.7)	(66.2)	90.3	160.5	21.2	-	-	(48.7)	(112.0)
Measure M -Transit(35%)	949.3	-	949.3	-	949.3	-	-	-	44.1	136.4	234.1	385.8	149.0	-	-	-	-
Prop C - Discretionary (40%)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Prop C 25%	(224.7)	-	(224.7)	-	(224.7)	-	-	-	-	(15.8)	(129.5)	(125.7)	(85.2)	(29.2)	-	48.7	112.0
CMAQ	51.3	-	51.3	-	51.3	-	-	(10.8)	(1.6)	56.7	7.1	-	-	-	-	-	-
RSTP	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Revenues	803.7	-	803.7	-	803.7	-	(8.9)	(30.3)	29.4	111.1	201.9	403.9	125.8	(29.2)	-	-	-

Difference

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I-710 South Corridor Project (Ph 1 & Ph 2) -- Revised

	(\$ in millions)							2016	2017	2018	2019	2020	2021	2022	2023	2024	2025
	Project Total	Prior to FY17	Years '16-'40	Years '17-'24	Years '25-'40	Years '41-'57	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	
2016 LRTP Update	PROJECT REVENUES																
	Local Agency Funds (3% of costs)	0.9	0.9	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Measure R - Highway (20%)	430.0	0.6	429.4	37.6	391.8	-	8.0	6.0	10.0	8.6	5.0	-	-	-	-	26.8
	Prop C 25%	43.2	5.4	37.8	37.8	-	-	-	11.6	26.2	-	-	-	-	-	-	-
	Measure M -Highway (17%)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	TCRP	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Regional Improvement Program (RIP)	146.9	-	146.9	53.0	93.9	-	-	-	-	-	37.1	15.9	-	-	-	-
	CMAQ	7.7	-	7.7	-	7.7	-	-	-	-	-	-	-	-	-	-	-
	RSTP	54.9	-	54.9	-	54.9	-	-	-	-	-	-	-	-	-	-	-
	Total Revenues	683.6	6.9	676.6	128.4	548.3	-	8.0	6.0	21.6	34.8	5.0	37.1	15.9	-	-	26.8
Potential Ballot Measure	Local Agency Funds (3% of costs)	0.9	0.9	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Measure R - Highway (20%)	412.8	0.6	412.2	37.6	374.6	-	8.0	<u>6.0</u>	<u>10.0</u>	<u>8.6</u>	<u>5.0</u>	-	-	-	-	<u>17.6</u>
	Prop C 25%	745.5	5.4	740.1	37.8	702.3	-	-	<u>11.6</u>	<u>26.2</u>	-	-	-	-	-	-	-
	Measure M -Highway (17%)	763.0	-	748.6	-	748.6	14.4	-	-	-	-	-	-	-	-	-	9.2
	TCRP	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Regional Improvement Program (RIP)	156.1	-	118.2	53.0	65.3	37.9	-	-	-	-	37.1	15.9	-	-	-	-
	CMAQ	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	RSTP	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Total Revenues	2,078.3	6.9	2,019.2	128.4	1,890.8	52.2	8.0	6.0	21.6	34.8	5.0	37.1	15.9	-	-	26.8
	Difference	Local Agency Funds (3% of costs)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Measure R - Highway (20%)		(17.2)	-	(17.2)	-	(17.2)	-	-	-	-	-	-	-	-	-	-	(9.2)
Prop C 25%		702.3	-	702.3	-	702.3	-	-	-	-	-	-	-	-	-	-	-
Measure M -Highway (17%)		763.0	-	748.6	-	748.6	14.4	-	-	-	-	-	-	-	-	-	9.2
TCRP		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Regional Improvement Program (RIP)		9.2	-	(28.6)	-	(28.6)	37.9	-	-	-	-	-	-	-	-	-	-
CMAQ		(7.7)	-	(7.7)	-	(7.7)	-	-	-	-	-	-	-	-	-	-	-
RSTP		(54.9)	-	(54.9)	-	(54.9)	-	-	-	-	-	-	-	-	-	-	-
Total Revenues		1,394.8	-	1,342.6	-	1,342.6	52.2	-	-	-	-	-	-	-	-	-	0.0

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I-710 South Corridor Project (Ph 1 & Ph 2) -- Revised

(\$ in millions)	Project Total	2026 2027	2027 2028	2028 2029	2029 2030	2030 2031	2031 2032	2032 2033	2033 2034	2034 2035	2035 2036	2036 2037	2037 2038	2038 2039	2039 2040	2040 2041
PROJECT REVENUES																
Local Agency Funds (3% of costs)	0.9															
Measure R - Highway (20%)	430.0	20.0	20.0	10.0	10.0	25.0	57.0	65.0	28.0	130.0						
Prop C 25%	43.2															
Measure M -Highway (17%)	-															
TCRP	-															
Regional Improvement Program (RIP)	146.9	-	-	-	-	-	-	-	50.0	31.2	12.7					
CMAQ	7.7	-	-	-	-	7.7	-									
RSTP	54.9					6.5	2.3			3.9	4.5	11.9	8.4	8.7	8.6	-
Total Revenues	683.6	20.0	20.0	10.0	10.0	39.2	59.3	65.0	28.0	183.9	35.7	24.6	8.4	8.7	8.6	-

Local Agency Funds (3% of costs)	0.9																		
Measure R - Highway (20%)	412.8	13.3	13.7	<u>27.4</u>	40.3	51.9	53.5	57.6	69.7	<u>90.5</u>	102.6	4.1	-	-	-	-			
Prop C 25%	745.5	-	-	-	-	-	-	-	-	-	<u>120.3</u>	138.1	<u>138.0</u>	158	147.6	115.5	95.1	85.8	-
Measure M -Highway (17%)	763.0	22.2	22.8	67.2	86.5	89.1	58.7	26.5	38.9	60.2	90.9	63.8	43.8	36.1	32.6	14.4			
TCRP	-																		
Regional Improvement Program (RIP)	156.1	-	-	-	-	-	-	-	-	16.3	<u>28.4</u>	81.4	20.6	-	-	-	-	-	37.9
CMAQ	-																		
RSTP	-																		
Total Revenues	2,078.3	35.5	36.5	69.9	138.4	142.6	116.3	96.2	129.4	200.9	257.3	232.0	159.3	131.2	118.4	52.2			

Local Agency Funds (3% of costs)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Measure R - Highway (20%)	(17.2)	(6.7)	(6.3)	(7.3)	41.9	28.5	0.6	4.7	62.5	(125.9)	-	-	-	-	-	-
Prop C 25%	702.3	-	-	-	-	-	-	-	-	120.3	138.0	147.6	115.5	95.1	85.8	-
Measure M -Highway (17%)	763.0	22.2	22.8	67.2	86.5	89.1	58.7	26.5	38.9	60.2	90.9	63.8	43.8	36.1	32.6	14.4
TCRP	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Regional Improvement Program (RIP)	9.2	-	-	-	-	-	-	-	-	(33.7)	(2.8)	7.9	-	-	-	37.9
CMAQ	(7.7)	-	-	-	-	(7.7)	-	-	-	-	-	-	-	-	-	-
RSTP	(54.9)	-	-	-	-	(6.5)	(2.3)	-	-	(3.9)	(4.5)	(11.9)	(8.4)	(8.7)	(8.6)	-
Total Revenues	1,394.8	15.5	16.5	59.9	128.4	103.4	57.0	31.2	101.4	17.0	221.6	207.4	150.9	122.5	109.7	52.2
				<u>97.5</u>					<u>113.5</u>	<u>34.8</u>	<u>294.6</u>					

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I-5 Corridor Improvements (I-605 to I-710)

2016 L RTP Update	(\$ in millions)	Project Total	Prior to FY17	Years '16-'40	Years '17-'24	Years '25-'40	Years '41-'57	2038 2039	2039 2040	2040 2041	2041 2042	2042 2043	2043 2044	2044 2045	2045 2046	2046 2047	2047 2048
	Proposition C 25%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Meas R 20%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
CMAQ	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
RSTP	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Regional Improvement Funds (RIP)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Measure M -Highway (17%)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
SHOPP	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Revenues	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Potential Ballot Measure	Proposition C 25%	90.0	-	-	-	-	90.0	-	-	-	-	6.6	19.3	24.8	25.6	13.7	-
	Meas R 20%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	CMAQ	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	RSTP	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Regional Improvement Funds (RIP)	9.0	-	-	-	-	9.0	-	-	2.6	6.4	-	-	-	-	-	-
	Measure M -Highway (17%)	2,275.4	-	-	-	-	2,275.4	-	-	60.9	146.3	150.7	443.5	571.0	588.1	315.0	-
	SHOPP	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Total Revenues	2,374.4	-	-	-	-	2,374.4	-	-	63.5	152.7	157.3	462.8	595.8	613.7	328.7	-

Difference	Proposition C 25%	90.0	-	-	-	-	90.0	-	-	-	-	6.6	19.3	24.8	25.6	13.7	-
	Meas R 20%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	CMAQ	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	RSTP	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Regional Improvement Funds (RIP)	9.011	-	-	-	-	9.0	-	-	2.6	6.4	-	-	-	-	-	-
	Measure M -Highway (17%)	2,275.350	-	-	-	-	2,275.4	-	-	60.9	146.3	150.7	443.5	571.0	588.1	315.0	-
	SHOPP	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Total Revenues	2,374.4	-	-	-	-	2,374.4	-	-	63.5	152.7	157.3	462.8	595.8	613.7	328.7	-

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I-405/I-110 HOV Ramps & Intrchnng Improv

	Project Total	Prior to FY17	Years '16-'40	Years '17-'24	Years '25-'40	Years '41-'57	2038	2039	2040	2041	2042	2043	2044	2045	2046	2047
							2039	2040	2041	2042	2043	2044	2045	2046	2047	
Proposition C 25%	-	-	-	-	-	-										
Meas R 20%	-	-	-	-	-	-										
CMAQ	-	-	-	-	-	-										
RSTP	-	-	-	-	-	-										
Regional Improvement Funds (RIP)	-	-	-	-	-	-										
Measure R Extend -Highway (17%)	-	-	-	-	-	-										
SHOPP	-	-	-	-	-	-										
Total Revenues	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

2016 LRTP Update

Proposition C 25%	-	-	-	-	-	-										
Meas R 20%	-	-	-	-	-	-										
CMAQ	-	-	-	-	-	-										
RSTP	-	-	-	-	-	-										
Regional Improvement Funds (RIP)	-	-	-	-	-	-										
Measure R Extend -Highway (17%)	508.330	-	-	-	-	508.3	-	-	-	148.0	203.3	157.0	-	-	-	
SHOPP	-	-	-	-	-	-										
Total Revenues	508.3	-	-	-	-	508.3	-	-	-	148.0	203.3	157.0	-	-	-	

Potential Ballot Measure

Proposition C 25%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Meas R 20%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
CMAQ	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
RSTP	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Regional Improvement Funds (RIP)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
SHOPP	508.3	-	-	-	-	508.3	-	-	-	-	-	-	-	-	-	-
Total Revenues	508.3	-	-	-	-	508.3	-	-	-	-	-	-	-	-	-	-

Difference

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I-605/I-10 Interchange

(\$ in millions)	Project	Prior	Years	Years	Years	Years	2040	2041	2042	2043	2044	2045	2046	2047	2048	2049	2050
	Total	to FY17	'16-'40	'17-'24	'25-'40	'41-'57	2041	2042	2043	2044	2045	2046	2047	2048	2049	2050	2051
Proposition C 25%	-		-	-	-	-											
Prop C 10%	-		-	-	-	-											
Measure R 2%	-		-	-	-	-											
CMAQ	-		-	-	-	-											
Measure R Extend -Highway (17%)	-		-	-	-	-											
RSTP - Transit	-		-	-	-	-											
Total Revenues	-	-	-	-	-	-											

2016 LRTP Update

Proposition C 25%	970.9		-	-	-	970.9	-	-	-	59.3	427.9	451.2	32.4	-	-	-	-
Prop C 10%	-		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Measure R 2%	-		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
CMAQ	-		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Measure R Extend -Highway (17%)	274.3		-	-	-	274.3	-	-	15.4	15.8	114.1	120.4	8.7	-	-	-	-
RSTP - Transit	-		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Revenues	1,245.2	-	-	-	-	1,245.2											

Potential Ballot Measure

Proposition C 25%	970.9	-	-	-	-	970.9	-	-	-	59.3	427.9	451.2	32.4	-	-	-	-
Prop C 10%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Measure R 2%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
CMAQ	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Measure R Extend -Highway (17%)	274.3	-	-	-	-	274.3	-	-	15.4	15.8	114.1	120.4	8.7	-	-	-	-
RSTP - Transit	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Revenues	1,245.2	-	-	-	-	1,245.2											

Difference

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SR 60/I-605 Inter HOV Direct Connect

2016 LRTP Update

(\$ in millions)	Project Total	Prior to FY17	Years '16-'40	Years '17-'24	Years '25-'40	Years '41-'57	2038 2039	2039 2040	2040 2041	2041 2042	2042 2043	2043 2044	2044 2045	2045 2046	2046 2047	2047 2048
Prop. A 35%	-		-	-	-	-										
Prop. C 40%	-		-	-	-	-										
Measure R - Highway Projects (20%)	-		-	-	-	-										
Prop C - 25%	-		-	-	-	-										
Local Agency Transit Contributions	-		-	-	-	-										
Measure R Extend -Highway (17%)	-		-	-	-	-										
Interregional Improvement Program (IIP)	-		-	-	-	-										
Regional Improvement Prog Funds (RIP)	-		-	-	-	-										
CMAQ	-		-	-	-	-										
RSTP	-		-	-	-	-										
Total Revenues	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Potential Ballot Measure

Prop. A 35%	-		-	-	-	-										
Prop. C 40%	-		-	-	-	-										
Measure R - Highway Projects (20%)	-		-	-	-	-										
Prop C - 25%	774.1		-	-	-	774.1	-	-	-	-	33.0	45.3	326.6	344.4	24.8	-
Local Agency Transit Contributions	-		-	-	-	-										
Measure R Extend -Highway (17%)	283.0		-	-	-	283.0	-	-	-	-	15.9	16.3	117.8	124.2	8.9	-
Interregional Improvement Program (IIP)	-		-	-	-	-										
Regional Improvement Prog Funds (RIP)	11.0		-	-	-	11.0	-	-	-	-	11.0	-	-	-	-	-
CMAQ	-		-	-	-	-										
RSTP	-		-	-	-	-										
Total Revenues	1,068.1	-	-	-	-	1,068.1	-	-	-	-	-	-	-	-	-	-

Difference

Prop. A 35%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Prop. C 40%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Measure R - Highway Projects (20%)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Prop C - 25%	774.1	-	-	-	-	774.1	-	-	-	-	33.0	45.3	326.6	344.4	24.8	-
Local Agency Transit Contributions	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Measure R Extend -Highway (17%)	283.0	-	-	-	-	283.0	-	-	-	-	15.9	16.3	117.8	124.2	8.9	-
Interregional Improvement Program (IIP)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Regional Improvement Prog Funds (RIP)	11.0	-	-	-	-	11.0	-	-	-	-	11.0	-	-	-	-	-
CMAQ	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
RSTP	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Revenues	1,068.1	-	-	-	-	1,068.1	-	-	-	-	-	-	-	-	-	-

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I-110 Express Lane So to 405/110 Inter

	Project	Prior	Years	Years	Years	Years	2017	2038	2039	2040	2041	2042	2043	2044	2045	2046
	Total	to FY17	'16-'40	'17-'24	'25-'40	'41-'57	2018	2039	2040	2041	2042	2043	2044	2045	2046	2047
2016 LRTP Update																
Congestion Mitigation & Air Quality	-		-	-	-	-		-	-							
Regional Improvement Program Funds (RIP)	-		-	-	-	-										
Local Agency Funds	-		-	-	-	-										
Prop C - 25%	-		-	-	-	-										
Local Agency Transit Contributions	-		-	-	-	-										
Measure M -Highway (17%)	-		-	-	-	-										
Section 5339 - Alternatives Analysis	-		-	-	-	-										
Total Revenues	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Potential Ballot Measure																
Congestion Mitigation & Air Quality	165.20		-	-	-	165.2	-	-	-	-	-	-	60.0	60.0	45.2	-
Regional Improvement Program Funds (RIP)	195.74		-	-	-	195.7	-	-	-	-	-	-	67.0	65.3	63.4	-
Local Agency Funds	-		-	-	-	-										
Prop C - 25%	131.96		-	-	-	132.0	-	-	-	-	-	-	16.5	71.8	43.7	-
Local Agency Transit Contributions	-		-	-	-	-										
Measure M -Highway (17%)	111.10		-	-	-	111.1	-	-	-	-	-	-	32.4	44.4	34.3	-
Section 5339 - Alternatives Analysis	-		-	-	-	-										
Total Revenues	604.0	-	-	-	-	604.0	-	-	-	-	-	-	175.9	241.5	186.6	-

Difference																
Congestion Mitigation & Air Quality	165.20	-	-	-	-	165.2	-	-	-	-	-	-	60.0	60.0	45.2	-
Regional Improvement Program Funds (RIP)	195.74	-	-	-	-	195.7	-	-	-	-	-	-	67.0	65.3	63.4	-
Local Agency Funds	-	-	-	-	-	-										
Prop C - 25%	131.96	-	-	-	-	132.0	-	-	-	-	-	-	16.5	71.8	43.7	-
Local Agency Funds	-	-	-	-	-	-										
Measure M -Highway (17%)	111.10	-	-	-	-	111.1	-	-	-	-	-	-	32.4	44.4	34.3	-
Section 5339 - Alternatives Analysis	-	-	-	-	-	-										
Total Revenues	604.0	-	-	-	-	604.0	-	-	-	-	-	-	175.9	241.5	186.6	-

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I-405 South Bay Curve Improvements

2016 LRTP Update

(\$ in millions)	Project Total	Prior to FY17	Years '16-'40	Years '17-'24	Years '25-'40	Years '41-'57	2041 2042	2042 2043	2043 2044	2044 2045	2045 2046	2046 2047	2047 2048	2048 2049	2049 2050
Prop. A 35%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Prop. C 40% Direct Cash	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Measure R - Highway (20%)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Prop C - 25%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Local Agency Transit Contributions	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Measure M Extend -Highway (17%)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
TCRP	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Interregional Improvement Program (IIP)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Regional Improvement Program (RIP)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
CMAQ	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
RSTP	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Revenues	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Potential Ballot Measure

Prop. A 35%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Prop. C 40% Direct Cash	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Measure R - Highway (20%)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Prop C - 25%	72.840	-	-	-	-	72.8	-	-	-	12.1	60.8	-	-	-	-
Local Agency Transit Contributions	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Measure M Extend -Highway (17%)	333.290	-	-	-	-	333.3	-	-	97.1	133.3	103.0	-	-	-	-
TCRP	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Interregional Improvement Program (IIP)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Regional Improvement Program (RIP)	484.560	-	-	-	-	484.6	-	-	162.3	210.8	111.4	-	-	-	-
CMAQ	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
RSTP	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Revenues	890.7	-	-	-	-	890.7	-	-	-	259.4	356.2	275.2	-	-	-

Difference

Prop. A 35%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Prop. C 40% Direct Cash	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Measure R - Highway (20%)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Prop C - 25%	72.840	-	-	-	-	72.8	-	-	-	12.1	60.8	-	-	-	-
Local Agency Transit Contributions	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Measure M Extend -Highway (17%)	333.290	-	-	-	-	333.3	-	-	97.1	133.3	103.0	-	-	-	-
TCRP	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Interregional Improvement Program (IIP)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Regional Improvement Program (RIP)	484.560	-	-	-	-	484.6	-	-	162.3	210.8	111.4	-	-	-	-
CMAQ	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
RSTP	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Revenues	890.7	-	-	-	-	890.7	-	-	-	259.4	356.2	275.2	-	-	-

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Crenshaw Northern Extension

(\$ in millions)	Project Total	Prior to FY17	Years '16-'40	Years '17-'24	Years '25-'40	Years '41-'57	2039	2040	2041	2042	2043	2044	2045	2046	2047	2048	2049
							2040	2041	2042	2043	2044	2045	2046	2047	2048	2049	2050
Prop. A 35%	-		-	-	-	-											
Prop. C 40%	-		-	-	-	-											
Proposition C 25%	-		-	-	-	-											
Local Agency Funds	-		-	-	-	-											
Measure M -Transit (35%)	-		-	-	-	-											
CMAQ	-		-	-	-	-											
RSTP	-		-	-	-	-											
Total Revenues	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Prop. A 35%	-		-	-	-	-											
Prop. C 40%	-		-	-	-	-											
Proposition C 25%	-		-	-	-	-											
Local Agency Funds	149.0		-	-	-	149.0	-	-	-	-	-	-	43.9	105.1	-	-	-
Measure M -Transit (35%)	3,870.2		-	-	-	3,870.2	-	162.0	234.2	430.0	685.6	856.1	1,254.5	447.7	(200.0)	-	-
CMAQ	-		-	-	-	-											
RSTP	-		-	-	-	-											
Total Revenues	4,019.3	-	-	-	-	4,019.3	-	-	-	-	-	-	-	-	-	-	-

Prop. A 35%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Prop. C 40%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Proposition C 25%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Local Agency Funds	149.0	-	-	-	-	149.0	-	-	-	-	-	-	43.9	105.1	-	-	-
Measure M -Transit (35%)	3,870.2	-	-	-	-	3,870.2	-	162.0	234.2	430.0	685.6	856.1	1,254.5	447.7	(200.0)	-	-
CMAQ	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
RSTP	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Revenues	4,019.3	-	-	-	-	4,019.3	-	-	-	-	-	-	-	-	-	-	-

Yellow Book

Potential Ballot Measure

Difference

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Sepulveda Pass Westwood to LAX (Ph 3)

(\$ in millions)	Project	Prior	Years	Years	Years	Years	2047	2048	2049	2050	2051	2052	2053	2054	2055	2056	2057	2058
	Total	to FY17	'16-'40	'17-'24	'25-'40	'41-'57	2048	2049	2050	2051	2052	2053	2054	2055	2056	2057	2058	2059
Prop. A 35%	-		-	-	-	-												
Prop. C 40%	-		-	-	-	-												
Proposition C 25%	-		-	-	-	-												
PBM - Augment	-		-	-	-	-												
Measure M - Transit Capital - (35%)	-		-	-	-	-												
Local Agency Funds (3% of costs)	-		-	-	-	-												
Interregional Improvement Program (IIP)	-		-	-	-	-												
Regional Improvement Prog Funds (RIP)	-		-	-	-	-												
Section 5309 - New Starts	-		-	-	-	-												
CMAQ	-		-	-	-	-												
Toll Revenue	-		-	-	-	-												
Total Revenues	-	-	-	-	-	-												
Prop. A 35%	647.1		-	-	-	647.1	-	-	12.0	263.6	371.6	-	-	-	-	-	-	-
Prop. C 40%	6,165.7		-	-	-	6,165.7	-	-	-	-	-	660.0	#####	#####	#####	662.7	(200.0)	(200.0)
Proposition C 25%	-		-	-	-	-												
PBM - Augment	-		-	-	-	-												
Measure M - Transit Capital - (35%)	181.8		-	-	-	181.8	16.3	6.6	16.3	25.1	37.9	26.6	18.3	15.1	13.6	6.0	-	-
Local Agency Funds (3% of costs)	324.3		-	-	-	324.3	-	-	-	-	-	324.3	-	-	-	-	-	-
Interregional Improvement Program (IIP)	-		-	-	-	-												
Regional Improvement Prog Funds (RIP)	31.2		-	-	-	31.2	-	31.2	-	-	-	-	-	-	-	-	-	-
Section 5309 - New Starts	-		-	-	-	-												
CMAQ	174.5		-	-	-	174.5	31.5	23.0	-	-	-	-	-	-	60.0	60.0	-	-
Toll Revenue	1,485.0		-	-	-	1,485.0	43.2	20.7	448.2	307.6	415.6	161.7	22.0	22.0	22.0	22.0	-	-
Total Revenues	9,009.5	-	-	-	-	9,009.5												
Prop. A 35%	647.1	-	-	-	-	647.1	-	-	12.0	263.6	371.6	-	-	-	-	-	-	-
Prop. C 40%	6,165.7	-	-	-	-	6,165.7	-	-	-	-	-	660.0	#####	#####	#####	662.7	(200.0)	(200.0)
Proposition C 25%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
PBM - Augment	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Measure M - Transit Capital - (35%)	181.8	-	-	-	-	181.8	16.3	6.6	16.3	25.1	37.9	26.6	18.3	15.1	13.6	6.0	-	-
Local Agency Funds (3% of costs)	324.3	-	-	-	-	324.3	-	-	-	-	-	324.3	-	-	-	-	-	-
Interregional Improvement Program (IIP)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Regional Improvement Prog Funds (RIP)	31.2	-	-	-	-	31.2	-	31.2	-	-	-	-	-	-	-	-	-	-
Section 5309 - New Starts	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
CMAQ	174.5	-	-	-	-	174.5	31.5	23.0	-	-	-	-	-	-	60.0	60.0	-	-
Toll Revenue	1,485.0	-	-	-	-	1,485.0	43.2	20.7	448.2	307.6	415.6	161.7	22.0	22.0	22.0	22.0	-	-
Total Revenues	9,009.5	-	-	-	-	9,009.5												

Yellow Book

Potential Ballot Measure

Difference

DRAFT

Lincoln Blvd BRT

Yellc	(\$ in millions)	Project	Prior	Years	Years	Years	Years	2048	2049	2050	2051	2052	2053	2054	2055
		Total	to FY17	'16-'40	'17-'24	'25-'40	'41-'57	2049	2050	2051	2052	2053	2054	2055	2056
	Prop. A 35%	-		-	-	-	-								
	Prop. C 40%	-		-	-	-	-								
	Proposition C 25%	-		-	-	-	-								
	Local Agency Transit Contributions	-		-	-	-	-								
	Measure M Extend -Transit (35%)	-		-	-	-	-								
	Interregional Improvement Program (IIP)	-		-	-	-	-								
	Regional Improvement Prog Funds (RIP)	-		-	-	-	-								
	CMAQ	-		-	-	-	-								
	RSTP	-		-	-	-	-								
	Total Revenues	-	-	-	-	-	-								

Pot	Prop. A 35%	-		-	-	-	-								
	Prop. C 40%	-		-	-	-	-								
	Proposition C 25%	-		-	-	-	-								
	Local Agency Transit Contributions	8.2		-	-	-	8.2	-	-	-	-	8.2	-	-	
	Measure M Extend -Transit (35%)	266.1		-	-	-	266.1	-	12.8	39.4	67.6	111.5	34.8	-	
	Interregional Improvement Program (IIP)	-		-	-	-	-								
	Regional Improvement Prog Funds (RIP)	-		-	-	-	-								
	CMAQ	-		-	-	-	-								
	RSTP	-		-	-	-	-								
	Total Revenues	274.3	-	-	-	-	274.3								

Dif	Prop. A 35%	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Prop. C 40%	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Proposition C 25%	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Local Agency Transit Contributions	8.2	-	-	-	-	8.2	-	-	-	-	8.2	-	-	
	Measure M Extend -Transit (35%)	266.1	-	-	-	-	266.1	-	12.8	39.4	67.6	111.5	34.8	-	
	Interregional Improvement Program (IIP)	-	-	-	-	-	-	-	-	-	-	-	-	-	
	Regional Improvement Prog Funds (RIP)	-	-	-	-	-	-	-	-	-	-	-	-	-	
	CMAQ	-	-	-	-	-	-	-	-	-	-	-	-	-	
	RSTP	-	-	-	-	-	-	-	-	-	-	-	-	-	
	Total Revenues	274.3	-	-	-	-	274.3								

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Green Line Eastern Extension (Norwalk)

Yellow Book

(\$ in millions)	Project Total	Prior to FY17	Years '16-'40	Years '17-'24	Years '25-'40	Years '41-'57	2049 2050	2051 2052	2053 2054	2055 2056	2057 2058
Prop. A 35%	-		-	-	-	-					
Prop. C 40% Direct Cash	-		-	-	-	-					
Proposition C 25%	-		-	-	-	-					
Local Agency Transit Contributions	-		-	-	-	-					
TCRP	-										
Interregional Improvement Program (IIP)	-										
Regional Improvement Program (RIP)	-										
CMAQ	-										
RSTP	-										
Total Revenues	-	-	-	-	-	-	-	-	-	-	-

Potential Ballot Measure

Prop. A 35%	2,161.4		-	-	-	2,161.4	-	79.3	122.5	210.4	325.0	446.3	689.6	288.3	-
Prop. C 40% Direct Cash	-		-	-	-	-									
Proposition C 25%	-		-	-	-	-									
Local Agency Transit Contributions	66.8		-	-	-	66.8	-	-	-	-	-	-	-	66.8	-
TCRP	-														
Interregional Improvement Program (IIP)	-														
Regional Improvement Program (RIP)	-														
CMAQ	-														
RSTP	-														
Total Revenues	2,228.3	-	-	-	-	2,228.3	-	79.3	122.5	210.4	325.0	446.3	689.6	355.1	-

Difference

Prop. A 35%	2,161.4	-	-	-	-	2,161.4	-	79.3	122.5	210.4	325.0	446.3	689.6	288.3	-
Prop. C 40% Direct Cash	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Proposition C 25%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Local Agency Transit Contributions	66.8	-	-	-	-	66.8	-	-	-	-	-	-	-	66.8	-
TCRP	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Interregional Improvement Program (IIP)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Regional Improvement Program (RIP)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
CMAQ	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
RSTP	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Revenues	2,228.3	-	-	-	-	2,228.3	-	79.3	122.5	210.4	325.0	446.3	689.6	355.1	-

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Orange Line Conversion to Light Rail

	(\$ in millions)	Project	Prior	Years	Years	Years	Years	2049	2050	2051	2052	2053	2054	2055	2056	2057
		Total	to FY17	'16-'40	'17-'24	'25-'40	'41-'57	2050	2051	2052	2053	2054	2055	2056	2057	2058
Yellow Book	Interregional Improvement Program (IIP)	-														
	Prop C - 25%	-														
	Local Agency Transit Contributions	-														
	Regional Improvement Prog Funds-Transit	-		-	-	-	-	-	-	-	-	-	-	-	-	-
	Measure R Extend -Transit Construction (35%)	-		-	-	-	-	-	-	-	-	-	-	-	-	-
	CMAQ	-		-	-	-	-	-	-	-	-	-	-	-	-	-
	RSTP	-		-	-	-	-	-	-	-	-	-	-	-	-	-
Total Revenues	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Potential Ballot Measure	Interregional Improvement Program (IIP)	-		-	-	-	-									
	Prop C - 25%	2,181.4		-	-	-	2,181.4	-	-	-	93.2	371.3	541.4	880.5	295.0	-
	Local Agency Transit Contributions	124.1		-	-	-	124.1	-	-	-	-	-	-	-	124.1	-
	Regional Improvement Prog Funds-Transit	782.4		-	-	-	782.4	-	109.9	169.8	198.3	79.1	77.1	75.1	73.0	-
	Measure R Extend -Transit Construction (35%)	1,047.6		-	-	-	1,047.6	-	37.3	57.6	98.9	152.8	209.8	324.2	167.0	-
	CMAQ	-		-	-	-	-	-	-	-	-	-	-	-	-	-
	RSTP	-		-	-	-	-	-	-	-	-	-	-	-	-	-
Total Revenues	4,135.4	-	-	-	-	4,135.4	-	147.2	227.4	390.4	603.2	828.3	1,279.8	659.1	-	
Difference	Interregional Improvement Program (IIP)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Prop C - 25%	2,181.4	-	-	-	-	2,181.4	-	-	-	93.2	371.3	541.4	880.5	295.0	-
	Local Agency Transit Contributions	124.1	-	-	-	-	124.1	-	-	-	-	-	-	-	124.1	-
	Regional Improvement Prog Funds-Transit	782.4	-	-	-	-	782.4	-	109.9	169.8	198.3	79.1	77.1	75.1	73.0	-
	Measure R Extend -Transit Construction (35%)	1,047.6	-	-	-	-	1,047.6	-	37.3	57.6	98.9	152.8	209.8	324.2	167.0	-
	CMAQ	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	RSTP	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Revenues	4,135.4	-	-	-	-	4,135.4	-	147.2	227.4	390.4	603.2	828.3	1,279.8	659.1	-	

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City of San Fernando Bike Master Plan

(\$ in millions)	Project Total	Prior to FY17	Years '16-'40	Years '17-'24	Years '25-'40	Years '41-'57	2050	2051	2052	2053	2054	2055	2056	2057	2058	2059	2060	
							2051	2052	2053	2054	2055	2056	2057	2058	2059	2060	2061	
Prop. A 35%	-		-	-	-	-												
Prop. C 40%	-		-	-	-	-												
Proposition C 25%	-		-	-	-	-												
Measure M Extend -Highway (17%)	-		-	-	-	-												
Interregional Improvement Program (IIP)	-		-	-	-	-												
Regional Improvement Prog Funds (RIP)	-		-	-	-	-												
CMAQ	-		-	-	-	-												
RSTP	-		-	-	-	-												
Total Revenues	-	-	-	-	-	-												

Yellow Book

Prop. A 35%	-		-	-	-	-												
Prop. C 40%	-		-	-	-	-												
Proposition C 25%	-		-	-	-	-												
Measure M Extend -Highway (17%)	13.7		-	-	-	13.7	-	4.0	5.5	4.2	-	-	-	-	-	-	-	-
Interregional Improvement Program (IIP)	-		-	-	-	-												
Regional Improvement Prog Funds (RIP)	-		-	-	-	-												
CMAQ	-		-	-	-	-												
RSTP	-		-	-	-	-												
Total Revenues	13.7	-	-	-	-	13.7												

Potential Ballot Measure

Prop. A 35%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Prop. C 40%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Proposition C 25%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Measure M Extend -Highway (17%)	13.7	-	-	-	-	13.7	-	4.0	5.5	4.2	-	-	-	-	-	-	-	-
Interregional Improvement Program (IIP)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Regional Improvement Prog Funds (RIP)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
CMAQ	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
RSTP	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Revenues	13.7	-	-	-	-	13.7												

Difference

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Historic Downtown Streetcar

2016 LRTP Update

(\$ in millions)	Project Total	Prior to FY17	Years '16-'40	Years '17-'24	Years '25-'40	Years '41-'57	2049 2050	2050 2051	2051 2052	2052 2053	2053 2054	2054 2055	2055 2056	2056 2057	2057 2058	2058 2059	2059 2060
Prop. A 35%	-		-	-	-	-											
Prop. C 40% Direct Cash	-		-	-	-	-											
Proposition C 25%	-		-	-	-	-											
Local Agency Transit Contributions	-		-	-	-	-											
Measure M -Transit (35%)	-		-	-	-	-											
TCRP	-																
Interregional Improvement Program (IIP)	-																
Regional Improvement Program (RIP)	-																
CMAQ	-		-	-	-	-											
RSTP	-		-	-	-	-											
Total Revenues	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Potential Ballot Measure

Prop. A 35%	-		-	-	-	-											
Prop. C 40% Direct Cash	-		-	-	-	-											
Proposition C 25%	-		-	-	-	-											
Local Agency Transit Contributions	17.6		-	-	-	17.6	-	-	-	-	-	-	17.6	-	-	-	-
Measure M -Transit (35%)	570.1		-	-	-	570.1	-	-	-	27.3	84.4	144.9	238.8	74.6	-	-	-
TCRP	-																
Interregional Improvement Program (IIP)	-																
Regional Improvement Program (RIP)	-																
CMAQ	-		-	-	-	-											
RSTP	-		-	-	-	-											
Total Revenues	587.7	-	-	-	-	587.7	-	-	-	27.3	84.4	144.9	238.8	92.2	-	-	-

Difference

Prop. A 35%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Prop. C 40% Direct Cash	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Proposition C 25%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Local Agency Transit Contributions	17.6	-	-	-	-	17.6	-	-	-	-	-	-	17.6	-	-	-	-
Measure M -Transit (35%)	570.1	-	-	-	-	570.1	-	-	-	27.3	84.4	144.9	238.8	74.6	-	-	-
TCRP	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Interregional Improvement Program (IIP)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Regional Improvement Program (RIP)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
CMAQ	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
RSTP	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Revenues	587.7	-	-	-	-	587.7	-	-	-	27.3	84.4	144.9	238.8	92.2	-	-	-

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Gold Line Eastside Extension One Alignment

2016 LRTP Update

(\$ in millions)	Project Total	Prior to FY17	Years '16-'40	Years '17-'24	Years '25-'40	Years '41-'67	2056 2057	2057 2058	2058 2059	2059 2060	2060 2061	2061 2062	2062 2063	2063 2064	2064 2065	2065 2066	2066 2067
Prop. A 35%	-		-	-	-	-											
Prop. C 40%	-		-	-	-	-											
Proposition C 25%	-		-	-	-	-											
Local Agency Transit Contributions	-		-	-	-	-											
Measure M Extend -Transit (35%)	-		-	-	-	-											
Local Agency Transit Contributions	-		-	-	-	-											
Measure M -Transit (35%)	-		-	-	-	-											
CMAQ	-		-	-	-	-											
RSTP	-		-	-	-	-											
Total Revenues	-		-	-	-	-											

Potential Ballot Measure

Prop. A 35%	-		-	-	-	-											
Prop. C 40%	-		-	-	-	-											
Proposition C 25%	-		-	-	-	-											
Local Agency Transit Contributions	306.6		-	-	-	306.6	-	-	-	-	-	306.6	-	-	-		
Measure M Extend -Transit (35%)	9,913.2		-	-	-	9,913.2	-	475.1	1,467.9	2,519.9	4,152.8	1,297.4	-	-	-		
Local Agency Transit Contributions	-		-	-	-	-											
Measure M -Transit (35%)	-		-	-	-	-											
CMAQ	-		-	-	-	-											
RSTP	-		-	-	-	-											
Total Revenues	10,219.8	-	-	-	-	10,219.8											

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Difference

Prop. A 35%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Prop. C 40%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Proposition C 25%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Local Agency Transit Contributions	306.6	-	-	-	-	306.6	-	-	-	-	-	306.6	-	-	-	-	-
Measure M Extend -Transit (35%)	9,913.2	-	-	-	-	9,913.2	-	475.1	1,467.9	2,519.9	4,152.8	1,297.4	-	-	-	-	-
Local Agency Transit Contributions	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Measure M -Transit (35%)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
CMAQ	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
RSTP	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Revenues	10,219.8	-	-	-	-	10,219.8											

High Desert Corridor - LA Co. Portion

2016 LRTP Update

(\$ in millions)	Project	Prior	Years	Years	Years	Years	2058	2059	2060	2061	2062	2063	2064	2065	2066
	Total	to FY17	'16-'40	'17-'24	'25-'40	'41-'67	2059	2060	2061	2062	2063	2064	2065	2066	2067
Proposition C 25%	-		-	-	-	-									
Measure M -Highway (17%)	-		-	-	-	-									
MeasureM Extend -Highway (17%)	-		-	-	-	-									
Measure M Extend -Transit (35%)	-		-	-	-	-									
CMAQ	-		-	-	-	-									
RSTP	-		-	-	-	-									
Total Revenues	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Potential Ballot Measure

Proposition C 25%	-		-	-	-	-									
Measure M -Highway (17%)	2,903.1		-	-	-	2,903.1	-	-	-	-	162.6	167.5	1,207.8	1,273.6	91.5
MeasureM Extend -Highway (17%)	2,177.3		-	-	-	2,177.3	-	-	-	122.0	125.6	905.8	955.2	68.6	
Measure M Extend -Transit (35%)	2,177.3		-	-	-	2,177.3	-	-	-	122.0	125.6	905.8	955.2	68.6	
CMAQ	-		-	-	-	-									
RSTP	-		-	-	-	-									
Total Revenues	7,257.7	-	-	-	-	7,257.7	-	-	-	406.6	418.8	3,019.4	3,184.1	228.8	

Difference

Proposition C 25%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Measure M -Highway (17%)	2,903.1	-	-	-	-	2,903.1	-	-	-	162.6	167.5	1,207.8	1,273.6	91.5	
MeasureM Extend -Highway (17%)	2,177.3	-	-	-	-	2,177.3	-	-	-	122.0	125.6	905.8	955.2	68.6	
Measure M Extend -Transit (35%)	2,177.3	-	-	-	-	2,177.3	-	-	-	122.0	125.6	905.8	955.2	68.6	
CMAQ	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
RSTP	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Total Revenues	7,257.7	-	-	-	-	7,257.7	-	-	-	406.6	418.8	3,019.4	3,184.1	228.8	

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Westside Purple Line Extension Section 3

	Project Total	Prior to FY17	Years '16-'40	Years '17-'24	Years '25-'40	Years '41-'57	2016 2017	2017 2018	2018 2019	2019 2020	2020 2021	2021 2022	2022 2023
2016 LRTP Update	Repay Cap Proj Loans Fnd 3562	13.4	9.8	3.6	-	3.6	-	-	-	-	-	-	-
	Local Agency	-	-	-	-	-	-	-	-	-	-	-	-
	Measure M -Transit Construction (35%)	-	-	-	-	-	-	-	-	-	-	-	-
	Measure R 35% (865523)	72.4	8.0	64.4	-	64.4	-	-	-	-	-	-	-
	Regional Improvement Funds	282.2	-	282.2	-	282.2	-	-	-	-	-	-	-
	Section 5309 - New Starts	1,500.0	-	1,500.0	-	1,500.0	-	-	-	-	-	-	-
	CMAQ	259.1	-	259.1	-	259.1	-	-	-	-	-	-	-
	RSTP	77.3	-	77.3	-	77.3	-	-	-	-	-	-	-
	Total Revenues	2,204.4	17.8	2,186.6	-	2,186.6	-	-	-	-	-	-	-
Potential Ballot Measure	Repay Cap Proj Loans Fnd 3562	9.8	9.8	-	-	-	-	-	-	-	-	-	-
	Local Agency	69.8	-	69.8	69.8	-	-	-	-	-	-	-	-
	Measure M -Transit Construction (35%)	994.3	-	994.3	994.3	-	-	-	414.7	332.8	209.2	37.5	-
	Measure R 35% (865523)	579.0	48.7	579.0	1,004.9	(474.6)	-	276.6	357.1	328.8	-	-	124.1
	Regional Improvement Funds	-	-	-	-	-	-	-	-	-	-	-	-
	Section 5309 - New Starts	675.0	-	675.0	191.0	484.0	-	-	-	-	-	53.0	53.0
	CMAQ	-	-	-	-	-	-	-	-	-	-	-	-
	RSTP	-	-	-	-	-	-	-	-	-	-	-	-
	Total Revenues	2,327.9	58.5	2,318.1	2,260.0	9.4	-	276.6	357.1	328.8	414.7	332.8	262.2
Difference	Repay Cap Proj Loans Fnd 3562	(3.6)	-	(3.6)	-	(3.6)	-	-	-	-	-	-	-
	Local Agency	69.8	-	69.8	69.8	-	-	-	-	-	-	-	-
	Measure M -Transit Construction (35%)	994.3	-	994.3	994.3	-	-	-	414.7	332.8	209.2	37.5	-
	Measure R 35% (865523)	506.6	40.7	514.6	1,004.9	(539.0)	-	276.6	357.1	328.8	-	-	124.1
	Regional Improvement Funds	(282.2)	-	(282.2)	-	(282.2)	-	-	-	-	-	-	-
	Section 5309 - New Starts	(825.0)	-	(825.0)	191.0	(1,016.0)	-	-	-	-	-	53.0	53.0
	CMAQ	(259.1)	-	(259.1)	-	(259.1)	-	-	-	-	-	-	-
	RSTP	(77.3)	-	(77.3)	-	(77.3)	-	-	-	-	-	-	-
	Total Revenues	123.5	40.7	131.5	2,260.0	(2,177.1)	-	276.6	357.1	328.8	414.7	332.8	262.2

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Westside Purple Line Extension Section 3

(\$ in millions)	Project Total	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039
		2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	
Repay Cap Proj Loans Fnd 3562	13.4		-						3.6									
Local Agency	-																	
Measure M -Transit Construction (35%)	-																	
Measure R 35% (865523)	72.4										64.4							
Regional Improvement Funds	282.2	-			-	-	-	-	13.7	61.5	93.2	95.0		18.8	-	-	-	
Section 5309 - New Starts	1,500.0							150.0	150.0	150.0	150.0	150.0	150.0	150.0	150.0	150.0		
CMAQ	259.1								5.3	8.7	57.4	60.0	60.0	57.1	10.7			
RSTP	77.3	-	-					16.1	15.6	-	0.7	14.2	13.6	9.2	8.0			
Total Revenues	2,204.4	-	-	-	-	-	-	166.1	170.9	176.0	269.5	381.8	318.6	216.2	187.5	150.0	150.0	-

2016 LRTP Update

Repay Cap Proj Loans Fnd 3562	9.8																	
Local Agency	69.8	69.8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Measure M -Transit Construction (35%)	994.3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Measure R 35% (865523)	579.0	(81.7)	(154.6)	(120.0)	(100.0)	(100.0)	-	-	-	-	-	-	-	-	-	-	-	-
Regional Improvement Funds	-																	
Section 5309 - New Starts	675.0	85.0	164.0	120.0	100.0	100.0	-	-	-	-	-	-	-	-	-	-	-	-
CMAQ	-																	
RSTP	-																	
Total Revenues	2,327.9	73.1	9.4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Potential Ballot Measure

Repay Cap Proj Loans Fnd 3562	(3.6)	-	-	-	-	-	-	-	(3.6)	-	-	-	-	-	-	-	-	-
Local Agency	69.8	69.8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Measure M -Transit Construction (35%)	994.3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Measure R 35% (865523)	506.6	(81.7)	(154.6)	(120.0)	(100.0)	(100.0)	-	-	-	-	(64.4)	-	-	-	-	-	-	-
Regional Improvement Funds	(282.2)	-	-	-	-	-	-	-	(13.7)	(61.5)	(93.2)	(95.0)	-	(18.8)	-	-	-	-
Section 5309 - New Starts	(825.0)	85.0	164.0	120.0	100.0	100.0	(150.0)	(150.0)	(150.0)	(150.0)	(150.0)	(150.0)	(150.0)	(150.0)	(150.0)	(150.0)	(150.0)	-
CMAQ	(259.1)	-	-	-	-	-	-	(5.3)	(8.7)	(57.4)	(60.0)	(60.0)	(57.1)	(10.7)	-	-	-	-
RSTP	(77.3)	-	-	-	-	-	(16.1)	(15.6)	-	(0.7)	(14.2)	(13.6)	(9.2)	(8.0)	-	-	-	-
Total Revenues	123.5	73.1	9.4	-	-	-	(166.1)	(170.9)	(176.0)	(269.5)	(381.8)	(318.6)	(216.2)	(187.5)	(150.0)	(150.0)	-	-

Difference

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Southbay Transport. System and Mobility Improvement

2016 LRTP Update	(\$ in millions)	Project Total	Prior to FY17	Years '16-'40	Years '17-'24	Years '25-'40	Years '41-'57	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
								2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	
	Prop. A 35%	-		-	-	-	-											
	Proposition C 25%	-		-	-	-	-											
	Measure M -Transit Construction (35%)	-		-	-	-	-											
	Local Agency Funds	-		-	-	-	-											
	Measure R 35%	-		-	-	-	-											
	CMAQ	-		-	-	-	-											
	RSTP	-		-	-	-	-											
	Total Revenues	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Potential Ballot Measure	Prop. A 35%	-		-	-	-	-											
	Proposition C 25%	39.7		39.7	-	39.7	-	-	-	-	-	-	-	-	-	-	-	-
	Measure M -Transit Construction (35%)	234.0		234.0	116.5	117.5	-	15.6	15.6	16.1	16.6	17.0	17.6	18.1	18.6	19.2	19.8	
	Local Agency Funds	8.5		8.5	-	8.5	-	-	-	-	-	-	-	-	-	-	-	-
	Measure R 35%	-		-	-	-	-											
	CMAQ	-		-	-	-	-											
	RSTP	-		-	-	-	-											
	Total Revenues	282.1	-	282.1	116.5	165.6	-	15.6	15.6	16.1	16.6	17.0	17.6	18.1	18.6	19.2	19.8	

Difference	Prop. A 35%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Proposition C 25%	39.7	-	39.7	-	39.7	-	-	-	-	-	-	-	-	-	-	-	-
	Measure M -Transit Construction (35%)	234.0	-	234.0	116.5	117.5	-	15.6	15.6	16.1	16.6	17.0	17.6	18.1	18.6	19.2	19.8	
	Local Agency Funds	8.5	-	8.5	-	8.5	-	-	-	-	-	-	-	-	-	-	-	-
	Measure R 35%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	CMAQ	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	RSTP	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Total Revenues	282.1	-	282.1	116.5	165.6	-	15.6	15.6	16.1	16.6	17.0	17.6	18.1	18.6	19.2	19.8	

Southbay Transport. System and Mobility Improve

2016 LRTP Update

(\$ in millions)	Project Total	2027 2028	2028 2029	2029 2030	2030 2031	2031 2032
Prop. A 35%	-					
Proposition C 25%	-					
Measure M -Transit Construction (35%)	-					
Local Agency Funds	-					
Measure R 35%	-					
CMAQ	-					
RSTP	-					
Total Revenues	-	-	-	-	-	-

Potential Ballot Measure

Prop. A 35%	-					
Proposition C 25%	39.7	-	-	3.0	22.2	14.4
Measure M -Transit Construction (35%)	234.0	20.4	21.0	18.6	-	-
Local Agency Funds	8.5	-	-	-	-	8.5
Measure R 35%	-					
CMAQ	-					
RSTP	-					
Total Revenues	282.1	20.4	21.0	21.6	22.2	22.9

Difference

Prop. A 35%	-	-	-	-	-	-
Proposition C 25%	39.7	-	-	3.0	22.2	14.4
Measure M -Transit Construction (35%)	234.0	20.4	21.0	18.6	-	-
Local Agency Funds	8.5	-	-	-	-	8.5
Measure R 35%	-	-	-	-	-	-
CMAQ	-	-	-	-	-	-
RSTP	-	-	-	-	-	-
Total Revenues	282.1	20.4	21.0	21.6	22.2	22.9

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High Desert Corridor (HDC) Right-of-Way

2016 LRTP Update

(\$ in millions)	Project Total	Prior to FY17	Years '16-'40	Years '17-'24	Years '25-'40	Years '41-'57	2017 2018	2018 2019	2019 2020	2020 2021	2021 2022	2022 2023	2023 2024	2024 2025	2025 2026
Prop. A 35%	-		-	-	-	-									
Prop. C 25%	-		-	-	-	-									
Proposition C 25%	-		-	-	-	-									
Measure M -Highway Construction (17%)	-		-	-	-	-									
Prop 1B State Infrastructure Bonds	-		-	-	-	-									
TCRP	-		-	-	-	-									
Interregional Improvement Program (IIP)	-		-	-	-	-									
Regional Improvement Program (RIP)	-		-	-	-	-									
CMAQ	-		-	-	-	-									
RSTP	-		-	-	-	-									
Total Revenues	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Potential Ballot Measure

Prop. A 35%	-		-	-	-	-									
Prop. C 25%	108.1		108.1	108.1	-	-	-	30.0	41.2	36.9	-	-	-	-	-
Proposition C 25%	-		-	-	-	-									
Measure M -Highway Construction (17%)	170.0		170.0	170.0	-	-	-	51.0	70.0	49.0	-	-	-	-	-
Prop 1B State Infrastructure Bonds	-		-	-	-	-									
TCRP	-		-	-	-	-									
Interregional Improvement Program (IIP)	-		-	-	-	-									
Regional Improvement Program (RIP)	-		-	-	-	-									
CMAQ	-		-	-	-	-									
RSTP	-		-	-	-	-									
Total Revenues	278.2	-	278.2	278.2	-	-	-	81.0	111.2	85.9	-	-	-	-	-

Difference

Prop. A 35%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Prop. C 25%	108.1	-	108.1	108.1	-	-	-	30.0	41.2	36.9	-	-	-	-	-
Proposition C 25%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Measure M -Highway Construction (17%)	170.0	-	170.0	170.0	-	-	-	51.0	70.0	49.0	-	-	-	-	-
Prop 1B State Infrastructure Bonds	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
TCRP	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Interregional Improvement Program (IIP)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Regional Improvement Program (RIP)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
CMAQ	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
RSTP	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Revenues	278.2	-	278.2	278.2	-	-	-	81.0	111.2	85.9	-	-	-	-	-

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I-5 N Cap. Enhancements (SR-14 to Lake Hughes Rd)

(\$ in millions)	Project Total	Prior to FY17	Years '16-'40	Years '17-'24	Years '25-'40	Years '41-'57	2016	2017	2018	2019	2020	2021	2022	2023	2024
							2017	2018	2019	2020	2021	2022	2023	2024	
Proposition C 25%	83.0		83.0	12.7	70.3	-	-	-	-	-	-	-	-	12.7	-
Meas R 20% (460313,326,405701) (\$410)	410.0	93.8	316.2	316.2	-	-	-	-	27.0	27.8	200.6	60.7	-	-	-
CMAQ	-	0.0	-	-	-	-	-	-	-	-	-	-	-	-	-
Measure M -Highway Construction (17%)	-	0.0	-	-	-	-	-	-	-	-	-	-	-	-	-
PBM -- Extend	-	0.0	-	-	-	-	-	-	-	-	-	-	-	-	-
RSTP	3.8	0.0	3.8	-	3.8	-	-	-	-	-	-	-	-	-	-
Regional Improvement Funds (RIP)	62.0	0.0	62.0	62.0	-	-	-	-	-	-	-	-	-	15.6	46.4
SHOPP	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Toll Revenue Bond	274.3	-	274.3	274.3	-	-	-	-	-	-	-	274.3	-	-	-
Total Revenues	833.1	93.8	739.3	665.2	74.1	-	-	-	27.0	27.8	200.6	335.0	28.3	46.4	-

2016 LRTP Update

Proposition C 25%	123.4		123.4	123.4	-	-	-	-	-	-	-	-	-	-	123.4
Meas R 20% (460313,326,405701) (\$410)	410.0	93.8	316.2	316.2	-	-	-	-	27.0	27.8	200.6	60.7	-	-	-
CMAQ	9.9		9.9	9.9	-	-	-	-	-	-	-	7.4	2.5	-	-
Measure M -Highway Construction (17%)	240.0		240.0	240.0	-	-	14.4	14.8	106.9	95.8	8.1	-	-	-	-
PBM -- Extend	-		-	-	-	-	-	-	-	-	-	-	-	-	-
RSTP	-		-	-	-	-	-	-	-	-	-	-	-	-	-
Regional Improvement Funds (RIP)	49.756		49.8	49.8	-	-	-	-	-	-	-	37.1	12.7	-	-
SHOPP	-		-	-	-	-	-	-	-	-	-	-	-	-	-
Toll Revenue Bond	-		-	-	-	-	-	-	-	-	-	-	-	-	-
Total Revenues	833.1	93.8	739.3	739.3	-	-	14.4	41.8	134.8	296.4	113.3	15.2	123.4	-	-

Potential Ballot Measure

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Proposition C 25%	40.4	-	40.4	110.7	(70.3)	-	-	-	-	-	-	-	(12.7)	123.4
Meas R 20% (460313,326,405701) (\$410)	-	0.0	-	-	-	-	-	-	-	-	-	-	-	-
CMAQ	9.9		9.9	9.9	-	-	-	-	-	-	-	7.4	2.5	-
Measure M -Highway Construction (17%)	240.0		240.0	240.0	-	-	14.4	14.8	106.9	95.8	8.1	-	-	-
PBM -- Extend	-		-	-	-	-	-	-	-	-	-	-	-	-
RSTP	(3.8)		(3.8)	-	(3.8)	-	-	-	-	-	-	-	-	-
Regional Improvement Funds (RIP)	(12.2)		(12.2)	(12.2)	-	-	-	-	-	-	-	37.1	(2.9)	(46.4)
SHOPP	-		-	-	-	-	-	-	-	-	-	-	-	-
Toll Revenue Bond	(274.3)		(274.3)	(274.3)	-	-	-	-	-	-	-	(274.3)	-	-
Total Revenues	(0.0)	-	(0.0)	74.1	(74.1)	-	14.4	14.8	106.9	95.8	(221.7)	(13.1)	77.0	-

Difference

I-5 N Cap. Enhancements (SR-14 to Lake Hughes Rd)

2016 LRTP Update

(\$ in millions)	Project Total	2024 2025	2025 2026	2026 2027	2027 2028	2028 2029	2029 2030	2030 2031	2031 2032	2032 2033	2033 2034	2034 2035	2035 2036	2036 2037	2037 2038	2038 2039	2039 2040
Proposition C 25%	83.0											43.8				9.9	16.6
Meas R 20% (460313,326,405701) (\$410)	410.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
CMAQ	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Measure M -Highway Construction (17%)	-																
PBM -- Extend	-																
RSTP	3.8		2.1	1.7	-	-	-	-	-	-	-	-	-	-	-	-	-
Regional Improvement Funds (RIP)	62.0			-	-	-	-	-	-	-	-	-	-	-	-	-	-
SHOPP	-																
Toll Revenue Bond	274.3																
Total Revenues	833.1	-	2.1	1.7	-	-	-	-	-	-	-	43.8	-	-	-	9.9	16.6

Potential Ballot Measure

Proposition C 25%	123.4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Meas R 20% (460313,326,405701) (\$410)	410.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
CMAQ	9.9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Measure M -Highway Construction (17%)	240.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
PBM -- Extend	-																
RSTP	-																
Regional Improvement Funds (RIP)	49.756	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
SHOPP	-																
Toll Revenue Bond	-																
Total Revenues	833.1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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Difference

Proposition C 25%	40.4	-	-	-	-	-	-	-	-	-	-	(43.8)	-	-	-	(9.9)	(16.6)
Meas R 20% (460313,326,405701) (\$410)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
CMAQ	9.9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Measure M -Highway Construction (17%)	240.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
PBM -- Extend	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
RSTP	(3.8)	-	(2.1)	(1.7)	-	-	-	-	-	-	-	-	-	-	-	-	-
Regional Improvement Funds (RIP)	(12.2)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
SHOPP	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Toll Revenue Bond	(274.3)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Revenues	(0.0)	-	(2.1)	(1.7)	-	-	-	-	-	-	-	(43.8)	-	-	-	(9.9)	(16.6)

Gold Line Foothill Extension to Claremont

2016 L RTP Update

(\$ in millions)	Project Total	Prior to FY17	Years '16-'40	Years '17-'24	Years '25-'40	Years '41-'57	2015 2016	2016 2017	2017 2018	2018 2019	2019 2020	2020 2021	2021 2022	2022 2023	2023 2024	2024 2025
Prop C - Discretionary (40%)	-		-	-	-	-										
Local Agency Transit Contributions	-		-	-	-	-										
Measure R 2%	-		-	-	-	-										
Measure M -Transit Construction (35%)	-		-	-	-	-										
Measure R 35%	23.1	6.0	23.1	17.1	-	-	6.0	17.1								
CMAQ	-		-	-	-	-										
RSTP - Transit	-		-	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Revenues	23.1	6.0	23.1	17.1	-	-	6.0	17.1	-	-	-	-	-	-	-	-

Potential Ballot Measure

Prop C - Discretionary (40%)	142.3		142.3	39.3	103.0	-			-	3.1	4.8	8.3	12.8	10.3	-	103.0
Local Agency Transit Contributions	48.4		48.4	34.4	14.0	-			-	-	-	-	-	7.3	27.1	14.0
Measure R 2%	-		-	-	-	-										
Measure M -Transit Construction (35%)	1,019.0		1,019.0	962.6	56.4	-			-	40.8	63.0	108.1	167.0	229.4	354.4	56.4
Measure R 35%	23.1	6.0	23.1	17.1	-	-	6.0	17.1								
CMAQ	-		-	-	-	-										
RSTP - Transit	-		-	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Revenues	1,232.8	6.0	1,232.8	1,053.4	173.4	-	6.0	17.1	-	43.9	67.8	116.4	179.8	246.9	381.5	173.4

Difference

Prop C - Discretionary (40%)	142.3	-	142.3	39.3	103.0	-	-	-	-	3.1	4.8	8.3	12.8	10.3	-	103.0
Local Agency Transit Contributions	48.4	-	48.4	34.4	14.0	-	-	-	-	-	-	-	-	7.3	27.1	14.0
Measure R 2%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Measure M -Transit Construction (35%)	1,019.0	-	1,019.0	962.6	56.4	-	-	-	-	40.8	63.0	108.1	167.0	229.4	354.4	56.4
Measure R 35%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
CMAQ	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
RSTP - Transit	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Revenues	1,209.7	-	1,209.7	1,036.3	173.4	-	-	-	-	43.9	67.8	116.4	179.8	246.9	381.5	173.4

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BRT Connector Orange/Red Line to Gold Line

2016 LRTP Update

(\$ in millions)	Project Total	Prior to FY17	Years '16-'40	Years '17-'24	Years '25-'40	Years '41-'57	2017 2018	2018 2019	2019 2020	2020 2021	2021 2022	2022 2023	2023 2024	2024 2025	2025 2026
Prop. A 35%	-		-	-	-	-									
Prop. C 40%	-		-	-	-	-									
Proposition C 25%	-		-	-	-	-									
Measure M -Transit Construction (35%)	-		-	-	-	-									
Measure R TIFIA Loan	-		-	-	-	-									
Measure R 35% Cash	-		-	-	-	-									
Local Agency Funds	-		-	-	-	-									
Interregional Improvement Program (IIP)	-		-	-	-	-									
Regional Improvement Prog Funds (RIP)	-		-	-	-	-									
CMAQ	-		-	-	-	-									
RSTP	-		-	-	-	-		-	-						
Total Revenues	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Potential Ballot Measure

Prop. A 35%	-		-	-	-	-									
Prop. C 40%	-		-	-	-	-									
Proposition C 25%	7.9		7.9	7.9	-	-	-	-	7.9	-	-	-	-	-	-
Measure M -Transit Construction (35%)	267.0		267.0	267.0	-	-	-	-	83.8	94.4	88.8	-	-	-	-
Measure R TIFIA Loan	-		-	-	-	-									
Measure R 35% Cash	-		-	-	-	-									
Local Agency Funds	8.5		8.5	8.5	-	-	-	-	-	8.5	-	-	-	-	-
Interregional Improvement Program (IIP)	-		-	-	-	-									
Regional Improvement Prog Funds (RIP)	-		-	-	-	-									
CMAQ	-		-	-	-	-									
RSTP	-		-	-	-	-									
Total Revenues	283.4	-	283.4	283.4	-	-	-	-	91.7	94.4	97.3	-	-	-	-

Difference

Prop. A 35%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Prop. C 40%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Proposition C 25%	7.9	-	7.9	7.9	-	-	-	-	7.9	-	-	-	-	-	-
Measure M -Transit Construction (35%)	267.0	-	267.0	267.0	-	-	-	-	83.8	94.4	88.8	-	-	-	-
Measure R TIFIA Loan	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Measure R 35% Cash	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Local Agency Funds	8.5	-	8.5	8.5	-	-	-	-	-	8.5	-	-	-	-	-
Interregional Improvement Program (IIP)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Regional Improvement Prog Funds (RIP)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
CMAQ	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
RSTP	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Revenues	283.4	-	283.4	283.4	-	-	-	-	91.7	94.4	97.3	-	-	-	-

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East San Fernando Valley Transit Corridors

(\$ in millions)	Project Total	Prior to FY17	Years '16-'40	Years '17-'24	Years '25-'40	Years '41-'57	2015 2016	2016 2017	2017 2018	2018 2019	2019 2020	2020 2021	2021 2022	2022 2023
Proposition C 25%	32.2	1.8	30.4	30.4	-	-	-	-	-	-	-	-	2.4	28.0
Prop A - Rail Development Account (35%)														
Repayment of cap proj loans fund 3562	-	0.6	(0.6)	(0.6)	-	-							(0.6)	
Section 5339 Alternative Analysis	1.0	1.0	-	-	-	-								
CMAQ	-	-	-	-	-	-								
Measure M -Transit Construction (35%)	-	-	-	-	-	-								
Traffic Congestion Relief Program Funds (TCRP)	63.4	3.5	59.8	59.8	-	-	-	-	-	-	52.1	7.1	0.6	
Transit and Intercity Rail Capital Program (TICRP) - Sta	-	-	-	-	-	-								
Measure R - Transit Capital - (35%)	68.5	4.7	65.5	63.8	-	-	1.7	0.6	-	-	-	-	-	37.0
Local Agency Funds	5.0	1.9	3.1	3.1	-	-	-	-	-	-	-	1.0	0.1	2.0
Total Revenues	170.1	13.5	158.3	156.6	-	-	1.7	0.6	-	-	52.1	8.1	2.6	67.0

2016 LRTP Update

Proposition C 25%	244.9	1.8	243.1	-	243.1	-									
Prop A - Rail Development Account (35%)	30.0		30.0	-	30.0	-									
Repayment of cap proj loans fund 3562	0.6	0.6	-	-	-	-									
Section 5339 Alternative Analysis	1.0	1.0	-	-	-	-									
CMAQ	61.7		61.7	-	61.7	-									
Measure M -Transit Construction (35%)	917.3		917.3	328.4	588.9	-							53.1	134.3	
Traffic Congestion Relief Program Funds (TCRP)	63.3	3.5	59.8	59.8	-	-					55.9	3.9	-		
Transit and Intercity Rail Capital Program (TICRP) - Sta	149.4		149.4	93.5	55.9	-							-	5.5	
Measure R - Transit Capital - (35%)	68.5	4.7	65.5	42.3	21.5	-	1.7	0.6	-	-	-	-	33.2	8.5	
Local Agency Funds	47.5	1.9	45.7	-	45.7	-							-	-	
Total Revenues	1,584.2	13.5	1,572.4	524.0	1,046.7	-	1.7	0.6	-	-	-	55.9	90.2	148.2	

Potential Ballot Measure

Proposition C 25%	212.7	-	212.7	(30.4)	243.1	-	-	-	-	-	-	-	(2.4)	(28.0)
Prop A - Rail Development Account (35%)	30.0	-	30.0	-	30.0	-	-	-	-	-	-	-	-	-
Repayment of cap proj loans fund 3562	0.6	-	0.6	0.6	-	-	-	-	-	-	-	-	0.6	-
Section 5339 Alternative Analysis	-	-	-	-	-	-	-	-	-	-	-	-	-	-
CMAQ	61.7	-	61.7	-	61.7	-	-	-	-	-	-	-	-	-
Measure M -Transit Construction (35%)	917.3	-	917.3	328.4	588.9	-	-	-	-	-	-	-	53.1	134.3
Traffic Congestion Relief Program Funds (TCRP)	(0.0)	-	(0.0)	(0.0)	-	-	-	-	-	(52.1)	48.8	3.3	-	
Transit and Intercity Rail Capital Program (TICRP) - Sta	149.4	-	149.4	93.5	55.9	-	-	-	-	-	-	-	-	5.5
Measure R - Transit Capital - (35%)	(0.0)	-	(0.0)	(21.5)	21.5	-	-	-	-	-	-	-	33.2	(28.5)
Local Agency Funds	42.5	-	42.5	(3.1)	45.7	-	-	-	-	-	-	(1.0)	(0.1)	(2.0)
Total Revenues	1,414.1	-	1,414.1	367.4	1,046.7	-	-	-	-	(52.1)	47.8	87.7	81.2	

Difference

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East San Fernando Valley Transit Corridors

2016 LRTP Update

(\$ in millions)	Project Total	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036
		2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037
Proposition C 25%	32.2	0.0			-	-	-	-	-	-	-	-	-	-	-
Prop A - Rail Development Account (35%)															
Repayment of cap proj loans fund 3562	-														
Section 5339 Alternative Analysis	1.0														
CMAQ	-														
Measure M -Transit Construction (35%)	-														
Traffic Congestion Relief Program Funds (TCRP)	63.4														
Transit and Intercity Rail Capital Program (TICRP) - Sta	-														
Measure R - Transit Capital - (35%)	68.5	26.2													
Local Agency Funds	5.0														
Total Revenues	170.1	26.2	-	-	-	-	-	-	-	-	-	-	-	-	-

Potential Ballot Measure

Proposition C 25%	244.9	-	-	102.8	140.3	-	-	-	-	-	-	-	-	-	-
Prop A - Rail Development Account (35%)	30.0	-	-	-	30.0	-	-	-	-	-	-	-	-	-	-
Repayment of cap proj loans fund 3562	0.6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Section 5339 Alternative Analysis	1.0														
CMAQ	61.7	-	1.3	30.0	30.4	-	-	-	-	-	-	-	-	-	-
Measure M -Transit Construction (35%)	917.3	140.9	257.3	331.6	-	-	-	-	-	-	-	-	-	-	-
Traffic Congestion Relief Program Funds (TCRP)	63.3	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Transit and Intercity Rail Capital Program (TICRP) - Sta	149.4	88.1	55.9	-	-	-	-	-	-	-	-	-	-	-	-
Measure R - Transit Capital - (35%)	68.5	-	-	21.5	-	-	-	-	-	-	-	-	-	-	-
Local Agency Funds	47.5	-	-	-	45.7	-	-	-	-	-	-	-	-	-	-
Total Revenues	1,584.2	229.0	314.5	485.9	246.3	-	-	-	-	-	-	-	-	-	-

Difference

Proposition C 25%	212.7	(0.0)	-	102.8	140.3	-	-	-	-	-	-	-	-	-	-
Prop A - Rail Development Account (35%)	30.0	-	-	-	30.0	-	-	-	-	-	-	-	-	-	-
Repayment of cap proj loans fund 3562	0.6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Section 5339 Alternative Analysis	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
CMAQ	61.7	-	1.3	30.0	30.4	-	-	-	-	-	-	-	-	-	-
Measure M -Transit Construction (35%)	917.3	140.9	257.3	331.6	-	-	-	-	-	-	-	-	-	-	-
Traffic Congestion Relief Program Funds (TCRP)	(0.0)	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Transit and Intercity Rail Capital Program (TICRP) - Sta	149.4	88.1	55.9	-	-	-	-	-	-	-	-	-	-	-	-
Measure R - Transit Capital - (35%)	(0.0)	(26.2)	-	21.5	-	-	-	-	-	-	-	-	-	-	-
Local Agency Funds	42.5	-	-	-	45.7	-	-	-	-	-	-	-	-	-	-
Total Revenues	1,414.1	202.8	314.5	485.9	246.3	-	-	-	-	-	-	-	-	-	-

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Crenshaw/LAX Track Enhancement Project

2016 LRTP Update

(\$ in millions)	Project Total	Prior to FY17	Years '16-'40	Years '17-'24	Years '25-'40	Years '41-'57	2017 2018	2018 2019	2019 2020	2020 2021	2021 2022	2022 2023	2023 2024	2024 2025	2025 2026	2026 2027
Prop. A 35%	-		-	-	-	-										
Prop. C 40%	-		-	-	-	-										
Proposition C 25%	-		-	-	-	-										
Measure M -Highway Construction (17%)	-		-	-	-	-										
Measure M -Transit Construction (35%)	-		-	-	-	-										
Measure R Extend -Transit Construction (35%)	-		-	-	-	-										
CMAQ	-		-	-	-	-										
RSTP	-		-	-	-	-		-	-							
Total Revenues	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Potential Ballot Measure

Prop. A 35%	-		-	-	-	-										
Prop. C 40%	-		-	-	-	-										
Proposition C 25%	6.2		6.2	6.2	-	-	-	-	-	6.2	-	-	-	-	-	-
Measure M -Highway Construction (17%)	-		-	-	-	-	-	-	-	-	-	-	-	-	-	-
Measure M -Transit Construction (35%)	49.6		49.6	49.6	-	-	-	-	-	11.8	18.6	19.2	-	-	-	-
Measure R Extend -Transit Construction (35%)	-		-	-	-	-	-	-	-	-	-	-	-	-	-	-
CMAQ	-		-	-	-	-	-	-	-	-	-	-	-	-	-	-
RSTP	-		-	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Revenues	55.8	-	55.8	55.8	-	-	-	-	-	18.1	18.6	19.2	-	-	-	-

Difference

Prop. A 35%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Prop. C 40%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Proposition C 25%	6.2	-	6.2	6.2	-	-	-	-	-	6.2	-	-	-	-	-	-
Measure M -Highway Construction (17%)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Measure M -Transit Construction (35%)	49.6	-	49.6	49.6	-	-	-	-	-	11.8	18.6	19.2	-	-	-	-
Measure R Extend -Transit Construction (35%)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
CMAQ	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
RSTP	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Revenues	55.8	-	55.8	55.8	-	-	-	-	-	18.1	18.6	19.2	-	-	-	-

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SR-71 Gap from I-10 to Rio Rancho

2016 LRTP Update

(\$ in millions)	Project Total	Prior to FY17	Years '16-'40	Years '17-'24	Years '25-'40	Years '41-'57	2016 2017	2017 2018	2018 2019	2019 2020	2020 2021	2021 2022	2022 2023	2023 2024	2024 2025
Prop C 25% (cash flow) 50% combined limit	198.9	9.4	195.5	48.0	141.5	-	9.0	15.0	-	-	-	6.0	9.0	9.0	9.2
Traffic Congestion Relief (TCRP)	13.6	13.6	-	-	-	-	-	-	-	-	-	-	-	-	-
Measure M -Highway Construction (17%)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
CMAQ	183.8	-	183.8	56.1	127.6	-	0	-	0	0	0	7.4	48.7	-	65.0
RSTP	11.3	-	11.3	-	11.3	-	-	-	-	-	-	-	-	-	-
Regional Improvement Prog Funds (RIP)	1.6	1.6	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Revenues	409.1	24.59	390.6	104.1	280.4	-	9.0	15.0	-	-	-	13.4	57.7	9.0	74.2

Potential Ballot Measure

Prop C 25% (cash flow) 50% combined limit	198.2	9.4	188.8	48.5	140.3	-	-	-	-	-	-	-	0.5	48.0	136.3
Traffic Congestion Relief (TCRP)	13.6	13.6	-	-	-	-	-	-	-	-	-	-	-	-	-
Measure M -Highway Construction (17%)	26.4	-	26.4	26.4	-	-	-	-	-	-	-	7.2	7.4	11.8	-
CMAQ	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
RSTP	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Regional Improvement Prog Funds (RIP)	211.0	1.6	209.4	150.1	59.3	-	-	-	-	-	-	16.6	16.6	116.9	50.0
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Revenues	449.2	24.59	424.6	225.0	199.6	-	-	-	-	-	-	23.8	24.5	176.7	186.3

Diff

Prop C 25% (cash flow) 50% combined limit	(0.7)	-	(6.7)	0.5	(1.2)	-	(9.0)	(15.0)	-	-	-	(6.0)	(8.5)	39.0	127.1
Traffic Congestion Relief (TCRP)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Measure M -Highway Construction (17%)	26.4	-	26.4	26.4	-	-	-	-	-	-	-	7.2	7.4	11.8	-
CMAQ	(183.8)	-	(183.8)	(56.1)	(127.6)	-	-	-	-	-	-	(7.4)	(48.7)	-	(65.0)
RSTP	(11.3)	-	(11.3)	-	(11.3)	-	-	-	-	-	-	-	-	-	-
Regional Improvement Prog Funds (RIP)	209.4	-	209.4	150.1	59.3	-	-	-	-	-	-	16.6	16.6	116.9	50.0
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Revenues	40.1	-	34.1	120.9	(80.8)	-	(9.0)	(15.0)	-	-	-	10.4	(33.2)	167.7	112.0

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SR-71 Gap from I-10 to Rio Rancho

2016 LRTP Update

(\$ in millions)	Project Total	2025 2026	2026 2027	2027 2028	2028 2029	2029 2030	2030 2031	2031 2032	2032 2033	2033 2034	2034 2035	2035 2036	2036 2037	2037 2038	2038 2039	2039 2040	2040 2041	2041 2042
Prop C 25% (cash flow) 50% combined limit	198.9	55.8	37.0	34.9	4.6													
Traffic Congestion Relief (TCRP)	13.6																	
Measure M -Highway Construction (17%)	-																	
CMAQ	183.8	30.0	30.4	-	-	2.2	-	-	-	-	-	-	-	-	-	-	-	-
RSTP	11.3			9.6			1.7											
Regional Improvement Prog Funds (RIP)	1.6																	
	-																	
Total Revenues	409.1	85.8	67.4	44.5	4.6	2.2	1.7	-	-	-	-	-	-	-	-	-	-	-

Potential Ballot Measure

Prop C 25% (cash flow) 50% combined limit	198.2	4.1	-	-	-	-	-	-										
Traffic Congestion Relief (TCRP)	13.6																	
Measure M -Highway Construction (17%)	26.4	-	-	-	-	-	-											
CMAQ	-																	
RSTP	-																	
Regional Improvement Prog Funds (RIP)	211.0	9.3	-	-	-	-	-											
	-																	
Total Revenues	449.2	13.4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Diff

Prop C 25% (cash flow) 50% combined limit	(0.7)	(51.7)	(37.0)	(34.9)	(4.6)	-	-	-	-	-	-	-	-	-	-	-	-	-
Traffic Congestion Relief (TCRP)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Measure M -Highway Construction (17%)	26.4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
CMAQ	(183.8)	(30.0)	(30.4)	-	-	(2.2)	-	-	-	-	-	-	-	-	-	-	-	-
RSTP	(11.3)	-	-	(9.6)	-	-	(1.7)	-	-	-	-	-	-	-	-	-	-	-
Regional Improvement Prog Funds (RIP)	209.4	9.3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Revenues	40.1	(72.4)	(67.4)	(44.5)	(4.6)	(2.2)	(1.7)	-	-	-	-	-	-	-	-	-	-	-

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West Santa Ana Branch

2016 LRTP Update

(\$ in millions)	Project Total	Prior to FY17	Years '16-'40	Years '17-'24	Years '25-'40	Years '41-'57	2021 2022	2022 2023	2023 2024	2024 2025	2025 2026	2026 2027	2027 2028	2028 2029
PROJECT REVENUES														
Local Agency Funds	19.5		19.5	-	19.5	-						19.5		
CMAQ	-		-	-	-	-								
Section 5309 New Starts	-		-	-	-	-								
Proposition C 25%	306.8	1.1	305.8	32.4	273.4	-			32.4	42.2	5.0	-	-	
Measure M -Transit Construction (35%)	-		-	-	-	-								
Prop A - Rail Devel. (35%)	-		-	-	-	-								
Measure R 35% \$240 (FIS 460201)	240.0	3.8	237.1	-	236.2	-	-	-	-	158.8	77.4			
Measure R 20% transfer assumed	82.7		82.7	-	82.7	-	-	-	-	77.3	5.4			
Regional Improvement Prog Funds	-		-	-	-	-	-	-	-	-	-	-	-	-
Proposition C 40%	-		-	-	-	-	-	-	-	-	-	-	-	-
Total Revenues	649.0	4.8	645.1	32.4	611.8	-	-	-	32.4	278.3	87.8	19.5	-	-

Potential Ballot Measure

Local Agency Funds	193.1		38.1	-	38.1	155.0	-	-	-	-	-	-	38.1	
CMAQ	61.7		-	-	-	61.7	-	-	-	-	-	-	-	
Section 5309 New Starts	1,950.0		1,050.0	-	1,050.0	900.0	-	-	-	-	-	-	-	
Proposition C 25%	225.3	1.1	224.2	-	224.2	-	-	-	-	-	-	159.6	64.6	
Measure M -Transit Construction (35%)	2,306.0		1,849.9	121.5	1,728.4	456.1	23.4	36.1	62.0	95.8	219.3	221.9	58.9	10.0
Prop A - Rail Devel. (35%)	30.0		30.0	-	30.0	-	-	-	-	-	-	-	30.0	
Measure R 35% \$240 (FIS 460201)	239.0	3.8	236.1	112.4	122.8	-	21.6	33.4	57.4	88.7	34.1	-	-	
Measure R 20% transfer assumed	-		-	-	-	-	-	-	-	-	-	-	-	
Regional Improvement Prog Funds	62.2		-	-	-	62.2	-	-	-	-	-	-	-	
Proposition C 40%	1,370.1		1,502.6	-	1,502.6	(132.4)	-	-	-	-	-	-	-	
Total Revenues	6,437.3	4.8	4,930.8	233.9	4,696.0	#####	45.0	69.5	119.4	184.5	253.4	381.5	191.6	10.0

Difference

Local Agency Funds	173.6	-	18.6	-	18.6	155.0	-	-	-	-	-	(19.5)	38.1	-
CMAQ	61.7	-	-	-	-	61.7	-	-	-	-	-	-	-	-
Section 5309 New Starts	1,950.0	-	1,050.0	-	1,050.0	900.0	-	-	-	-	-	-	-	-
Proposition C 25%	(81.6)	-	(81.6)	(32.4)	(49.2)	-	-	-	(32.4)	(42.2)	(5.0)	159.6	64.6	-
Measure M -Transit Construction (35%)	2,306.0	-	1,849.9	121.5	1,728.4	456.1	23.4	36.1	62.0	95.8	219.3	221.9	58.9	10.0
Prop A - Rail Devel. (35%)	30.0	-	30.0	-	30.0	-	-	-	-	-	-	-	30.0	-
Measure R 35% \$240 (FIS 460201)	(1.0)	-	(1.0)	112.4	(113.4)	-	21.6	33.4	57.4	(70.1)	(43.3)	-	-	-
Measure R 20% transfer assumed	(82.7)	-	(82.7)	-	(82.7)	-	-	-	-	(77.3)	(5.4)	-	-	-
Regional Improvement Prog Funds	62.2	-	-	-	-	62.2	-	-	-	-	-	-	-	-
Proposition C 40%	1,370.1	-	1,502.6	-	1,502.6	(132.4)	-	-	-	-	-	-	-	-
Total Revenues	5,788.3	-	4,285.8	201.5	4,084.3	#####	45.0	69.5	87.0	(93.8)	165.6	362.0	191.6	10.0

* Includes \$86.4 million in a replacement project credit of Proposition C 25% funds per a January 2016 Board Action (see Item 20).

** Includes \$108.4 million in Measure R 20% Highway Funds transferred to West Santa Ana Branch per a January 2016 Board Action (see Item 20) and footnote [*] in the Measure R expenditure plan.

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West Santa Ana Branch

2016 LRTP Update

(\$ in millions)	Project Total	2029 2030	2030 2031	2031 2032	2032 2033	2033 2034	2034 2035	2035 2036	2036 2037	2037 2038	2038 2039	2039 2040	2040 2041	2041 2042
PROJECT REVENUES														
Local Agency Funds	19.5					-								
CMAQ	-					-								
Section 5309 New Starts	-					-								
Proposition C 25%	306.8		100.0	100.0	26.2									
Measure M -Transit Construction (35%)	-													
Prop A - Rail Devel. (35%)	-													
Measure R 35% \$240 (FIS 460201)	240.0													
Measure R 20% transfer assumed	82.7	-	-	-	-	-	-	-	-	-	-	-	-	-
Regional Improvement Prog Funds	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Proposition C 40%	-													
Total Revenues	649.0	-	100.0	100.0	26.2	-	-	-	-	-	-	-	-	-

Potential Ballot Measure

Local Agency Funds	193.1	-	-	-	-	-	-	-	-	-	-	-	115.5	39.5
CMAQ	61.7	-	-	-	-	-	-	-	-	-	-	-	31.3	30.4
Section 5309 New Starts	1,950.0	-	-	-	-	-	100.0	150.0	200.0	200.0	200.0	200.0	200.0	200.0
Proposition C 25%	225.3	-	-	-	-	-	-	-	-	-	-	-	-	-
Measure M -Transit Construction (35%)	2,306.0	10.0	10.0	10.0	13.2	40.8	98.2	115.5	148.8	189.2	226.7	260.1	318.1	138.0
Prop A - Rail Devel. (35%)	30.0	-	-	-	-	-	-	-	-	-	-	-	-	-
Measure R 35% \$240 (FIS 460201)	239.0	-	-	-	-	-	-	-	-	-	-	-	-	-
Measure R 20% transfer assumed	-													
Regional Improvement Prog Funds	62.2												15.6	46.6
Proposition C 40%	1,370.1				30.3	93.7	125.2	115.1	141.3	257.0	343.1	396.7	367.6	-
Total Revenues	6,437.3	10.0	10.0	10.0	43.5	134.5	323.4	380.6	490.1	646.2	769.9	856.8	1,048.0	454.5

Difference

Local Agency Funds	173.6	-	-	-	-	-	-	-	-	-	-	-	115.5	39.5
CMAQ	61.7	-	-	-	-	-	-	-	-	-	-	-	31.3	30.4
Section 5309 New Starts	1,950.0	-	-	-	-	-	100.0	150.0	200.0	200.0	200.0	200.0	200.0	200.0
Proposition C 25%	(81.6)	-	(100.0)	(100.0)	(26.2)	-	-	-	-	-	-	-	-	-
Measure M -Transit Construction (35%)	2,306.0	10.0	10.0	10.0	13.2	40.8	98.2	115.5	148.8	189.2	226.7	260.1	318.1	138.0
Prop A - Rail Devel. (35%)	30.0	-	-	-	-	-	-	-	-	-	-	-	-	-
Measure R 35% \$240 (FIS 460201)	(1.0)	-	-	-	-	-	-	-	-	-	-	-	-	-
Measure R 20% transfer assumed	(82.7)	-	-	-	-	-	-	-	-	-	-	-	-	-
Regional Improvement Prog Funds	62.2												15.6	46.6
Proposition C 40%	1,370.1	-	-	-	30.3	93.7	125.2	115.1	141.3	257.0	343.1	396.7	367.6	-
Total Revenues	5,788.3	10.0	(90.0)	(90.0)	17.4	134.5	323.4	380.6	490.1	646.2	769.9	856.8	1,048.0	454.5

* Includes \$86.4 million in a replacement project credit of Pro

** Includes \$108.4 million in Measure R 20% Highway Funds t

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West Santa Ana Branch

2016 LRTP Update

(\$ in millions)	Project Total	2042 2043	2043 2044	2044 2045	2045 2046
PROJECT REVENUES					
Local Agency Funds	19.5				
CMAQ	-				
Section 5309 New Starts	-				
Proposition C 25%	306.8				
Measure M -Transit Construction (35%)	-				
Prop A - Rail Devel. (35%)	-				
Measure R 35% \$240 (FIS 460201)	240.0				
Measure R 20% transfer assumed	82.7				
Regional Improvement Prog Funds	-				
Proposition C 40%	-				
Total Revenues	649.0	-	-	-	-

Potential Ballot Measure

Local Agency Funds	193.1				
CMAQ	61.7				
Section 5309 New Starts	1,950.0	200.0	200.0	100.0	-
Proposition C 25%	225.3				
Measure M -Transit Construction (35%)	2,306.0	-	-		
Prop A - Rail Devel. (35%)	30.0				
Measure R 35% \$240 (FIS 460201)	239.0	-	-	-	-
Measure R 20% transfer assumed	-				
Regional Improvement Prog Funds	62.2				
Proposition C 40%	1,370.1	(200.0)	(200.0)	(100.0)	-
Total Revenues	6,437.3	-	-	-	-

Difference

Local Agency Funds	173.6	-	-	-	-
CMAQ	61.7	-	-	-	-
Section 5309 New Starts	1,950.0	200.0	200.0	100.0	-
Proposition C 25%	(81.6)	-	-	-	-
Measure M -Transit Construction (35%)	2,306.0	-	-	-	-
Prop A - Rail Devel. (35%)	30.0	-	-	-	-
Measure R 35% \$240 (FIS 460201)	(1.0)	-	-	-	-
Measure R 20% transfer assumed	(82.7)	-	-	-	-
Regional Improvement Prog Funds	62.2	-	-	-	-
Proposition C 40%	1,370.1	(200.0)	(200.0)	(100.0)	-
Total Revenues	5,788.3	-	-	-	-

* Includes \$86.4 million in a replacement project credit of Pro

** Includes \$108.4 million in Measure R 20% Highway Funds t

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LA River Waterway & System Bikepath

2016 LRTP Update	(\$ in millions)	Project	Prior	Years	Years	Years	Years	2017	2018	2019	2020	2021	2022	2023	2024	2025
		Total	to FY17	'16-'40	'17-'24	'25-'40	'41-'57	2018	2019	2020	2021	2022	2023	2024	2025	2026
	Prop. A 35%	-		-	-	-	-									
	Prop C - 25%	-		-	-	-	-									
	Local Agency Transit Contributions	-		-	-	-	-									
	Measure M -Highway Construction (17%)	-		-	-	-	-									
	Measure M -Metro Active Transport. Program (2%)	-		-	-	-	-									
	Measure R - Metro Active Transport. Program (2%)	-		-	-	-	-									
	Total Revenues	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Potential Ballot Measure	Prop. A 35%	-		-	-	-	-									
	Prop C - 25%	58.2		58.2	-	58.2	-	-	-	-	-	-	-	-	58.2	-
	Local Agency Transit Contributions	-		-	-	-	-	-	-	-	-	-	-	-	-	-
	Measure M -Highway Construction (17%)	-		-	-	-	-	-	-	-	-	-	-	-	-	-
	Measure M -Metro Active Transport. Program (2%)	365.0		365.0	292.5	72.5	-	-	-	-	-	123.2	169.3	72.5	-	-
	Measure R - Metro Active Transport. Program (2%)	-		-	-	-	-	-	-	-	-	-	-	-	-	-
	Total Revenues	423.2	-	423.2	292.5	130.7	-	-	-	-	-	123.2	169.3	130.7	-	-

Difference	Prop. A 35%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Prop C - 25%	58.2	-	58.2	-	58.2	-	-	-	-	-	-	-	-	58.2	-
	Local Agency Transit Contributions	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Measure M -Highway Construction (17%)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Measure M -Metro Active Transport. Program (2%)	365.0	-	365.0	292.5	72.5	-	-	-	-	-	123.2	169.3	72.5	-	-
	Measure R - Metro Active Transport. Program (2%)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Total Revenues	423.2	-	423.2	292.5	130.7	-	-	-	-	-	123.2	169.3	130.7	-	-

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Complete LA River Bikepath

2016 LRTP Update

(\$ in millions)	Project Total	Prior to FY17	Years '16-'40	Years '17-'24	Years '25-'40	Years '41-'57	2017 2018	2018 2019	2019 2020	2020 2021	2021 2022	2022 2023	2023 2024	2024 2025	2025 2026
Prop. A 35%	-		-	-	-	-									
Prop C - 25%	-		-	-	-	-									
Measure M -Highway Construction (17%)	-		-	-	-	-									
Measure M -Metro Active Transportation Program (2%)	-		-	-	-	-									
Measure R Extend -Metro Active Transportation Program	-		-	-	-	-									
Local Agency Funds	-		-	-	-	-									
Regional Improvement Prog Funds (RIP)	-		-	-	-	-									
CMAQ	-		-	-	-	-									
RSTP	-		-	-	-	-									
Total Revenues	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Potential Ballot Measure

Prop. A 35%	-		-	-	-	-									
Prop C - 25%	9.6		9.6	-	9.6	-	-	-	-	-	-	-	-	9.6	-
Measure M -Highway Construction (17%)	-		-	-	-	-	-	-	-	-	-	-	-	-	-
Measure M -Metro Active Transportation Program (2%)	60.0		60.0	48.1	11.9	-	-	-	-	-	20.3	27.8	11.9	-	
Measure R Extend -Metro Active Transportation Program	-		-	-	-	-	-	-	-	-	-	-	-	-	
Local Agency Funds	-		-	-	-	-	-	-	-	-	-	-	-	-	
Regional Improvement Prog Funds (RIP)	-		-	-	-	-	-	-	-	-	-	-	-	-	
CMAQ	-		-	-	-	-	-	-	-	-	-	-	-	-	
RSTP	-		-	-	-	-	-	-	-	-	-	-	-	-	
Total Revenues	69.6	-	69.6	48.1	21.5	-	-	-	-	-	20.3	27.8	21.5	-	

Difference

Prop. A 35%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Prop C - 25%	9.6	-	9.6	-	9.6	-	-	-	-	-	-	-	-	9.6	-
Measure M -Highway Construction (17%)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Measure M -Metro Active Transportation Program (2%)	60.0	-	60.0	48.1	11.9	-	-	-	-	-	20.3	27.8	11.9	-	
Measure R Extend -Metro Active Transportation Program	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Local Agency Funds	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Regional Improvement Prog Funds (RIP)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
CMAQ	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
RSTP	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Total Revenues	69.6	-	69.6	48.1	21.5	-	-	-	-	-	20.3	27.8	21.5	-	

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Orange Line BRT Improvements

2016 LRTP Update

(\$ in millions)	Project Total	Prior to FY17	Years '16-'40	Years '17-'24	Years '25-'40	Years '41-'57	2019 2020	2020 2021	2021 2022	2022 2023	2023 2024	2024 2025	2025 2026	2026 2027	2027 2028
Prop. A 35%	-		-	-	-	-									
Prop C - 25%	-		-	-	-	-									
Measure M -Transit Construction (35%)	-		-	-	-	-									
CMAQ	-		-	-	-	-									
RSTP	-		-	-	-	-	-								
Total Revenues	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Potential Ballot Measure

Prop. A 35%	-		-	-	-	-									
Prop C - 25%	-		-	-	-	-	-	-	-	-	-	-	-	-	-
Measure M -Transit Construction (35%)	341.2		341.2	120.1	221.2	-	-	35.4	36.4	37.5	10.8	33.3	57.2	94.2	36.4
CMAQ	-		-	-	-	-									
RSTP	-		-	-	-	-									
Total Revenues	341.2	-	341.2	120.1	221.2	-	-	35.4	36.4	37.5	10.8	33.3	57.2	94.2	

Difference

Prop. A 35%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Prop C - 25%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Measure M -Transit Construction (35%)	341.2	-	341.2	120.1	221.2	-	-	35.4	36.4	37.5	10.8	33.3	57.2	94.2	36.4
CMAQ	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
RSTP	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Revenues	341.2	-	341.2	120.1	221.2	-	-	35.4	36.4	37.5	10.8	33.3	57.2	94.2	36.4

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SR-57 and SR-60 Interchange Improve.

(\$ in millions)	Project	Prior	Years	Years	Years	Years	2023	2024	2025	2026	2027	2028	2029	2030	2031	
	Total	to FY17	'16-'40	'17-'24	'25-'40	'41-'57	2024	2025	2026	2027	2028	2029	2030	2031	2032	
PROJECT REVENUES																
Regional Surface Transportation	-		-	-	-	-										
Regional Improvement Program Funds (RIP)	-		-	-	-	-										
Prop C - 25%	-		-	-	-	-										
Local Agency Transit Contributions	-		-	-	-	-										
Measure M -Highway (17%)	-		-	-	-	-										
Toll Revenue	-		-	-	-	-										
CMAQ	-		-	-	-	-										
RSTP	-		-	-	-	-	-	-								
Total Revenues	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

2016 LRTP Update

Regional Surface Transportation	49.5		49.5	-	49.5	-	-	-	-	-	9.6	16.1	15.6	8.2	-
Regional Improvement Program Funds (RIP)	264.3		264.3	-	264.3	-	-	-	26.6	44.0	53.7	59.7	16.2	64.1	-
Prop C - 25%	410.1		410.1	-	410.1	-	-	20.2	22.0	6.1	84.1	114.0	163.7	-	-
Local Agency Transit Contributions	-		-	-	-	-	-	-	-	-	-	-	-	-	-
Measure M -Highway (17%)	306.9		306.9	-	306.9	-	-	7.3	17.7	18.2	53.5	68.9	70.9	70.5	-
Toll Revenue	-		-	-	-	-	-	-	-	-	-	-	-	-	-
CMAQ	-		-	-	-	-	-	-	-	-	-	-	-	-	-
RSTP	-		-	-	-	-	-	-	-	-	-	-	-	-	-
Total Revenues	1,030.8	-	1,030.8	-	1,030.8	-	-	27.5	66.3	68.3	200.9	258.7	266.4	142.7	-

Potential Ballot Measure

Regional Surface Transportation	49.5	-	49.5	-	49.5	-	-	-	-	-	9.6	16.1	15.6	8.2	-
Regional Improvement Program Funds (RIP)	264.3	-	264.3	-	264.3	-	-	-	26.6	44.0	53.7	59.7	16.2	64.1	-
Prop C - 25%	410.1	-	410.1	-	410.1	-	-	20.2	22.0	6.1	84.1	114.0	163.7	-	-
Local Agency Transit Contributions	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Measure M -Highway (17%)	306.9	-	306.9	-	306.9	-	-	7.3	17.7	18.2	53.5	68.9	70.9	70.5	-
Toll Revenue	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
CMAQ	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
RSTP	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Revenues	1,030.8	-	1,030.8	-	1,030.8	-	-	27.5	66.3	68.3	200.9	258.7	266.4	142.7	-

Difference

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I-105 Express Lanes from I-405 to I-605

(\$ in millions)	Project	Prior	Years	Years	Years	Years	2021	2022	2023	2024	2025	2026	2027	2028	2029
	Total	to FY17	'16-'40	'17-'24	'25-'40	'41-'57	2022	2023	2024	2025	2026	2027	2028	2029	2030
PROJECT REVENUES															
Section 5309 New Starts	-		-	-	-	-									
Measure R - Transit Capital - (35%)	-		-	-	-	-									
Prop C - Discretionary (40%)	-		-	-	-	-									
Prop C - 25%	-		-	-	-	-									
Measure M -Highway (17%)	-		-	-	-	-									
Toll Revenue	-		-	-	-	-									
CMAQ	-		-	-	-	-									
RSTP	-		-	-	-	-									
Total Revenues	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

2016 LRTP Update

Section 5309 New Starts	-		-	-	-	-	-	-	-	-	-	-	-	-	-
Measure R - Transit Capital - (35%)	-		-	-	-	-	-	-	-	-	-	-	-	-	-
Prop C - Discretionary (40%)	-		-	-	-	-	-	-	-	-	-	-	-	-	-
Prop C - 25%	-		-	-	-	-	-	-	-	-	-	-	-	-	-
Measure M -Highway Construction (17%)	260.0		260.0	100.5	159.5	-	-	-	-	-	-	66.5	91.4	70.6	-
Toll Revenue -Sepulveda Pass	50.5		50.5	-	50.5	-	-	-	-	50.5	-	-	-	-	-
CMAQ	-		-	-	-	-	-	-	-	-	-	-	-	-	-
RSTP	-		-	-	-	-	-	-	-	-	-	-	-	-	-
Total Revenues	310.5	-	310.5	100.5	210.1	-	-	-	100.5	103.5	106.6	-	-	-	-

Potential Ballot Measure

Section 5309 New Starts	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Measure R - Transit Capital - (35%)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Prop C - Discretionary (40%)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Prop C - 25%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Measure M -Highway Construction (17%)	260.0	-	260.0	100.5	159.5	-	-	-	100.5	103.5	56.0	-	-	-	-
Toll Revenue -Sepulveda Pass	50.5	-	50.5	-	50.5	-	-	-	-	50.5	-	-	-	-	-
CMAQ	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
RSTP	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Revenues	310.5	-	310.5	100.5	210.1	-	-	-	100.5	103.5	106.6	-	-	-	-

Difference

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Vermont Transit Corridor

2016 LRTP Update

(\$ in millions)	Project Total	Prior to FY17	Years '16-'40	Years '17-'24	Years '25-'40	Years '41-'57	2022 2023	2023 2024	2024 2025	2025 2026	2026 2027	2027 2028	2028 2029
PROJECT REVENUES													
Prop C - Discretionary (40%)	-		-	-	-	-							
Prop C - 25%	-		-	-	-	-							
Local Agency Transit Contributions	-		-	-	-	-							
Congestion Mitigation & Air Quality (CMAQ)	-		-	-	-	-							
Measure M - Transit Construction (35%)	-		-	-	-	-							
TIRCP - State Discretionary Grants	-		-	-	-	-							
RSTP	-		-	-	-	-	-						
Total Revenues	-	-	-	-	-	-	-	-	-	-	-	-	-

Potential Ballot Measure

Prop C - Discretionary (40%)	129.0		129.0	-	129.0	-	-	-	-	0.0	100.7	28.3	-
Prop C - 25%	-		-	-	-	-	-	-	-	-	-	-	-
Local Agency Transit Contributions	15.9		15.9	-	15.9	-	-	-	-	-	-	15.9	-
Congestion Mitigation & Air Quality (CMAQ)	180.0		180.0	-	180.0	-	-	-	31.8	84.0	64.2	-	-
Measure M - Transit Construction (35%)	25.0		25.0	1.5	23.6	-	-	1.5	4.5	7.7	11.4	-	-
TIRCP - State Discretionary Grants	180.0		180.0	23.2	156.8	-	-	23.2	39.8	39.0	39.0	39.0	-
RSTP	-		-	-	-	-	-	-	-	-	-	-	-
Total Revenues	530.0	-	530.0	24.7	505.3	-	-	24.7	76.1	130.7	215.4	83.2	-

Difference

Prop C - Discretionary (40%)	129.0	-	129.0	-	129.0	-	-	-	-	0.0	100.7	28.3	-
Prop C - 25%	-	-	-	-	-	-	-	-	-	-	-	-	-
Local Agency Transit Contributions	15.9	-	15.9	-	15.9	-	-	-	-	-	-	15.9	-
Congestion Mitigation & Air Quality (CMAQ)	180.0	-	180.0	-	180.0	-	-	-	31.8	84.0	64.2	-	-
Measure M - Transit Construction (35%)	25.0	-	25.0	1.5	23.6	-	-	1.5	4.5	7.7	11.4	-	-
TIRCP - State Discretionary Grants	180.0	-	180.0	23.2	156.8	-	-	23.2	39.8	39.0	39.0	39.0	-
RSTP	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Revenues	530.0	-	530.0	24.7	505.3	-	-	24.7	76.1	130.7	215.4	83.2	-

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Board Report

File #: 2016-0328, File Type: Contract

Agenda Number: 43.

CONSTRUCTION COMMITTEE JUNE 16, 2016

SUBJECT: INTERSTATE 605/STATE ROUTE 60 PROJECT APPROVAL AND ENVIRONMENTAL DOCUMENT (PA&ED)

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATIONS

AUTHORIZE the Chief Executive Officer (CEO) to:

- A. NEGOTIATE and execute a 48-month, firm fixed price Contract No. AE5204200 with HDR Engineering Inc., in an amount not-to-exceed \$34,030,555 for **Architectural and Engineering (A&E) services for the preparation of the Project Approval and Environmental Document (PA&ED) on Interstate 605/State Route 60 Interchange**; and
- B. APPROVE Contract Modification Authority specific to Contract No. AE5204200 in the amount of \$5,104,583.

ISSUE

Metro, in collaboration with Caltrans and the Gateway Cities Council of Governments (GCCOG), is leading the development of Measure R I-605 "Hot Spots" highway improvement projects. This contract award will enable Metro to advance the project approval and environmental document for the Interstate 605/State Route 60 (I-605/SR-60) "Hot Spot" Congestion Area.

DISCUSSION

Measure R designated \$590 million for congestion "Hot Spots" relief improvements along the I-605, SR-91 and I-405 Corridors in the Gateway Cities sub-region. The Technical Advisory Committee (TAC) and Corridor Cities Committee (CCC) for the SR-91/I-605/I-405 corridors cities were formed by the GCCOG to provide technical and policy direction for the development of future transportation improvements. In March 2013, Metro completed a feasibility study of the I-605 Hot Spots and crossing corridors (I-405, SR-91, I-105, I-5, and SR-60) to identify congestion "Hot Spots" and develop preliminary improvement concepts; one of the identified congestion hot spots was the I-605/SR-60 Interchange Attachment C provides a map of the study area.

Metro completed a Project Study Report/Project Development Support (PSR/PDS) for the I-605/SR-60 Interchange in December 2015. The PSR/PDS is an initial scoping/ resourcing document that identified the transportation deficiencies, major elements that should be investigated, and the resources needed to complete the PA&ED. The I-605/SR-60 PSR/PDS enabled Metro, Caltrans and the GCCOG to achieve consensus on the purpose and need, scope, and schedule of the project. During the PA&ED phase, more detailed studies, including a Project Report and an Environmental Impact Report/Environmental Impact Statement (EIR/EIS) will be prepared to further refine the information in the PSR/PDS and advance the project.

DETERMINATION OF SAFETY IMPACT

The proposed action has no known adverse impact on the safety of Metro's patrons, employees or users of the facility. Caltrans' highway safety standards are followed in the design of the proposed improvements and exceptions to the standards will be incorporated in accordance with Caltrans and Federal Highway Administration (FHWA) procedures.

FINANCIAL IMPACT

The FY17 Adopted Budget includes \$3,350,000 to support both recommendations. The budget resides in Project 463314-I-605/SR-60 Interchange Improvements project, Cost Center 4730-Highway Programs, Account 50316-Professional and Technical Services and Task Number 5.1.100-Project Management. Since this is a multi-year project, the Project Manager, Cost Center Manager and Executive Director, Program Management will be responsible for budgeting the remaining costs in future fiscal years.

Impact to Budget

The source of funds will be Measure R Highway Capital (20%) Funds. These funds are not eligible for bus and rail operating and capital expenditures. No other funds were considered for eligibility.

ALTERNATIVES CONSIDERED

The Board may elect not to award and execute the contract. This alternative is not recommended because this project is included in the 2009 Long Range Transportation Plan and reflects regional consensus on the importance of the Project in improving corridor mobility and safety. Approval to proceed with the I-605/SR-60 PA&ED is consistent with the goals of Measure R.

NEXT STEPS

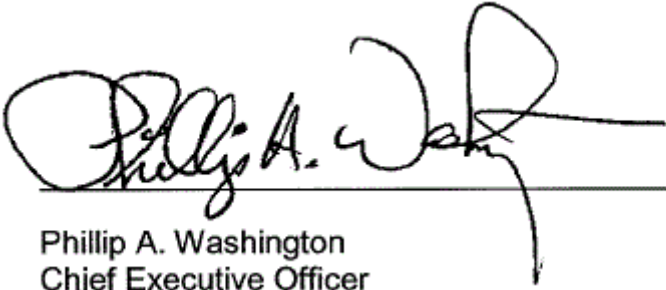
Upon Board approval, staff will complete negotiations and execute Contract No.AE5204200 with HDR Engineering, Inc.

ATTACHMENTS

Attachment A - Procurement Summary
Attachment B - DEOD Summary
Attachment C - Location Map
Attachment D - Presentation

Prepared by: Lucy Olmos, Transportation Planning Manager, (213) 922-7099
Ernesto Chaves, Director, (213) 922-7343
Abdollah Ansari, Managing Executive Officer, (213) 922-4781

Reviewed by: Ivan Page, Interim Executive Director, Vendor/Contract Management (213) 922-6383
Richard Clarke, Executive Director, Program Management, (213) 922-7557



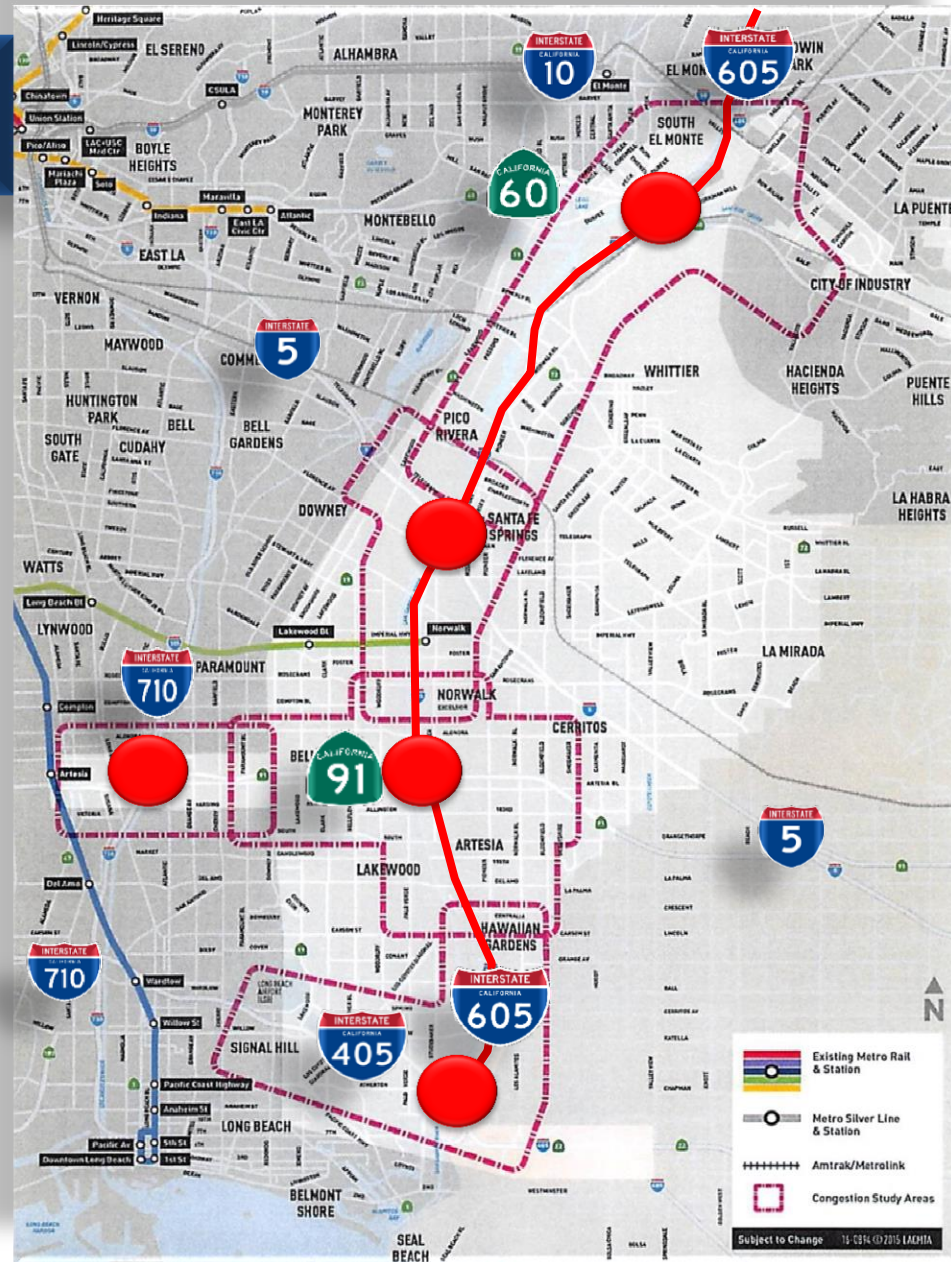
Phillip A. Washington
Chief Executive Officer



“Hot Spots”

Background

- 2012 Feasibility Study
- Identified congestion “Hot Spots” along I-605, SR-91, I-5, and I-405
- Freeway widening/additional lanes, auxiliary lanes, ramp reconfigurations, arterial intersection enhancements, signage, and safety features
- PIDs and PAEDs in progress for various projects
- Estimated total cost of projects in the corridor: \$6+/- billion



I-605/SR-60 PAED

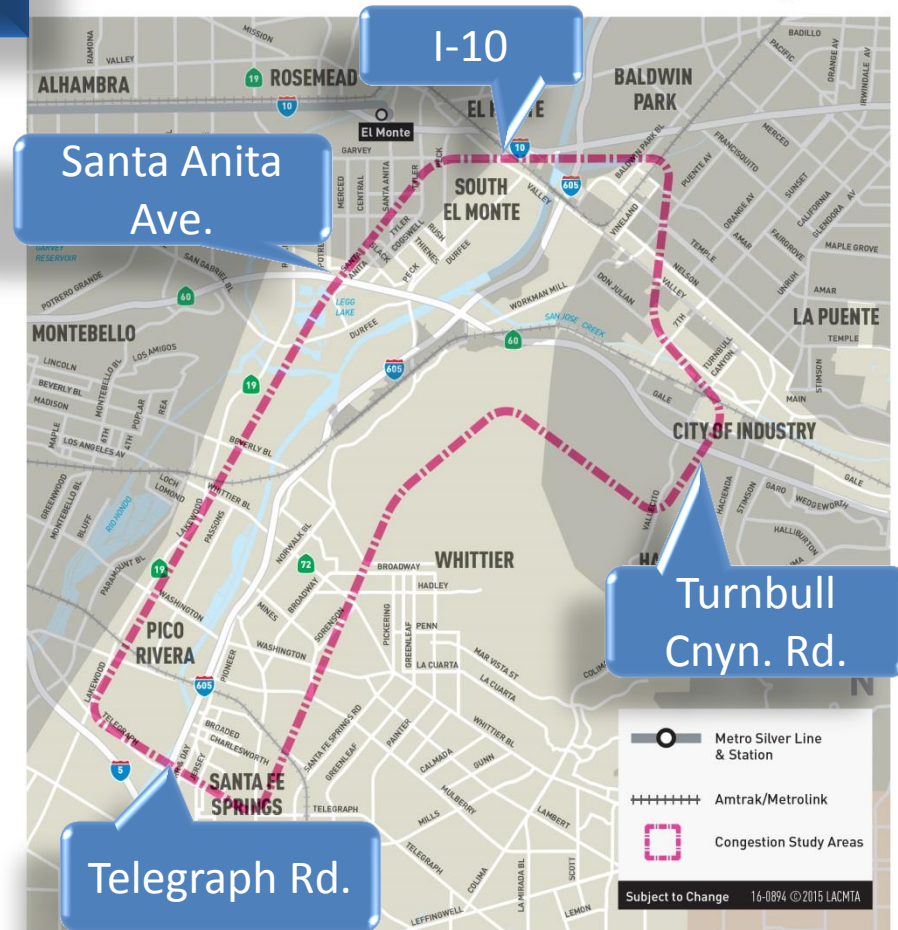
I-605/SR-60 Study Area

- **Project Elements:**

- 15.2 total centerline miles
- 12 local interchanges
- 605/60 interchange
- 2 605/10 connectors
- 48 Structures

- **Jurisdictions Involved:**

- County of Los Angeles
- City of Industry
- City of Pico Rivera
- City of Whittier
- City of South El Monte



I-605/SR-60 PAED

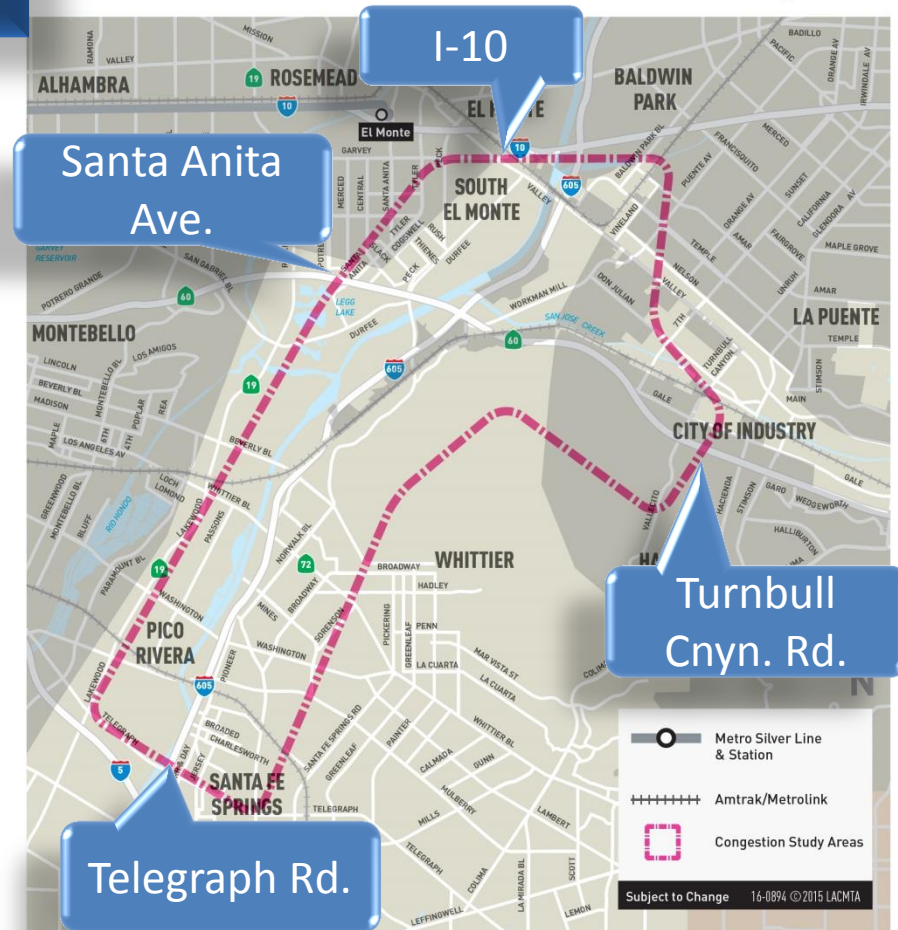
• Projects to Coordinate with:

- Eastside Extension Phase 2
- Emerald Necklace (Urban Forest Project) Watershed Conservation Authority
- East-West Freight Corridor
- Waste by Rail (LACSD)
- Regional and Freight Railroads
- Pico Rivera Sports Arena Improvements
- I-10/I-605 Interchange Improvements

• Sensitive Impact Considerations

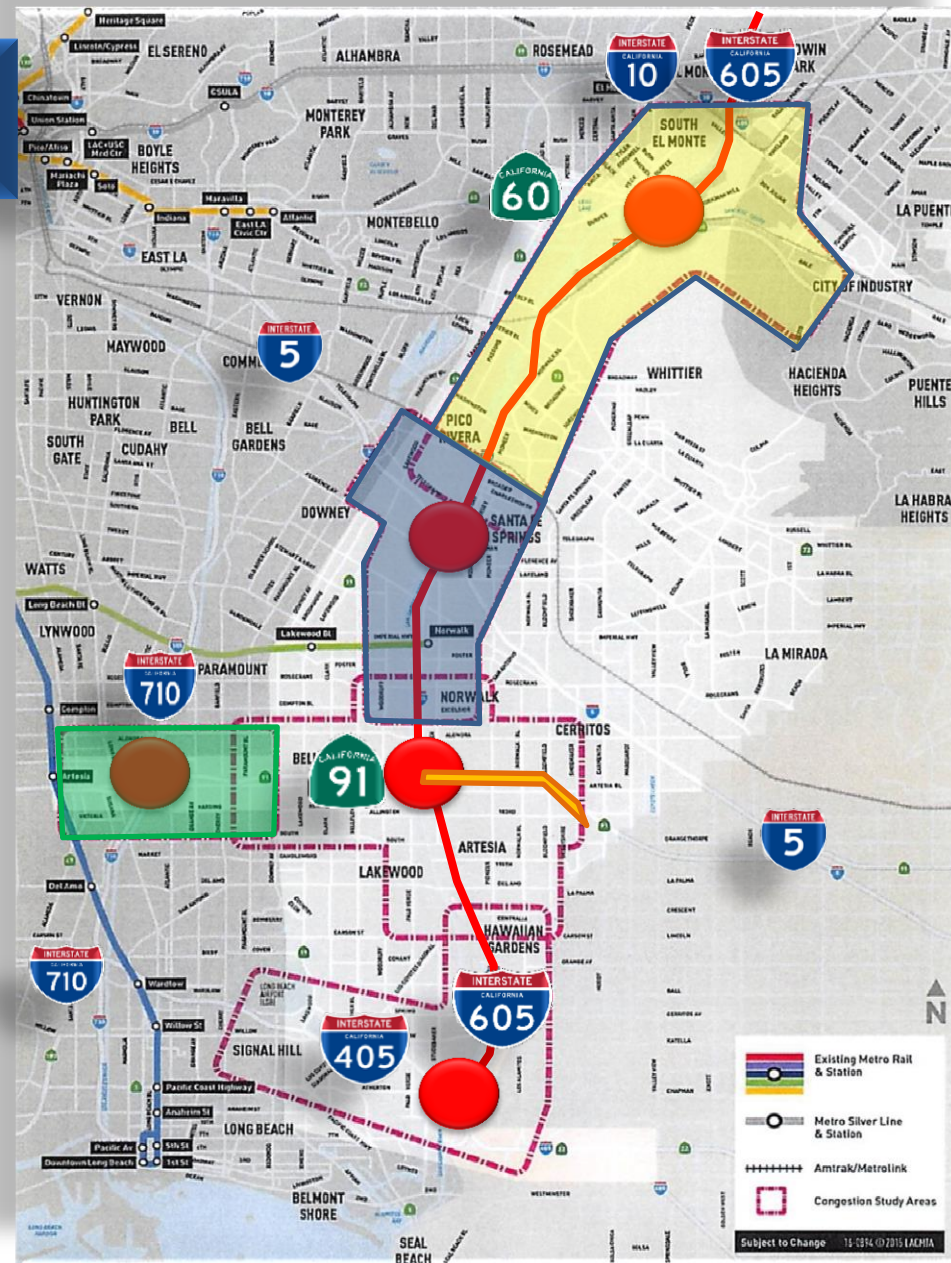
- San Jose Creek
- San Gabriel River
- Utility Impacts
- California Country Club

I-605/SR-60 Study Area



System Connectivity

- 605/60 PAED
 - Jul. 2016/Jul. 2020
- 605/5 PAED
 - Dec. 2015/Jul. 2019
- 605/91 PAED
 - Apr. 2016/Apr. 2019
- 710/91 PSR
 - Nov. 2015/Jan. 2017



System Connectivity

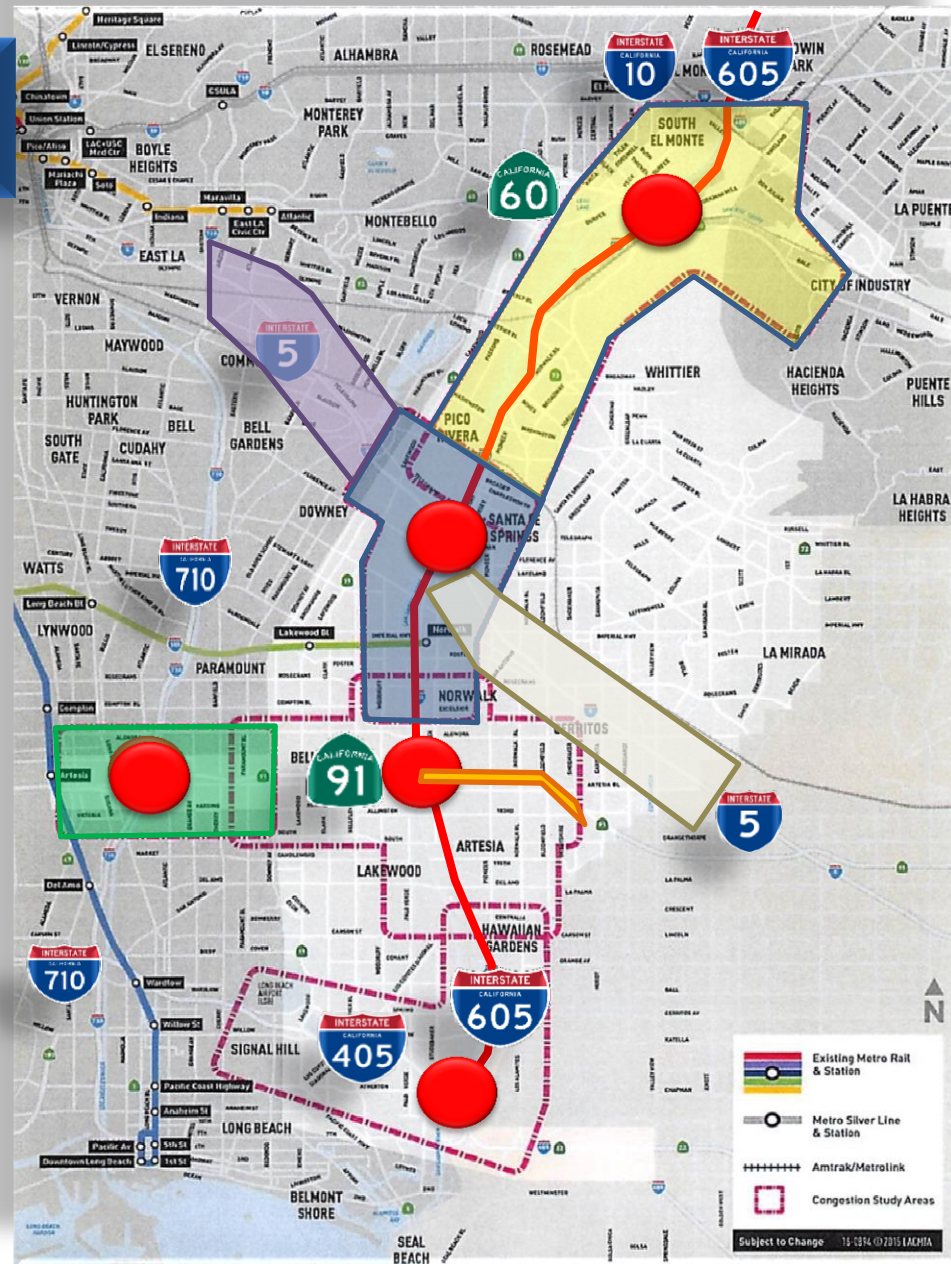
Corridor-wide improvements along the I-605



Connectivity with the I-5 improvements



Maximized Regional Benefits



Metro

PROCUREMENT SUMMARY

INTERSTATE 605/STATE ROUTE 60 PROJECT APPROVAL AND ENVIRONMENTAL DOCUMENT (PA&ED)/AE5204200

1.	Contract Number: AE5204200	
2.	Recommended Vendor: HDR Engineering, 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: January 28, 2016	
	B. Advertised/Publicized: January 28, 2016	
	C. Pre-proposal/Pre-Bid Conference: February 11, 2016	
	D. Proposals/Bids Due: March 8, 2016	
	E. Pre-Qualification Completed: May 27, 2016	
	F. Conflict of Interest Form Submitted to Ethics: March 14, 2016	
	G. Protest Period End Date: June 22, 2016	
5.	Solicitations Picked up/Downloaded: 101	Bids/Proposals Received: 2
6.	Contract Administrator: Jesse Zepeda	Telephone Number: (213) 922-4156
7.	Project Manager: Ernesto Chaves	Telephone Number: (213) 922-7343

A. Procurement Background

This Board Action is to approve Contract No. AE5204200 issued in support of preparation of the Project Approval & Environmental Document (PA&ED) for improvements to the I-605/SR-60 interchange in compliance with California Environmental Quality Act/Negative Environmental Policy Act (CEQA/NEPA) standards.

This is an Architectural and Engineering (A&E) qualifications based Request for Proposals (RFP) issued in accordance with Metro's Acquisition Policy and the contract type is firm fixed price. This RFP was issued with an SBE/DVBE goal of 25% (SBE 22% and DVBE 3%).

One amendment was issued during the solicitation phase of this RFP:

- Amendment No. 1, issued on February 17, 2016, clarified the required forms, the page limit excluding resumes, provided responses to questions received, documents related to the Pre-Proposal conference, the planholders' list, and extended the proposal due date to March 8, 2016.

A pre-proposal conference was held on February 11, 2016, attended by 52 participants representing 43 firms. There were 10 questions asked and responses were provided prior to the proposal due date. A total of 101 firms downloaded the

RFP and those firms were included in the planholders' list. A total of two proposals were received on March 8, 2016.

B. Evaluation of Proposals

A Proposal Evaluation Team (PET) consisting of staff from Metro's Highway Programs, Alameda Corridor East (representing San Gabriel Valley Council of Governments) and California Department of Transportation, District 7 (Caltrans) was convened and conducted a comprehensive technical evaluation of the proposals received.

The proposals were evaluated by the PET in accordance with the following evaluation criteria and associated weights:

- | | |
|--|------------|
| • Project Manager and Key Staff Qualifications | 30 percent |
| • Firm/Team Qualifications | 20 percent |
| • Work Plan | 25 percent |
| • Project Understanding and Approach | 25 percent |

The evaluation criteria are appropriate and consistent with criteria developed for other similar A&E PA&ED procurements. Several factors were considered when developing these weights, giving the greatest importance to the project manager and key staff qualifications. As part of the Work Plan evaluation criteria, Contracting, Outreach and Mentor Protégé Plan (COMP) was evaluated. The PET evaluated the proposals according to the evaluation criteria established in the RFP.

This is an A&E qualifications based procurement. Price cannot be used as an evaluation factor pursuant to state and federal law.

The two proposals received were deemed responsive and are listed below in alphabetical order:

1. HDR Engineering, Inc. (HDR)
2. Parsons Transportation Group, Inc. (PTG)

During March 15 through 29, 2016, the PET completed its independent evaluation of the proposals. The PET determined both firms to be within the competitive range.

On April 5, 2016, the PET interviewed the firms. 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, their experience as it relates to completing 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 solutions to major environmental and engineering challenges, discussed HOT lane design solutions, proposed schedule acceleration, discussed proposed community participation and

communication strategies to facilitate the development and completion of the project, traffic modeling/forecasting, approach on engaging Caltrans and receiving approvals of non-standard designs, and the teams' approach to proposing engineering solutions/technical recommendations that would achieve stakeholder support.

The final scoring, after interviews, determined HDR to be the highest qualified firm.

Qualifications Summary of Recommended Firm:

HDR is a full private and public development, architecture, engineering, environmental and transportation company. The proposed team demonstrated several years of significant experience on similar projects within the study area. The proposed team is very experienced working with Caltrans District 7, Metro, Gateway Cities Council of Governments, San Gabriel Valley Council of Governments and the County of Los Angeles.

The proposal demonstrated a thorough understanding of project history/potential risks and solutions with this type of project. The proposal strongly demonstrates that HDR is cognizant of the big picture within the study area.

The HDR proposal demonstrated a thorough understanding of the local community's needs. The proposal discussed how to integrate the outreach component, and the interview confirmed the outreach approach was very responsive to local cities and met Metro's needs. HDR's proposal strongly demonstrated the required consensus building efforts required at the local level, and presented a complete, technically qualified team that would be able to successfully deliver the PA&ED documents.

Aside from technical qualifications, HDR proposed cost-savings resulting from design improvements that would not impact schedule requirements.

Following is a summary of the PET scores:

1	Firm	Average Score	Factor Weight	Weighted Average Score	Rank
2	HDR				
3	Project Manager and Key Staff Qualifications	80.78	30.00%	24.23	
4	Firm/Team Qualifications	82.17	20.00%	16.43	
5	Work Plan	84.53	25.00%	21.13	
6	Project Understanding and Approach	84.27	25.00%	21.07	
7	Total		100.00%	82.86	1
8	PTG				
9	Project Manager and Key Staff Qualifications	79.67	30.00%	23.90	
10	Firm/Team Qualifications	81.67	20.00%	16.33	
11	Work Plan	82.13	25.00%	20.53	
12	Project Understanding and Approach	73.33	25.00%	18.33	
13	Total		100.00%	79.09	2

C. Cost Analysis

The recommended price is determined to be fair and reasonable, pending the current MAS audit being conducted on two major subcontractors (TRC Solutions Inc. and WKE Inc.), and based on an independent cost estimate, cost analysis, technical evaluation, and fact finding.

The Not-to-Exceed (NTE) amount is a cost savings of \$5,501,773 from the firm's proposed price.

Proposer Name	Proposal Amount	Metro ICE	NTE Amount
HDR Engineering, Inc.	\$39,532,328	\$34,026,002	\$34,030,555

D. Background on Recommended Contractor

The recommended firm, HDR, located in Los Angeles, California, has been in business for 100 years and is a full private and public development, architecture, engineering, environmental and transportation company. HDR has worked in collaboration with local/regional agencies and directly for Caltrans on design reports, supporting environmental documents and plans, specifications and estimates.

The proposed team is comprised of HDR and 18 subcontractors (11 SBE, 3 DVBE, and 4 non-SBE/DVBE firms). The proposed team has significant experience working with Caltrans District 7, Gateway Cities Council of Governments, San Gabriel Valley Council of Governments and the County of LA. The proposed project manager has 32 years of experience and has extensive knowledge working with the project stakeholders identified in the statement of work.

DEOD SUMMARY

**INTERSTATE 605/STATE ROUTE 60 PROJECT APPROVAL AND
ENVIRONMENTAL DOCUMENT (PA&ED) / AE5204200**

A. Small Business Participation

The Diversity and Economic Opportunity Department (DEOD) established a 25% goal, inclusive of a 22% Small Business Enterprise (SBE) and 3% Disabled Veteran Business Enterprise (DVBE) goal for this project. HDR Engineering, Inc. exceeded the goal by making a 35.40% SBE commitment and 3.03% DVBE commitment. The SBE/DVBE commitments are subject to final confirmation of audited rates.

SMALL BUSINESS GOAL	22% SBE 3% DVBE	SMALL BUSINESS COMMITMENT	35.40% SBE 3.03% DVBE
------------------------------------	----------------------------	--	----------------------------------

	SBE Subcontractors	% Commitment
1.	Arellano Associates, LLC	1.44%
2.	Civil Works Engineers	0.27%
3.	D'Leon Consulting Engineers	0.19%
4.	Earth Mechanics	0.57%
5.	Geo-Advantec, Inc.	0.40%
6.	GPA Consulting, Inc.	11.84%
7.	Guida Surveying, Inc.	2.46%
8.	Intueor Consulting, Inc.	0.39%
9.	Tatsumi & Partners, Inc.	0.52%
10.	T&T Public Relations	0.76%
11.	WKE, Inc.	16.56%
	Total SBE Commitment	35.40%

	DVBE Subcontractors	% Commitment
1.	Calvada Surveying, Inc.	0.77%
2.	Global Environmental Network, Inc.	1.19%
3.	ZMassociates Environmental Corporation	1.07%
	Total DVBE Commitment	3.03%

B. Contracting Outreach and Mentoring Plan (COMP)

To be responsive, Proposers were required to submit a Contracting, Outreach and Mentor Protégé Plan (COMP), which included its plan to mentor two firms, one SBE

and one DVBE, for protégé development. The selected protégés are GPA Consulting, Inc. (SBE), and Calvada Surveying, Inc. (DVBE).

C. Project Labor Agreement/Construction Careers Policy

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

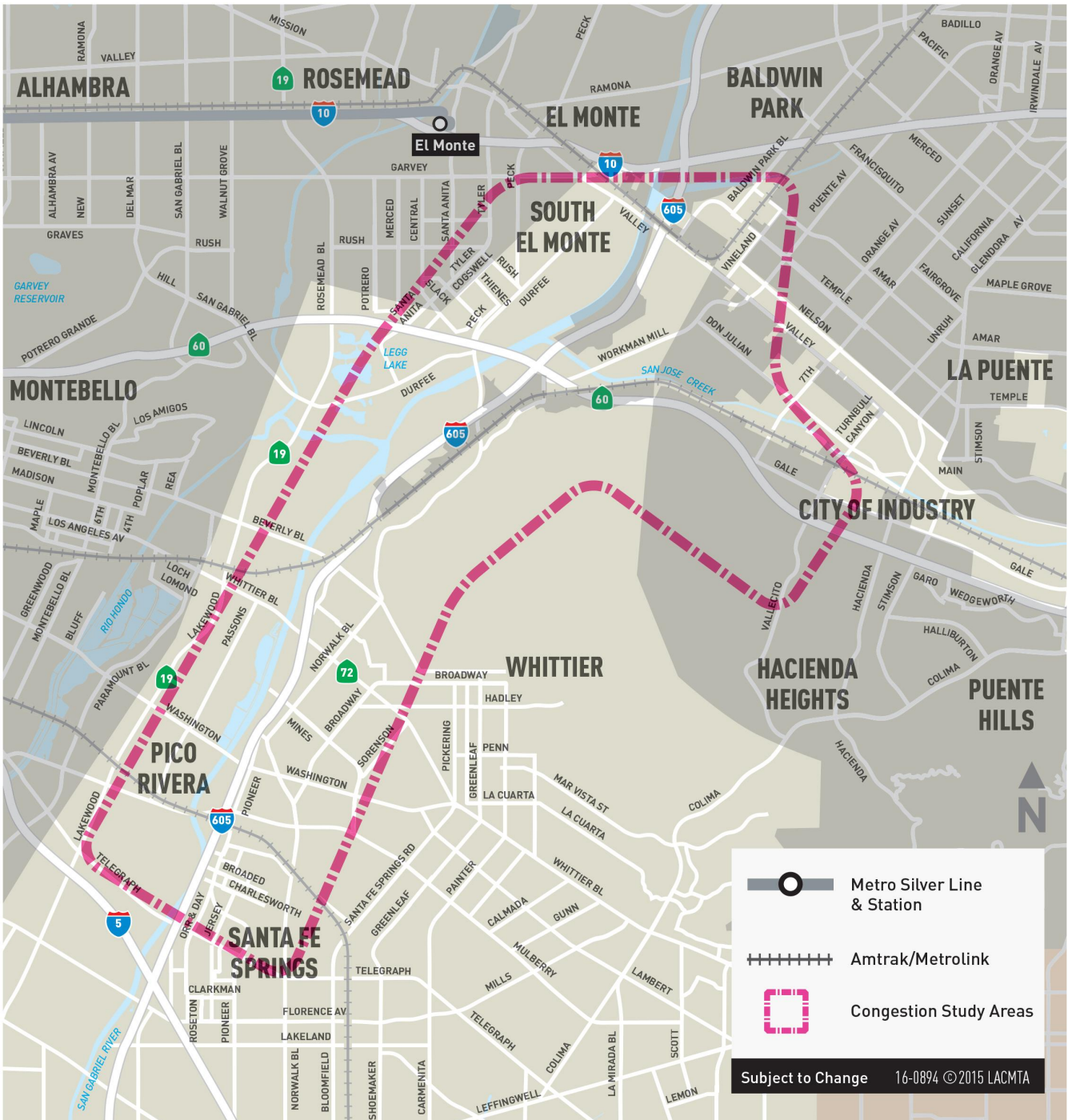
D. Living Wage Service Contract Worker Retention Policy Applicability

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

E. Prevailing Wage Applicability

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

I-605/SR-60 Study Area





Board Report

File #: 2016-0379, File Type: Project

Agenda Number: 44.

CONSTRUCTION COMMITTEE
JUNE 16, 2016

SUBJECT: WESTSIDE PURPLE LINE EXTENSION SECTION 2 PROJECT

ACTION: APPROVE FFGA BUDGET, REVENUES, AND THE FUTURE REDIRECTION SAVINGS FROM EXPOSITION PHASE 2 IN SUPPORT OF \$1.5 BILLION IN FFGA AND TIFIA LOAN REQUESTS FOR THE WPLE SECTION 2 PROJECT

RECOMMENDATION

CONSIDER:

- A. ESTABLISHING a Full Funding Grant Agreement (FFGA) Budget of \$2,410,544,879 as described in Attachment A for the **Westside Purple Line Extension (WPLE) Section 2 project**, consistent with direction from the Federal Transit Administration (FTA);
- B. AUTHORIZING up to \$54.5 million in funds expected from the City of Beverly Hills as their 3% contribution to be advanced from Measure R funds from the Westside Subway Extension line item in the Measure R Expenditure Plan, in support of the FFGA requirements of the FTA;
- C. APPROVING the Measure R Cost Management Process and Policy analysis and funding strategy in Attachment B to use up to \$191.81 million Measure R funds from the Westside Subway Extension line in the Measure R Expenditure Plan to meet the new cost and revenue assumptions in the Short Range Transportation Plan;
- D. DIRECTING the CEO to assume that all savings from the Exposition Light Rail Phase 2 project will be redirected to WPLE Section 2 project at such time as the Expo project is closed out and the necessary actions of the Metro Board of Directors can be secured to free up these funds; and
- E. APPROVING the resolution in Attachment C updating the FTA on these actions as they relate the Metro's WPLE Section 2 Financial Plan from August 2015.

ISSUE

This report provides recommended actions of the Metro Board of Directors that are necessary to secure federal approval of a \$1,187 million Federal Transit Administration (FTA) Full Funding Grant

Agreement (FFGA) and a \$307 million Transportation Infrastructure Finance and Innovation Act (TIFIA) Loan. Without approval of the recommendations in this report, the Federal Transit Administration's schedule for concurrent approval of these important federal funds will be delayed.

With regard to the City of Beverly Hills, it has been the Board's direction to pursue local financial contributions for Measure R transit projects consistent with the approved Long Range Transportation Plan. Generally, these agreements have been negotiated after the Board has established a budget for the project. Given the on-going litigation with the City of Beverly Hills related to the NEPA lawsuit, it has not been practical to open these negotiations until now. Given the requirement by FTA to solidify all fund sources prior to finalizing the FFGA and TIFIA loan documents now, it is necessary to identify a fall back source of funds for this expected contribution, as an advance pending future negotiations with Beverly Hills.

DISCUSSION

The Westside Purple Line Extension Section 2 project (the Project) is the second of three sections to be designed and constructed as part of the Los Angeles County Metropolitan Transportation Authority (Metro) Measure R Program. The program was approved by Los Angeles County voters in November 2008 and provides a half-cent sales tax to finance new transportation projects. In April 2012, the three sections of the Project were environmentally cleared and adopted by the Metro of Board of Directors.

WPLE Section 2 will extend the Purple Line by 2.59 miles from the interim Section 1 terminus at the Wilshire/La Cienega Station that is currently under construction. From this station, the twin tunnel alignment will travel westerly beneath Wilshire Boulevard to two new stations in the City of Beverly Hills (Wilshire/Rodeo Station) and the City of Los Angeles (Century City/Constellation Station). Underground stations will be located at the intersections of Wilshire/Rodeo and Century City/Constellation. The Project will also include trackwork, train control and signals, communications, traction power supply and distribution, and fare collection systems that will connect and operate with the existing system. The Project schedule requires completion in August 2025. The major scope elements of the Project are included in the C1120 Design/Build Contract procurement with proposals due on June 1, 2016.

DETERMINATION OF SAFETY IMPACT

This Board action complies with established safety standards.

FINANCIAL IMPACT

Consistent with the procedures analysis contained in the Measure R Cost Management Process and policy, this action revises the WPLE Section 2 cost assumptions used in the June 2015 SRTP Update to include cost changes of \$137.31 million, as shown in Attachment A, and identifies advance funding B, Table 1 to backfill the City of Beverly Hills' assumed 3% contribution of \$54.5 million. Attachment B provides the required Process and Policy Analysis. The updated cost estimates therein can be supported by Measure R 35% Transit Capital funding from the line item for this project in the Measure R Expenditure Plan. This action cannot be deferred without seriously impacting the FFGA

and TIFIA schedules for the WPLE Section 2 project.

Approval of these funds will reduce funds available for a Westside Area Sub-Regional Measure R replacement project(s) from approximately \$360 million to \$170 million as discussed in Attachment B. No other sub-regions or Measure R projects are impacted by this recommendation. Since this is a multi-year Project, the Executive Director of Program Management and the WPLE Section 2 Project Manager will be responsible for budgeting costs for future years, including any options exercised.

Impact to Budget

This recommended action establishes an FFGA budget. A full Life of Project (LOP) budget will be established along with the recommended contract award later this year. This approach is consistent with that recommended in the Office of Inspector General (OIG) Construction Best Practices Report and lessons learned regarding establishing final budgets, when adequate information (such as the selected bid price) are available.

The sources of funds for the Project are capital funds identified shown in Attachment B, Exhibit 1. The recommendation was assumed in the Long Range Transportation Plan for the WPLE Section 2 project and does not have an impact to operations funding sources. The Measure R Cost Management Process and Policy Analysis, Attachment B, describes the process used to analyze the availability of funds for these cost and revenue assumption changes

Resolution of the Metro Board of Directors

The FTA has requested a resolution specifying the Metro Board of Directors approval on the updated project cost and attendant revenues. While the Metro Board of Directors is approving all changes and revenue made since June of 2015 at this time (as outlined in Attachment B), discussions with the FTA have revolved around a higher cost estimate made in August 2015 in support the WPLE Section 2 Financial Plan. As a consequence, the resolution in Attachment C required by the FTA references cost changes made since the August 2015 WPLE 2 Financial Plan, which included all of the cost changes known at that time. The net cost changes necessary to include in the resolution for the FTA are as shown in the table below:

Westside Purple Line Extension Section 2	August 2015 FTA Submittal (\$ millions)	Current Cost Estimate Submitted to FTA (\$ millions)	FTA Difference (\$ millions)
Guideways	\$ 385.32	\$ 385.32	\$ -
Stations	\$ 521.02	\$ 517.38	\$ (3.64)
Special Conditions	\$ 406.93	\$ 406.96	\$ 0.02
Systems	\$ 96.73	\$ 96.73	\$ -
ROW	\$ 278.58	\$ 312.42	\$ 33.84
Vehicles	\$ 85.35	\$ 85.35	\$ -
Professional Services	\$ 384.81	\$ 383.94	\$ (0.87)
Unallocated Contingency	\$ 219.15	\$ 222.44	\$ 3.29
Total	\$ 2,377.90	\$ 2,410.55	\$ 32.64

ALTERNATIVES CONSIDERED

The Board may choose not to move forward with the approval of the cost change and resolution. This is not recommended as this is an adopted project with the Long Range Transportation Plan and not approving the recommended action at this time will delay the schedule, jeopardize \$1.5 billion in grants and loans, and will increase the cost of the Project. Therefore, if the Board does not approve the recommended actions the following consequences may occur:

- Potential loss of funds under the FFGA; and
- Potential loss of funds under the TIFIA Loan Agreement.

NEXT STEPS

Metro staff has initiated discussions with the FTA regarding how to address the new amounts in the context of the overall WPLE Section 2 FFGA budget. Once these discussions are complete, Metro staff will have similar discussions with the TIFIA office regarding the plan of finance for the WPLE Section 2 TIFIA loan documents and application.

Once proposals for the main design build contract C1120 have been evaluated and an award recommendation is brought to the Board for approval, a life of project budget will be established for WPLE Section 2.

ATTACHMENTS

Attachment A - FFGA Budget

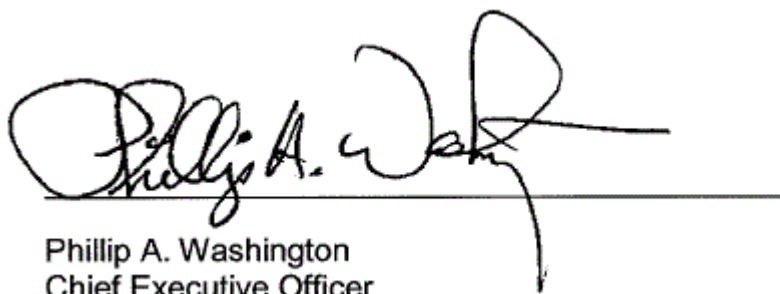
Attachment B - Measure R Cost Management Process and Policy Analysis

Attachment C - Los Angeles County Metropolitan Transportation Authority Resolution for Westside

Purple Line Extension Section 2

Prepared by: Dennis Mori, Executive Officer, Project Director, (213) 922-7221
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Phillip A. Washington
Chief Executive Officer

Attachment A
Westside Purple Line Extension Section 2 Project
FFGA Budget
Funding/Expenditure Plan
(Dollars in Millions)

Capital Project 865522	Prior	FY16	FY17	FY18	FY19	FY20	FY21	FY22	FY23	FY24	FY25	FY26	Total	% of Total
Uses of Funds														
Construction	-	8.7	66.9	117.2	202.5	260.5	234.4	235.6	179.1	82.9	18.4	-	1,406.4	58.3%
Right-of-Way	40.0	73.7	195.1	-	3.6	-	-	-	-	-	-	-	312.4	13.0%
Vehicles	-	-	7.9	8.1	16.5	17.0	17.6	18.2	-	-	-	-	85.4	3.5%
Professional Services	25.6	30.5	54.7	52.0	32.3	28.9	27.9	28.9	26.9	19.4	17.6	39.2	384.0	15.9%
Project Contingency	-	-	32.6	33.7	35.6	24.2	24.7	15.7	16.0	13.8	14.3	11.9	222.4	9.2%
Total Project Cost*	65.7	112.9	357.2	211.1	290.5	330.7	304.7	298.4	222.0	116.2	50.3	51.0	2,410.5	100.0%
Sources of Funds**														
Federal 5309 New Starts	-	58.0	142.0	100.0	100.0	100.0	147.0	147.0	147.0	115.0	36.0	95.0	1,187.0	49.2%
Federal TIFIA Loan Proceeds (Repaid with Measure R 35%)	-	-	146.0	61.0	100.0	-	-	-	-	-	-	-	307.0	12.7%
Measure R 35%	10.9	54.8	58.2	48.1	60.5	174.7	113.7	125.4	75.0	1.2	14.3	(44.0)	692.8	28.7%
Repayment of Capital Project Loans	54.8	-	-	-	-	-	-	-	-	-	-	-	54.8	2.3%
Federal CMAQ	-	-	11.0	2.0	30.0	56.0	44.0	26.0	-	-	-	-	169.0	7.0%
Total Project Funding	65.7	112.9	357.2	211.1	290.5	330.7	304.7	298.4	222.0	116.2	50.3	51.0	2,410.5	100.0%

*Does not include \$88,694,657 in finance costs.

**Timing of funding sources is subject to change.

**Measure R Cost Management Process and Policy Analysis
WESTSIDE PURPLE LINE EXTENSION PROJECT SECTION 2**

May 4, 2016

Introduction

The Measure R Cost Management Process and Policy (the Policy) was adopted by the Metro Board of Directors in March 2011. The Policy caps Measure R project funding at the amounts in the Expenditure Plan approved by voters. The intent of the Policy is to inform the Metro Board of Directors regarding potential cost increases to Measure R-funded projects and the strategies available to close any funding gaps. The Westside Purple Line Extension Section 2 Project warrants such an analysis due to a \$137.31 million, 6% cost increase relative to what was last reported to the Metro Board of Directors in June 2015. In addition, the City of Beverly Hills has not yet identified or agreed to their assumed 3% contribution of \$54.5 million. In total, \$191.81 million, 8.4% of new funding or cost reductions are needed to resolve the issue, as shown in Table 1:

Table 1 – Westside Purple Line Extension Section 2 Cost Increase Summary (\$ millions)

Cost Element	June 2015 SRTP Update	Current Cost Estimate	Difference
Guideways	\$ 378.23	\$ 385.32	\$ 7.09
Stations	\$ 479.82	\$ 517.38	\$ 37.56
Special Conditions	\$ 424.90	\$ 406.96	\$ (17.94)
Systems	\$ 91.42	\$ 96.73	\$ 5.31
ROW	\$ 221.71	\$ 312.42	\$ 90.71
Vehicles	\$ 100.06	\$ 85.35	\$ (14.71)
Professional Services	\$ 369.44	\$ 383.94	\$ 14.50
Unallocated Contingency	\$ 207.65	\$ 222.44	\$ 14.79
Subtotal Project Costs and Shortfall	\$2,273.23	\$2,410.54	\$137.31
Backfill of Beverly Hills Contribution	\$ -	\$ 54.50	\$ 54.50
Subtotal Revenue Shortfall		\$ 54.50	\$ 54.50
Total Funding Need			\$191.81

The total Measure R commitment to WSPLE is \$4,074 million. The Measure R funds targeted to the Westside Purple Line Extension (WPLE) Sections 1 and 2 as of June 2015 are \$2,266 million. The \$1,808 million remaining available for WPLE Section 3 from Measure R can be used to address the shortfall if doing so meets the Metro Board defined Measure R Debt Policy tests. Our cash flow and borrowing analysis indicates that any savings on the Exposition Phase 2 LRT project should be folded into the cash flow for the WPLE Section 2 project as soon as that figure is finalized. With this assumption, the cash flow and borrowing forecasts are permissible under the current

Measure R Debt Policy.

Measure R Cost Management Policy Summary

The adopted Policy stipulates the following:

If a project increase occurs, the LACMTA Board of Directors must approve a plan of action to address the issue prior to taking any action necessary to permit the project to move to the next milestone. Increases will be measured against the 2009 Long Range Transportation Plan (LRTP) as adjusted by subsequent actions on cost estimates taken by the LACMTA Board of Directors. With certain exceptions, shortfalls will first be addressed at the project level prior to evaluation for any additional resources using these methods in this order:

- 1) Value engineering and/or scope reductions;
- 2) New local agency funding resources;
- 3) Shorter segmentation;
- 4) Other cost reductions within the same transit corridor or highway corridor;
- 5) Other cost reductions within the same sub-region; and finally,
- 6) Countywide transit and highway cost reductions and/or other funds will be sought using pre-established priorities.

The policy was amended in January 2015 to establish Regional Facility Areas at Ports, airports and Union Station; and states that any:

“...capital project cost increases to Measure R funded projects within the boundaries of these facilities are exempt from the corridor and subregional cost reductions. Cost increases regarding these projects will be addressed from the regional programs share.”

The Westside Purple Line Extension Project Section 2 does not fall within a Regional Facility Area.

Value Engineering and/or Scope Reductions

During the development of the Preliminary Engineering for the Request for Proposal (RFP) documents, staff conducted Value Engineering (VE) Workshops utilizing a VE Panel of transit industry professionals with participation including the FTA's Project Management Oversight Consultant (PMOC). The VE items believed to have the potential of yielding the largest cost savings were incorporated into the Advanced Preliminary Engineering (PE) designs in 2012. These items included the reduction of underground station footprint sizes and station depths. Station room layouts and other architectural elements were standardized to reduce design, construction, operations and maintenance costs. The Project Team also analyzed constructability issues and various construction sequencing scenarios to reduce risks and the overall durations for tunneling and cut-and-cover underground construction.

In 2014, an operational analysis was performed and the operational infrastructure was evaluated to determine the impacts if scope items were not constructed or purchased. The resulting operational impacts are as follows:

- Not constructing the track crossover, east of the Wilshire/Rodeo Station, will increase passenger wait times between trains when one track is out of service between Wilshire/La Cienega and Century City/Constellation stations.
- Not constructing tunnel/systems/track for the tailtrack west of the Century City/Constellation Station will not provide for storage of trains for routine operations, special events or vehicle maintenance issues. However, the station will still provide the minimum operational requirements for a temporary WPLE Section 2 terminus to be located at the Century City/Constellation Station.
- Reducing the heavy rail vehicles to be acquired for WPLE Section 2 from 20 to 10 will require either: 1) increases in the passenger wait times or 2) operation of shorter trains.

The impact of the crossover and tailtrack elimination has been determined to be reasonably acceptable for the operation of WPLE Section 2.

Further reductions in scope would likely substantially delay the project or result in a project not consistent with the Locally Preferred Alternative. As a result, we recommend moving to the next step.

New Local Agency Funding Resources

Per Note G in the Measure R Expenditure Plan, local agencies are expected to contribute an amount equal to three percent of total costs for transit corridor projects listed in the Expenditure Plan. Since the City of Beverly Hills cannot meet their local contribution requirement in the time available for the Full Funding Grant Agreement (FFGA) schedule required by the FTA, this has led to a \$54.5 million shortfall in the project that puts at risk \$1.5 billion in New Starts grants and TIFIA loans. We are continuing negotiate with the City of Beverly Hills to reach a mutually satisfactory resolution to several environmental, real estate, and 3% contribution issues. Per Measure R, we will continue to seek the 3% contribution from the City of Beverly Hills.

Similarly, the \$1,187 million New Starts FFGA and the \$307 million TIFIA loan currently being negotiated between the FTA and Metro will both state that all cost increases are to be borne by the project sponsor, not the Federal Transit Administration or TIFIA. Pursuant to those agreements, we are assuming that no additional New Starts or TIFIA loan funds can be made available to cover the cost increase.

Shorter Segmentation

While shorter segmentation is possible for the Westside Purple Line Extension, we recommend against this step for several reasons. The only Section which could be shortened is Section 3. This would require eliminating the Veteran Affairs Station and moving the terminus to Westwood. In addition to higher real estate prices in Westwood, eliminating the Veteran Affairs station would require LACMTA to prepare a supplemental Environmental Impact Statement/Environmental Impact Report (EIS/EIR) due to significant project changes. As a result, there may be significant project delays and increased costs to the project. We do not recommend shorter segmentation.

Other Cost Reductions within the Same Transit Corridor

The Westside Purple Line Extension is broken into three sections. Section 1 is already under construction and there are no reductions that can be moved from Section 2 to Section 3. As we enter into advanced preliminary engineering for Section 3, we will be considering further value engineering studies. The results of these studies will not be available in the timeframe necessary for this action.

Other Cost Reductions within the Same Subregion

Should the Metro Board elect not to use Measure R 35% from the Westside Purple Line Extension, the Metro Board could choose to use the cost underruns from the Exposition Light Rail Transit Phase 2 Project to partially cover the cost increase. The Metro Board can elect to use the Measure R 35% from the Transit Capital Subfund¹ forecasted as a reserve for Westside replacement projects. This subfund is comprised of reserves of Measure R 35% which are allocated to the Westside Purple Line Extension per the Measure R Ordinance as well as project savings from the Exposition Light Rail Line Phase 2.

The June 2015 Short Range Transportation Plan Financial Model Update identified up to \$691.6 million in Measure R 35% assigned to the Westside Purple Line Extension as potentially available from the Transit Capital Subfund Westside reserve. A substantial, but as yet undetermined additional amount could potentially be added when the Exposition Phase 2 project is closed-out by the Metro Board of Directors. More current planning documents not yet presented to the Metro Board indicate that the reserve stands at \$360.48 million due to additional needs for WPLE Section 3. Allocating \$191.81 from this source now to Section 2 to meet the cost and revenue shortfall in Table 1 will limit the amount remaining to \$168.67 (plus any Expo Phase 2 savings yet to be determined) using these more current forecasts. None of these forecasts assume passage of the Potential Ballot Measure.

¹ Section 7(1)(d)(4) of the Measure R Ordinance allows any unused Measure R be credited to the Transit Capital Subfund and expended for Capital Projects located within the same subregion as the project so completed.

As shown in the previous step, Measure R funds are to be used in the same subregion as the project. We recommend the Metro Board utilize the Measure R savings from the Exposition Light Rail Transit Phase II Project to cover the funding shortfall on Section 2 of the Westside Purple Line Extension as soon as the close out figure is approved by the Metro Board.

The Metro Board may also decide to defer Call for Projects located within the subregion as shown in Table 2. Currently, the Westside Subregion has \$12.2 million in committed funds for the Call for Projects. The projects shown below came from the 2013 and 2015 Call for Projects and do not have executed MOU/LOAs. We do not recommend this option as the projects would not fully address the funding gap and are important transportation projects.

Table 2 – Metro Call for Projects Located in the Westside Subregion

ProjID	Agency	Project	Source	FY2017	FY2018	FY2019	FY2020	FY2021	Total
F7401	Culver City	Culver CityBus Clean Fuel Bus Replacement	LTF	\$ -	\$ -	\$ -	\$ 1.69	\$ 2.52	\$ 4.21
F7507	Culver City	Ballona Creek Bike Path Connectivity Project at Higuera Bridge	LTF	\$ -	\$ 0.23	\$ -	\$ 0.39	\$ -	\$ 0.62
F7704	Santa Monica	Multi-modal Wayfinding: Congestion Reduction/Station Access	LTF	\$ -	\$ 0.36	\$ 0.57	\$ 0.36	\$ -	\$ 1.29
2013 CFP Total				\$ -	\$ 0.60	\$ 0.57	\$ 2.43	\$ 2.52	\$ 6.11
F9537	Beverly Hills	Beverly Hills Bikeshare Program	LTF	\$ 0.010	\$ 0.010			\$ 0.262	\$ 0.28
F9625	Santa Monica	17th Street/SMC Expo Pedestrian Connectivity Improvements	CMAQ	\$ 0.163	\$ 1.332				\$ 1.49
F9434	Santa Monica	Bus Replacement - City of Santa Monica	CMAQ	\$ 1.765					\$ 1.77
F9807	Santa Monica	Santa Monica Expo and Localized Travel Planning Assistance	LTF	\$ 0.127	\$ 0.123	\$ 0.126			\$ 0.38
F9533	Santa Monica	Beach Bike Path Ramp Connection to Santa Monica Pier	CMAQ	\$ 0.138				\$ 0.912	\$ 1.05
F9517	West Hollywood	WeHo Bikeshare Implementation and Interoperability Project	LTF	\$ 0.511					\$ 0.51
F9424	West Hollywood	West Hollywood CityLine Vehicle Replacement	LTF		\$ 0.640				\$ 0.64
2015 CFP Total				\$ 2.71	\$ 2.10	\$ 0.13	\$ -	\$ 1.17	\$ 6.12
Total CFP Eligible Revenues				\$ 2.71	\$ 2.70	\$ 0.70	\$ 2.43	\$ 3.69	\$ 12.23

Countywide Transit Cost Reductions and/or Other Funds

This cost increase does not require any countywide cost reductions or other funds.

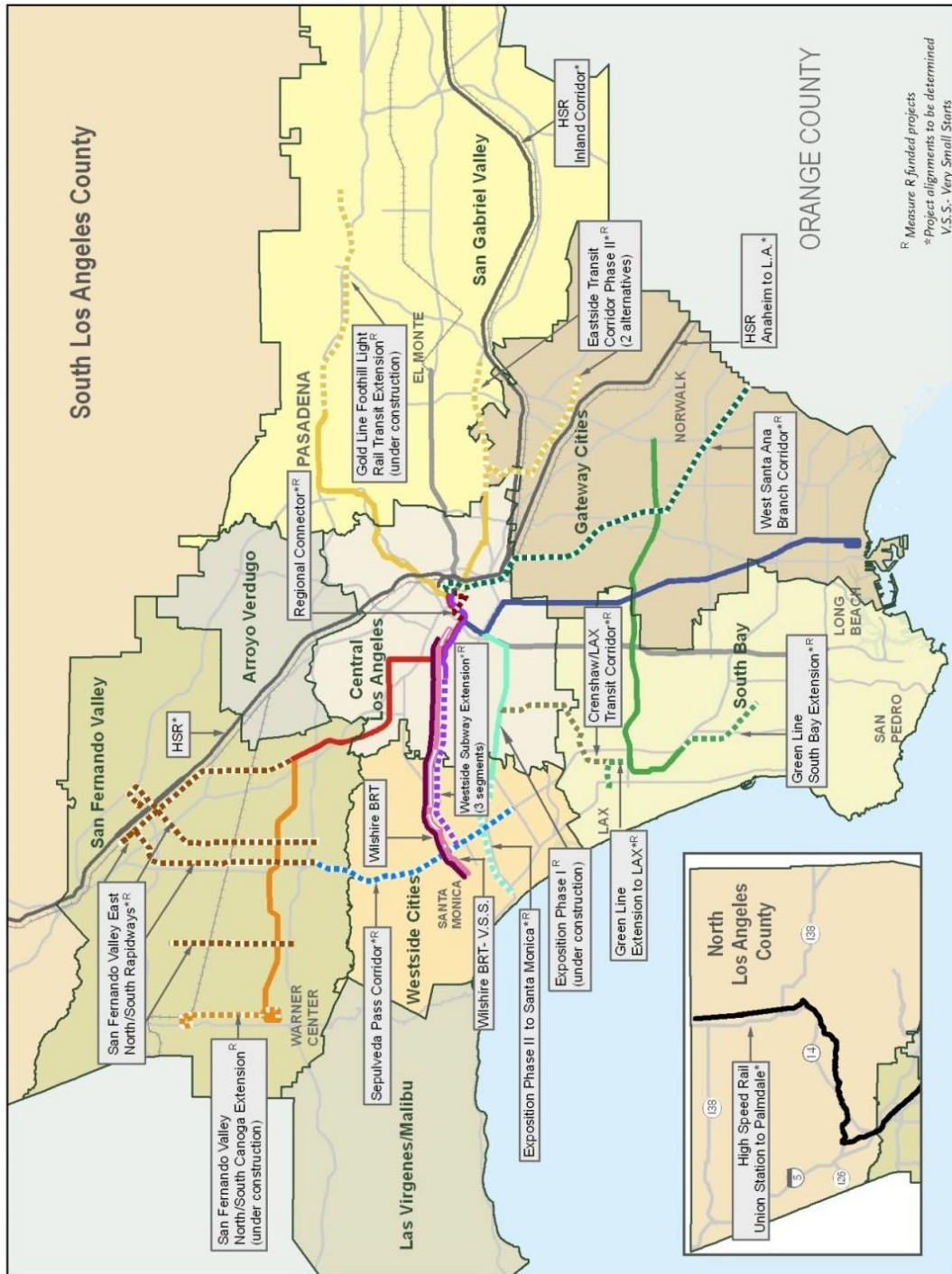
Long Range Transportation Plan Financial Forecast
Westside Purple Line Extension Project Funding Comparison (Section 2)

Attachment B - Exhibit 1

		2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2026	Total		
(\$ in millions)		Prior	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027			
SRTP Mar 2014	As of March 2014																	
	Planning/Environmental																-	
	Proposition A 35%																-	
	Proposition C 25%																-	
	Measure R 35%	3.8	1.0	1.1	47.2	47.8	63.7	168.7	67.3	96.8	50.3	1.3	2.7	(85.0)			466.7	
	Measure R 35% TIFIA Loan				146.0	61.0	100.0											307.0
	Lease Revenues																	-
	Repayment of Capital Projects Fund 3562	14.8	33.1						41.1									89.0
	Local Agency Funds									54.5								54.5
	Regional Improvement Program																	-
	CMAQ & RSTP				11.0	2.0	30.0	56.0	44.0		26.0							169.0
	Section 5309 New Starts			66.0	134.0	100.0	100.0	100.0	147.0	147.0	147.0	115.0	36.0	95.0				1,187.0
	5309 Capital Grant Rcpt Rev Bonds Proceeds																	-
	5309 Capital Grant Rcpt Rev Bonds Repay & Int																	-
Other State & Federal																	-	
Total		18.6	34.1	67.1	338.2	210.8	293.7	324.7	299.4	298.3	223.3	116.3	38.7	10.0	0.0		2,273.2	
April 20, 2016	As of 12/7/15																	
	Planning/Environmental																-	
	Proposition A 35%																-	
	Proposition C 25%																-	
	Measure R 35%	3.8	7.5	49.1	33.4	48.1	60.5	174.7	112.9	120.3	70.2	(1.1)	12.0	(53.0)			638.3	
	Measure R 35% TIFIA Loan				146.0	61.0	100.0											307.0
	Lease Revenues																	-
	Repayment of Capital Projects Fund 3562	14.8	40.0															54.8
	Local Agency Funds													54.5				54.5
	Regional Improvement Program																	-
	CMAQ & RSTP				11.0	2.0	30.0	56.0	44.0	26.0								169.0
	Section 5309 New Starts			66.0	134.0	100.0	100.0	100.0	147.0	147.0	147.0	115.0	36.0	95.0				1,187.0
	5309 Capital Grant Rcpt Rev Bonds Proceeds																	-
	5309 Capital Grant Rcpt Rev Bonds Repay & Int																	-
Other State & Federal																	-	
Total		18.6	47.5	115.1	324.4	211.1	290.5	330.7	303.9	293.3	217.2	113.9	48.0	96.5	0.0		2,410.6	
Change	Change																	
	Planning/Environmental	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
	Proposition A 35%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
	Proposition C 25%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
	Measure R 35%	(0.0)	6.5	47.9	(13.9)	0.3	(3.2)	6.0	45.6	23.6	19.9	(2.4)	9.2	32.0			171.6	
	Measure R 35% TIFIA Loan ⁽¹⁾	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
	Lease Revenues	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
	Repayment of Capital Projects Fund 3562	-	6.9	-	-	-	-	-	(41.1)	-	-	-	-	-	-	-	-	(34.2)
	Local Agency Funds	-	-	-	-	-	-	-	-	(54.5)	-	-	-	-	54.5	-	-	
	Regional Improvement Program	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
	CMAQ & RSTP ⁽²⁾	-	-	-	-	-	-	-	-	26.0	(26.0)	-	-	-	-	-	-	
	Section 5309 New Starts	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
	5309 Capital Grant Rcpt Rev Bonds Proceeds	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
	5309 Capital Grant Rcpt Rev Bonds Repay	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Other State & Federal ⁽⁵⁾	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
Total	(0.0)	13.4	47.9	(13.9)	0.3	(3.2)	6.0	4.5	(4.9)	(6.1)	(2.4)	9.2	86.5	-		137.3		

Map 1: 2009 LRTP – Subregions and Transit Corridors

2009 LRTP - Transit Corridors



**Los Angeles County Metropolitan Transportation Authority
Board Resolution
Approval of Westside Purple Line Extension Section 2 Project
Additional Financial Commitments of \$87.1Million**

WHEREAS, the Los Angeles County Metropolitan Transportation Authority (LACMTA) is the designated Transportation Planning agency for the County of Los Angeles; and

WHEREAS, the LACMTA is an eligible project sponsor and may receive federal funding from the Federal Transit Administration (FTA) for transit projects, including the Westside Purple Line Extension Section 2 project (“Project”); and

WHEREAS, the federal Transportation Infrastructure Finance and Innovation Act (TIFIA) provides loans for qualified transportation projects of regional and national significance; and

WHEREAS, the FTA administers grant funding under the federal New Starts Program pursuant to the transit capital investment program (49 U.S.C. 5309) which provides capital assistance for new fixed guideway systems; and

WHEREAS, the Project is an eligible project for funds under the New Starts Program and for a TIFIA loan; and

WHEREAS, LACMTA submitted a Financial Plan to the FTA in August 2015 with a project cost estimate of \$2,377.9 million that is now instead estimated to cost \$2,410.5 million, an increase of \$32.6 million; and

WHEREAS, the Financial Plan submitted to the FTA assumed a local funding contribution of \$54.5 million for the Project that has not yet been agreed to in writing by the City of Beverly Hills and cannot be agreed to before the end of May 2016;

NOW, THEREFORE, BE IT RESOLVED that the Board of Directors of the Los Angeles County Metropolitan Transportation Authority hereby commits an additional \$87.1 million in Measure R funds to the Westside Purple Line Extension Section 2 project Financial Plan to compensate for the \$32.6 million estimated cost increase and the \$54.5 million in not yet committed local contributions, for the purposes of demonstrating all funding is committed since that is a prerequisite for receipt of a Full Funding Grant Agreement from FTA.

CERTIFICATION

The undersigned, duly qualified and acting as the 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, May 26, 2016.

Michelle Jackson
LACMTA Secretary

Dated:

(SEAL)



Los Angeles County
Metropolitan Transportation Authority

Metro



Board Report

File #: 2016-0319, File Type: Program

Agenda Number: 49.

2nd REVISED
PLANNING AND PROGRAMMING COMMITTEE
JUNE 15, 2016
EXECUTIVE MANAGEMENT COMMITTEE
JUNE 16, 2016

SUBJECT: LONG RANGE TRANSPORTATION PLAN - POTENTIAL BALLOT MEASURE

ACTION: APPROVE PROPOSED LOS ANGELES COUNTY TRAFFIC IMPROVEMENT PLAN ORDINANCE

RECOMMENDATION

CONSIDER:

- A. ADOPTING the **Ordinance, including Expenditure Plan**, to implement Los Angeles County's Traffic Improvement Plan through a transportation sales tax measure;
- B. ADOPTING the Resolution requesting the Los Angeles County Board of Supervisors place the Ordinance on the ballot with specific ballot language for the November 8, 2016 countywide general election; and
- C. AMENDING the Fiscal Year (FY) 2017 budget to add \$10.9 million to fund election related and public information costs.

ISSUE

At the March 2016 Metro Board meeting, a Draft Potential Ballot Measure Expenditure Plan for a countywide transportation sales tax measure, as well as an ordinance outline and outreach plan, were presented. The outreach plan was a roadmap to educate the public about the draft Expenditure Plan and provide opportunities for public input, with engagement of three main community segments: the public, key stakeholders, and the media. The process included community meetings, briefings for elected officials, press conferences, online outreach, town hall meetings and more. The input was compiled and is presented separately this month in a report entitled "Potential Ballot Measure Public Input and Polling Results" (on the Planning and Programming and Executive Management Committee agendas). One of the top themes that emerged during the public input process and public poll is to provide accessible, convenient and affordable transit for seniors, students and the disabled. While Metro has identified a new dedicated funding stream for this area, this funding can be increased in the future. As the agency evaluates the whole plan in the future, the Metro Board has

the latitude to use funding from Transit Operations or Rail Operations areas for programs that serve seniors, students and the disabled based on growing need.

The Metro Board of Directors approved the release of the draft Plan for public review, and, if it is to be placed on the November 2016 ballot, must now adopt the Los Angeles County Traffic Improvement Plan Ordinance (Attachment A), including the Expenditure Plan, as well as the Resolution calling for an election (Attachment B). The June 2016 Metro Board of Directors Meeting is the last opportunity to approve these documents at a regularly scheduled Board Meeting to comply with the November 8, 2016 general election filing deadlines. Additionally, if the Metro Board of Directors adopts the Ordinance and the Resolution, the projected costs related to the election will need to be added to the FY 2017 Budget, as they are not currently included.

DISCUSSION

Background

The purpose of the Ordinance is to impose an additional one-half percent sales tax on July 1, 2017 and to replace the one-half percent sales tax originally authorized by Measure R after it expires on June 30, 2039. Such a combined sales tax measure is authorized by SB 767 (de León), which was passed on September 15, 2015, and signed by the Governor on October 7, 2015. The authorizing legislation requires that an expenditure plan be developed using a transparent process, including the most recent cost estimates. That Expenditure Plan is Attachment A to the Ordinance (attached to this report as Attachment A). The resolution (Attachment B) requests that the Los Angeles County Board of Supervisors place the sales tax on the November 2016 ballot. The resolution is a requirement to include Metro's special election ballot item with the countywide November 2016 general election.

Ordinance

The Ordinance is a statutory requirement developed to ensure integrity, stewardship, fiscal responsibility, accountability, and transparency for the Expenditure Plan. Modeled after Measure R, the Ordinance addresses changes to deal with improved oversight, a new program structure, no expiration provisions, and other lessons learned. The new program structure has four subfunds that are broadly the same as Measure R, with nine sub-categories. New categories in this Measure are: Metro State of Good Repair; Americans with Disabilities Act (ADA) Paratransit for the Disabled and Metro Discounts for Seniors and Students; and Active Transportation. Guidelines are required to be developed between November 2016 and July 2017.

3% Local Contribution

The Ordinance also includes new provisions for the 3% local contribution to major transit capital projects. The rationale for the contribution is that local communities with a station receive a special benefit due to the direct transit service that is above and beyond the project's benefit to the County as a whole. Due to Metro's inability to consistently enforce the 3% contribution to the projects in the Measure R structure, there has been difficulty in securing federal funding without increased assurances. The Ordinance includes provisions that allow development of a mutual agreement between a jurisdiction and Metro. The agreements shall be in accordance with guidelines adopted by

the Board. These guidelines will include provisions that allow for local jurisdictions to meet all or a portion of their 3% local contributions through investments in active transportation and first/last mile investments that are included in the Project scopes, consistent with station area plans jointly developed by Metro and affected jurisdictions. The Ordinance will seek the ability to withhold up to 15 years of local return funds from this new measure only for local agencies that fail to reach a timely agreement with Metro on their 3% contribution. Local return funds from Proposition A, Proposition C, and Measure R are not subject to withholding. As defined in the Ordinance, the local funding contribution shall be paid by each incorporated city, and the County of Los Angeles for those projects in unincorporated areas, based upon the percent of the project's total centerline track miles to be constructed within that jurisdiction's borders if one or more stations are to be constructed within the borders of that jurisdiction. In some cases, principally in smaller cities, the default withholding of 15 years of local return from only this new measure will be less than a formal 3% contribution. In these cases, the cities involved can elect to default with no other impact, thereby lowering their contribution to less than 3%.

The 3% local funding contribution represents up to \$830 million in funding outside of the direct sales tax revenues critical to support the accelerated project delivery schedules and geographic equity identified in the Final Expenditure Plan. Absent the 3% local funding contribution, projects may have to be delayed until other Long Range Transportation Plan (LRTP) identified revenues are available. This could create regional inequity and subsequently require the increased use of LRTP identified funds in subregions beyond those captured in the optimal subregional targets. An agreement approved by both Metro and the governing board of the jurisdiction shall specify the total project cost as determined at the conclusion of preliminary engineering (30% plans), the amount to be paid by the local jurisdiction, and a schedule of payments. Once approved, the amount to be paid by the local jurisdiction shall not be subject to future cost increases.

Expenditure Plan

Staff evaluated the feedback received during the review period and revised the plan where possible, with several timing adjustments when financially feasible. The revisions made to the March 24, 2016 Metro staff recommendation all originated from the Metro Board of Directors or with various stakeholder groups. The most significant changes made were to:

- Eliminate the 2057 end date to the ordinance to enable project acceleration and more local return;
- Add funding for Local Return from Metro administrative costs in FY 2018 (1%) and later in FY 2040 (3%) from capital program funding; and
- Make the 1% Regional Rail increase in FY 2040 a "shall" instead of a "may", provided that regional rail operators meet specific performance standards pre-established by the Metro Board of Directors.

These changes were made as a response to the most frequently heard requests from stakeholders during the comment period. Eliminating the horizon end date of the Draft Potential Ballot Measure Expenditure Plan provides more funding for the plan, which can be leveraged for earlier project delivery in a fiscally responsible manner. By not limiting the tax to 40 years, less aggressive debt assumptions can be made to deliver the proposed plan. It also allows flexibility for Metro to respond to future unforeseen conditions, while properly maintaining safe and reliable infrastructure in perpetuity within Los Angeles County.

Local Return Increase

Local Return was increased by 1% of net revenues in FY 2018 and 3% of net revenues in FY 2040, for a total of 20%. These funds will be from Metro administrative funds (1%), and Transit or Highway Capital funds as determined prior to FY 2040 by the Metro Board of Directors (3%). As a consequence of a no sunset term, this increase can occur with no impacts to the schedules of current projects in the Expenditure Plan, as listed in Attachment A. This revision addresses the concerns of stakeholders who want to know how their neighborhoods will directly benefit from this measure, separate from the issues of countywide congestion relief measures. By placing 20% of the net tax measure funds into the hands of the local cities for improvements, voters will see even greater improvements to the transportation infrastructure in their own neighborhoods, such as street repair, pedestrian and bicycle facilities, and transit. These two Local Return increases (1% in FY 2018, and another 3% in FY 2040) will result in \$3.4+ billion added to local streets, roads, and transit services. Of note, Local Return is to be used to augment, not supplant, existing local revenues beings used for transportation purposes.

Acceleration

Accelerating projects was a clear desire of the public that we heard in our outreach. The elimination of the 40-Year horizon year of 2057 has the following benefits, even after accounting for the Local Return and Regional Rail revisions discussed above:

- Two Council of Government Programs valued at \$165 M in the Las Virgenes Malibu area are accelerated for geographic equity;
- 42 years of total acceleration is achieved for projects valued at \$9.4 B (2015 \$'s);
- Two new projects are added to the plan and are valued at \$3.9 B;
- Three project upgrades are included later in Plan (beyond 2060) to synch them up with the mode (LRT or HRT) used in the performance metrics evaluation; and,

The specific accelerations made possible by the revised Plan are shown in Table 1, a summary of the Expenditure Plan schedule changes:

Table 1: Summary of Expenditure Plan Schedule Changes:

Project and Planning Area		BEFORE: Draft 40-Yr. Potential Ballot Measure for Public Review (3/24/2016)		AFTER: No Sunset Potential Ballot Measure Staff Rec's (as of 6/6/2016)		Summary of Notes Below: 2 COG programs accelerated for equity; 42 yrs of acceleration, proj. value \$9.4B; 2 new projects added, value \$3.9B; and, 3 project upgrades later in Plan.
Project:	Subregion	Start	Open	Start	Open	
Las Virg./Malibu ATP etc.	LVM	FY 2018	FY 2057	FY 2018	FY 2032	FY '32 opening for geo. equity: LVM had no major projects in 1 st 15 yrs.
Las Virg./Malibu Hwy. Eff.		FY 2018	FY 2057	FY 2018	FY 2032	
Orange Line BRT Improve.	SF	FY 2024	FY 2028	FY 2019	FY 2025	5 year acceleration to optimal schedule
West Santa Ana Segment 1	GC	FY 2023	FY 2029	FY 2022	FY 2028	1 year acceleration (CEQA only helps)
Green Line Ext. to Torrance	SB	FY 2031	FY 2035	FY 2026	FY 2030	5 year acceleration in new Plan
West Santa Ana Segment 2	GC	FY 2038	FY 2047	FY 2032	FY 2041	6 year acceleration with New Starts
I-5 from I-605 to I-710	GC	FY 2041	FY 2047	FY 2036	FY 2042	5 year acceleration in new Plan
Crenshaw Northern Ext.	W	FY 2049	FY 2055	FY 2041	FY 2047	8 year acceleration in new Plan
Lincoln Blvd. BRT	W	FY 2050	FY 2054	FY 2043	FY 2047	7 year acceleration in new Plan
Green Line East to Norwalk	SC	FY 2051	FY 2057	FY 2046	FY 2052	5 year acceleration in new Plan
Gold Line Eastside Ext. 2nd	SC	Not Included in 40 Year Plan		FY 2053	FY 2057	Adds 2 nd Alignment in new Plan
High Desert Multi-Purpose Corridor - LA County Seg.	SC			FY 2063	FY 2067	Adds LA County segment to Plan
Orange to Gold BRT to LRT	SC	Perf. Model based on higher mode (LRT/HRT, not BRT)		After FY 2060		Later Conversion to Light or Heavy Rail Transit (LRT/HRT) Noted in New Plan
Vermont Corridor to HRT	SC					
Lincoln Blvd. BRT to LRT	SC					

The four technical factors influencing the summary of the Expenditure Plan Schedule Changes in Table 1 above include:

- Delivery approach (including project readiness);
- New funding availability through “no sunset”;
- Environmental review assumptions (may be expedited using CEQA); and
- Performance modeling ratings

Additional Acceleration

Additional acceleration requests for the first 50 year period were considered but were not possible due to our recommendation to fund higher Local Return and Regional Rail percentages in the Plan. In light of these requests, we are recommending that the Metro Board of Directors consider criteria for later acceleration through the decennial comprehensive assessment process, examples of which could include:

- Improved metrics compared to other projects as projects are refined and approach shovel readiness;
- Project readiness compared to stalled projects that are delayed due to funding or environmental clearance issues, for example:
 - Available local funding such as supplemental local sales tax ballot measure;
 - Available private investment when their funding assumes such P3 investment;
 - Unique qualities that attract federal funding such as access to health care and affordable housing development opportunities; and
 - Ease of property acquisition or use due to available right of way and/or municipal or Metro-owned properties.

The Ordinance does provide for schedule acceleration based upon a 2/3 vote of the Metro Board, as long as no Expenditure Plan projects or programs are delayed. A public notice is also included in the Ordinance.

Regional Rail Increase

Metro staff is also responding to concerns raised about Regional Rail funding. Specifically, we recommend that Regional Rail be increased an additional 1% in FY 2040 if Metrolink meets the performance criteria to be established by the Metro Board of Directors. These funds will be available to improve regional rail service or for capital improvement and state of good repair purposes.

Technical Corrections

Other changes from the Draft Expenditure Plan issued in March 2016 include the funding composition of the South Bay Green Line Extension, the I-105 Express Lanes and the BRT Connector Orange/Red to Gold Line. The South Bay Greenline Extension, when coupled with its Measure R funding, was over-funded. The I-105 Express Lanes project was funded using South Bay resources in non-South Bay subregions. We corrected for these two problems and refund \$293.5 million to the Transportation System and Mobility Improvement project in the South Bay area, as shown in Table 1.

The Bus Rapid Transit (BRT) Orange/Red to Gold Line was split 50%/50% between the San Fernando Valley and the Arroyo Verdugo areas but the correct split was 10%/90% respectively. We corrected that problem through a project reallocation exchange between the two areas. This created

a new project addition for the San Fernando Valley Subregion, entitled San Fernando Valley Transportation Improvements, which includes eligible funding for the North San Fernando Valley BRT and soundwalls in the Tujunga, Sunland, Shadow Hills, and Lake View Terrace. SR 71 was to be phased into two parts, but is now combined into one phase, should the ballot measure pass. On I-710 South, we no longer phase the project north and south, but rather by early action versus later action based on project need and we changed a funding reference to “alternative revenue sources” instead of “goods movement fees”.

In order to expedite overall environmental requirements, and thereby ensure eligibility for future federal funding participation, the West Santa Ana project needs to be listed as a single project, as opposed to phases. Measure M cash flow requirements can be expedited by public-private partnership. This technical correction is reflected in Attachment A.

Staff also clarifies that the Gold Line Eastside First Alignment is to be one alignment selected through the current environmental processes. The second alignment is added later in the plan and will require separate environmental clearances at the appropriate time.

Finally, staff clarifies in Attachment A that all years are “fiscal year” not “calendar year.” Accordingly, per Board approved Motion 18 from Director Knabe, the Airport Metro Connector Project available funding is adjusted to reflect the current project schedule on a calendar year basis.

Oversight

The Ordinance requires an Independent Taxpayer Oversight Committee to provide an enhanced level of accountability for expenditures. The committee will be comprised of seven members with backgrounds in finance, construction, design, the judicial system, transit operations or labor practices, and government spending. The committee will meet to provide a quarterly funds review, an annual audit review, and a comprehensive five year program review to ensure that the planned purposes for the Ordinance are properly administered.

The Ordinance also includes a provision requiring comprehensive assessment by the Metro Board of Directors once every ten years, starting in FY 2027. The oversight committee shall review and provide input to the analysis, which will be adopted by the Metro Board.

Future

The proposed ten year comprehensive assessment will look forward at projects not yet completed, and, later in the plan period, at which projects or programs can be added. Any additions to the Expenditure Plan by the Metro Board of Directors would be through this decennial process, and could not delay any projects already included in the plan. Any cost savings from any completed subregional projects or programs will be returned to the appropriate geographic subregion or system connectivity program, to maintain equity, and may also be reallocated through this process. A description of the system connectivity program is included in Attachment C.

DETERMINATION OF SAFETY IMPACT

Adopting the Ordinance and the Resolution, and amending the budget for related costs will not have any adverse safety impacts on employees and patrons. A successful ballot measure will improve Metro's ability to provide expanded service, as well as better maintain its assets, improving safety for employees, patrons, and the public in general throughout the County.

FINANCIAL IMPACT

The financial impact of the staff recommendation is limited to the costs of placing the measure on the ballot and funding the related voter information costs. The FY 2017 budget will be amended adding \$10.9 million.

Approval of the ballot measure by the voters of Los Angeles County would increase the agency's revenues by a projected \$120+ billion between FY 2018 and FY 2057. These revenues would be used to fund the projects and programs described in the Expenditure Plan in Attachment B.

Impact to Budget

The additional cost to the FY 2017 Metro Budget for this Ordinance is approximately \$10.9 million. The election costs include \$8.4 million, estimated by the County Registrar as the fee for placing the based measure on the ballot, which should be added to the 1010 cost center (the Board Office) in the New Sales Tax Initiative project/task number 405201/01.01. The remaining \$2.5 million should be added to the Communications Executive Office cost center 7010, in the same project/task numbers (405201/01.01), for information costs.

The proposed source of funds for this action is a combination of Measure R administration and general funds based on availability. These funds are available for use on transportation projects.

ALTERNATIVES CONSIDERED

The proposed sales tax measure is a way to implement a more robust transportation system that will better enable the County to keep pace with the population and employment growth. One option considered is to not move forward with a sales tax measure, to avoid the related costs. However, through the "bottoms-up" approach used to develop the Plan, and the subsequent outreach and review process, Metro has repeatedly heard that this type of transportation funding is essential to meet the transportation demands of the region.

In March 2016, the Board was presented with a 40-year draft expenditure plan. It was determined that only an indefinite ballot measure could provide the type of desired transportation solutions indicated by the stakeholder comments. To that end, Metro staff recommends leaving the termination of the proposed ballot measure up to future voters, with no specified sunset date. This recommendation creates a sustainable financial source for maximum early project delivery, increased fiscal responsibility, more local return, more State of Good Repair, saves taxpayer money through reduced debt risk, and provides for the ability to tackle the transportation infrastructure challenges of tomorrow, not just today, but once and for all.

Response to a Tabled Metro Board of Director Motion from March 2016

In response to a motion made by Directors Butts, Knabe and DuBois at the March 24, 2016 Metro Board of Directors meeting that was tabled, Metro staff has analyzed the impact of accelerating the delivery of all Measure R transit and highway program. Foundational to this analysis is the parameter that the Board's December 2, 2015 directive to staff remain unchanged and intact, that is-- High performing projects are accelerated, in the project sequencing of the measure, **but only to the extent that other existing LRTP projects are not delayed from their current LRTP funding schedules**. Thus, the alternative Potential Ballot Measure scenario proposal would entail the following elements:

- High performing projects would "...not be allowed to 'cut in line' ahead of projects already promised in Measure R."
- A subset of "all Measure R Transit projects" would therefore have to be accelerated in order to be sequenced "on par" with the high performing projects (as compared to keeping their original LRTP schedule); and
- Completion of "critical goods movement projects in the Measure R Highway Program - including completion of the I-710 South Improvements by 2032".

The results of our analysis show that this scenario would introduce an unsurmountable level of risk into the Potential Ballot Measure Expenditure Plan (the Plan). Specifically:

- An immediate and unsurmountable capital program deficit would exist starting in FY 2021;
- The deficit would rapidly climb to more than \$11 billion by 2025 and peak at more than \$20 billion in FY 2030;
 - If the SR-710 North project were to be included in the critical goods movement projects from Measure R, the deficit peaks at \$25 billion by FY 2030;
 - These deficit figures do not include the more than \$1.25 billion in annual debt service, making the cumulative challenge far worse; and,
- Attempting the aggressive borrowing to close these gaps would impact our transit operations

so severely that even extensive service cuts would not close the gaps.

Such a programmatic outcome is untenable and not recommended.

NEXT STEPS

Attachment D, Metro's Plan to Ease Traffic, will be used to summarize the staff recommendation for the Expenditure Plan. If approved, Metro Staff will submit the resolution, the proposed ballot measure, and the back-up documentation to the Offices of the Los Angeles County Registrar-Recorder/County Clerk and County Board of Supervisors by the August 12, 2016 deadline, per the Schedule to Inclusion on the Ballot (Attachment E). The letter "M" will be requested as the designation by the August 17, 2016 deadline, with "E" and "T" as alternatives. Following letter selection, the public information materials on the proposed measure will be finalized and sent out to all Los Angeles County registered voters. Staff will continue to provide support and information as needed, including the Updated Major Capital Project Descriptions found in Attachment F.

Additionally, the CEO will return to the Metro Board of Directors to present the agency's Program Management Plan in October 2016 outlining how Metro Staff plans to manage the proposed program.

ATTACHMENTS

Attachment A - Ordinance and Expenditure Plan

Attachment B - Resolution

Attachment C - System Connectivity

Attachment D - Presentation (Under Separate Cover)

Attachment E - Schedule to Inclusion on Ballot

Attachment F - Updated Major Capital Project Descriptions

Prepared by: David Yale, Managing Executive Officer, (213) 922-2469
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Stephanie Wiggins, Deputy Chief Executive Officer

Reviewed and
Approved by: Phillip A. Washington, Chief Executive Officer



Phillip A. Washington
Chief Executive Officer

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RESOLUTION CALLING SPECIAL ELECTION ON AN ORDINANCE PROPOSING AN ADDITIONAL RETAIL TRANSACTIONS AND USE TAX AND EXTENSION OF AN EXISTING RETAIL TRANSACTIONS AND USE TAX FOR TRANSPORTATION PURPOSES TO BE SUBMITTED TO THE VOTERS OF THE COUNTY AT THE SPECIAL ELECTION AND REQUESTING THE CONSOLIDATION OF THE SPECIAL ELECTION WITH THE NOVEMBER GENERAL ELECTION

WHEREAS, on June 23, 2016, the Los Angeles County Metropolitan Transportation Authority (“Metro”) ordered that a proposed ordinance to add an additional ½ cent sales tax and to extend the existing traffic relief sales tax to fund a Los Angeles County Traffic Improvement Plan, be submitted to the voters of Los Angeles County at a special election on November 8, 2016; and

BE IT RESOLVED by Metro that, pursuant to Section 130350 of the California Public Utilities Code, a special election is hereby ordered and called to be held on Tuesday, November 8, 2016, and that the following Proposition be submitted to the electors of the County of Los Angeles at the special election.

BE IT FURTHER RESOLVED that Metro requests that the Board of Supervisors of the County of Los Angeles, State of California, consolidate the special election with the November General Election and place the Proposition upon the same ballot as shall be provided for the General Election to be held on the 8th day of November 2016, and, that the same precincts, polling places, and precinct board members as shall be used for the General Election shall be used for the Special Election pursuant to California Elections Code Sections 10400 et seq.

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BALLOT PROPOSITION

The exact form of the Proposition as it is to appear on the ballot is as follows:

<p>Los Angeles County Traffic Improvement Plan.</p> <p>To improve freeway traffic flow/safety; repair potholes/<u>sidewalks</u>; repave local streets; earthquake retrofit bridges; synchronize signals; keep senior/disabled/student fares affordable; expand rail/subway/bus systems; improve job/school/airport connections; and create jobs; shall voters authorize a Los Angeles County Traffic Improvement Plan through a ½ ¢ sales tax and continue the existing ½ ¢ traffic relief tax until voters decide to end it, with independent audits/oversight and all funds controlled locally?</p>	<p>YES</p>
	<p>NO</p>

EXHIBIT ATTACHMENTS

The complete text of the proposed ordinance, including Attachment A, entitled “Expenditure Plan,” and Attachment B, ~~the map~~ entitled “Subregional Maps,” is attached as Exhibit 1 ~~Attachment B~~. These documents are incorporated herein by reference.

PROCLAMATION

Pursuant to Section 12001 of the California Elections Code, Metro hereby PROCLAIMS that a special County-wide election shall be held on November 8, 2016, to vote upon the Proposition set forth in this resolution. Pursuant to Section 14212 of the California Elections Code, the polls shall be open for said election from 7:00 a.m. to 8:00 p.m. The Los Angeles County Registrar-Recorder shall cause this proclamation to be published in a daily newspaper of general circulation, printed, published, and circulated in Los Angeles County, at least one (1) time before the 8th day of November, 2016, pursuant to Section 130351 of the California Public Utilities Code and Section 9163 of the California Elections Code.

1 FILING RESOLUTION

2 The Chief Executive Officer of Metro, or his designee, is ordered to file a copy of this
3 resolution with the Clerk of the Los Angeles County Board of Supervisors and the Los
4 Angeles County Registrar-Recorder/County Clerk at least eighty-eight (88) days prior to the
5 date of the election.
6

7 ANALYSIS OF ORDINANCE

8 The County Counsel of the County of Los Angeles is hereby requested to prepare an
9 analysis of said ordinance pursuant to Section 130351 of the California Public Utilities Code
10 and Section 9160 of the California Elections Code.
11

12 CEQA EXEMPTION

13 The California Environmental Quality Act does not apply to this tax proposal, according
14 to Section 21080(b)(8) and (10) through (13) of the California Public Resources Code, and
15 Sections 15273, 15275, 15276 and 15378(b)(4) of Title 14 of the California Code of
16 Regulations.

17 This tax is proposed for the purpose of (1) meeting operating expenses; purchasing or
18 leasing supplies, equipment or materials; meeting financial reserve requirements; obtaining
19 funds for capital projects necessary to maintain service within existing service areas; (2)
20 increasing funds for the existing public transit service programs; (3) instituting or increasing
21 passenger or commuter services on rail or highway rights of way already in use and/or (4)
22 the continued development of a regional transportation improvement program.

23 Metro hereby finds that the purpose of this tax includes supplementing existing tax
24 revenues to meet a demonstrated shortfall due to decreasing federal funding and
25 increasing transportation costs needed to complete the Los Angeles County transportation
26 system as set forth in the Regional Transportation Improvement Program, which is
27 incorporated herein by reference, including funding to meet operating expenses, purchase
28 or lease of equipment or materials, meet financial reserve needs and requirements and to
29 obtain funds for capital projects necessary to maintain service within existing service areas
30 and to assist in meeting stricter air quality standards and accessibility requirements.

31 The Chief Executive Officer of Metro, or his designee, is directed to promptly file a
32 Notice of Exemption under the California Environmental Quality Act.
33
34

1 ELECTION/REGISTRAR-RECORDER

2 Metro staff is hereby instructed to cooperate with the Los Angeles County Registrar-
3 Recorder and to perform or cause to be performed such functions preliminary to the conduct
4 of the special election as may be agreed upon with the Registrar-Recorder.

5 Pursuant to Section 130351 of the California Public Utilities Code, the cost incurred by
6 Los Angeles County in conducting the special election shall be reimbursed by Metro.

7 The Los Angeles County Board of Supervisors is hereby authorized to canvass the
8 returns of the special election requested herein to be consolidated with the November 2016
9 general election.

10 Pursuant to Section 130350 of the California Public Utilities Code, the vote
11 requirement for the Proposition shall be an affirmative vote of two-thirds (2/3) of the votes
12 cast on the Proposition.

13
14 ARGUMENTS

15 Metro hereby authorizes the Chairman of the Board of Directors of Metro to file a
16 written argument in support of the Proposition and the rebuttal argument.

17
18 REQUEST FOR LETTER IDENTIFYING PROPOSITION

19 Metro hereby requests that the Registrar-Recorder identify the Proposition as
20 "Proposition M." In the event that the letter "M" is not available, Metro requests that the
21 Registrar-Recorder identify the Proposition as "Proposition E." In the event that neither the
22 letter "M" nor the letter "E" is available, Metro requests that the Registrar-Recorder identify
23 the Proposition as "Proposition T." In the event that none of the above letters are available,
24 Metro hereby authorizes the Chief Executive Officer, or his designee, to select a letter
25 identifying the Proposition.

26
27 BALLOT PAMPHLET ATTACHMENTS

28 Metro hereby authorizes the Chief Executive Officer, or his designee, to submit any
29 attachments he deems necessary, including Attachments A and B of this resolution, or
30 excerpts thereof, to the Registrar-Recorder for inclusion in the ballot pamphlet.

31
32 NOTICE OF ELECTION

33 Upon receipt from the Registrar-Recorder of the published notice of election, the Chief
34 Executive Officer, or his designee, shall post the notice of election in a publicly available

1 location in the Metro Headquarters Building located at One Gateway Plaza in the City of Los
2 Angeles, California.

3
4 WITHDRAWAL OF PROPOSITION

5 Metro hereby authorizes the Chief Executive Officer to instruct the Registrar-Recorder
6 to withdraw the Proposition from the November 8, 2016 ballot in the event that the California
7 Legislature adopts any statute that prevents the attached Ordinance from taking effect.

8
9 ENFORCEMENT AUTHORITY

10 Metro hereby authorizes the Chief Executive Officer to retain outside legal counsel to
11 take any action necessary to effectuate the purposes of this resolution, including the
12 attached Ordinance.

13
14 I certify that the foregoing resolution was adopted by a majority vote of all members of
15 the Los Angeles County Metropolitan Transportation Authority, at its meeting held on June
16 23, 2016.

17
18
19 _____
20 Michele Jackson
21 Metro Board Secretary

SCHEDULE TO INCLUSION ON BALLOT

REGISTRAR-RECORDER/ COUNTY-CLERK (RR/CC) TIMELINE

August 12, 2016 E-88	<ul style="list-style-type: none"> • Last Day to File Resolution with County Board of Supervisors requesting Measure be placed on November Ballot (Includes Ordinance) • Last Day for County Board of Supervisors to Approve Placement of Measure on Ballot • Last Day to Submit Ordinance and Resolution to RR/CC
August 17, 2016	<ul style="list-style-type: none"> • Last Day to Submit Amendments to Ballot Measure Ordinance & Resolution to RR/CC • Last Day to Submit Letter Designation Request to RR/CC
August 19, 2016 (est.)	Last Day to Submit to RR/CC Arguments for Ballot Measure
Aug. 20 - Aug. 29, 2016	First 10-Calendar Day Public Examination Period (Period of public review to challenge the ballot measure text, ballot measure label, arguments, and impartial analysis.)
August 29, 2016	Last Day to Submit to RR/CC Rebuttals to Arguments Against Ballot Measure
Aug. 30 – Sept. 8, 2016	Second 10-Calendar Day Public Examination Period (Period of public review to challenge rebuttals. Depending on the number of measures on the ballot, RR/CC may decide to have the impartial analysis reviewable in the second period instead of the first.)
Sept. 29 – Oct. 18, 2016	Sample Ballot Booklets and State Ballot Pamphlets Mailed to Each Voter
Oct. 10 – Nov. 1, 2016	First and Last Day of Vote by Mail Period
Nov. 8, 2016	General Election

1 **Ordinance #16-01**

2 **Los Angeles County Traffic Improvement Plan**

3
4 **PREAMBLE**

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

7
8 **Improve freeway traffic flow**; reduce bottlenecks and ease traffic congestion.

9
10 **Expand the rail and rapid transit system**; accelerate rail construction and build new rail lines;
11 enhance local, regional, and express bus service; and improve system connectivity.

12
13 **Repave local streets, repair potholes, synchronize signals**; improve neighborhood streets
14 and intersections, and enhance bike and pedestrian connections.

15
16 **Keep the transit and highway system safe**; earthquake-retrofit bridges, enhance freeway and
17 transit system safety, and keep the transportation system in good working condition.

18
19 **Make public transportation more accessible, convenient, and affordable** for seniors,
20 students, and the disabled; and provide better mobility options for our aging population.; ~~and~~
21 ~~provide better connectivity and access to public transportation for all.~~

22
23 **Embrace technology and innovation**; incorporate modern technology, new advancements,
24 and emerging innovations into the local transportation system.

25
26 **Create jobs, reduce pollution, and generate local economic benefits**; ~~protect and monitor~~
27 ~~the public’s investments through independent oversight~~; increase personal quality time and
28 overall quality of life.

29
30 **Provide accountability and transparency; protect and monitor the public’s investments**
31 **through independent audits and oversight.**

32
33
34 **SECTION 1. TITLE**

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

39
40 **SECTION 2. SUMMARY**

41 This Ordinance imposes a retail transactions and use tax at the rate of one-half of one
42 percent (.5%) within Los Angeles County to be operative on the first day of the first calendar
43 quarter commencing not less than 180 days after the adoption of this Ordinance by the voters.

1 The rate of this tax shall increase to one percent (1.0%) on July 1, 2039 immediately upon the
2 expiration of the .5% tax imposed by Ordinance No. 08-01 of the Los Angeles County
3 Metropolitan Transportation Authority (Measure R).

4
5 SECTION 3. DEFINITIONS

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

7 "Active Transportation" means projects that encourage, promote, or facilitate
8 environments that promote walking, bicycling, rolling modes, or transit use.

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

11 "Board of Equalization" means the California State Board of Equalization.

12 "Capital" means any project or program described in Attachment A that qualifies as a
13 capital improvement expenditure.

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

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

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

30 "Expenditure Plan" means that expenditure plan which is attached hereto as
31 Attachment A.

32 "First/Last Mile" means infrastructure, systems, and modes of travel used by transit
33 riders to start or end their transit trips. This includes but is not limited to infrastructure for
34 walking, rolling, and biking (e.g. bike lanes, bike parking, sidewalks, and crosswalks), shared

1 use services (e.g. bike share and car share), facilities for making modal connections (e.g. kiss
2 and ride and bus/rail interface), signage and way-finding, and information and technology that
3 eases travel (e.g. information kiosks and mobile apps).

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

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

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

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

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

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

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

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

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

1 "Metro Rail Operations" means service delivery for operating and regular and
2 preventative maintenance for Metro Rail Lines as defined in guidelines adopted by the Metro
3 Board of Directors, as well as Metro State of Good Repair.

4 "Metro State of Good Repair" means the repair, rehabilitation, and replacement
5 required to maintain reliable, safe, effective, and efficient rail transit services.

6 "Multi-Year Subregional Programs" means multiple capital projects defined by
7 guidelines adopted pursuant to Section 7(c).

8 "Net Revenues" means Sales Tax Revenues minus any amount expended on
9 administrative costs pursuant to Section 10.

10 "Regional Rail" means regional commuter rail service within Los Angeles County,
11 including operating, maintenance, expansion, and state of good repair.

12 "Sales Tax" means a retail transactions and use tax.

13 "Sales Tax Revenues" means the Gross Sales Tax minus any refunds and any fees
14 imposed by the Board of Equalization for the performance of functions incident to the
15 administration and operation of this Ordinance.

16 "Schedule of Funds Available" means the anticipated schedule for releasing funds to
17 complete projects included in the Expenditure Plan.

18 "Subregion" means "subregional planning area" as shown by the boundaries in
19 "Subregional Maps" attached hereto as Attachment B.

20 "Transit Construction" means a capital only project or program including
21 environmental, design, and construction work in public transit rights-of-way or in support of the
22 capital needs of the public transit system, such as rolling stock, transit stations, or transit stop
23 improvements. Transit construction can also include first/last mile improvements.

24 "Transit Operations" means countywide transit service operated by Metro and the
25 Included and Eligible Municipal Operators receiving funds allocated through a Board-adopted
26 Formula Allocation Procedure (FAP).

27
28 SECTION 4. STATUTORY AUTHORITY

29 This Ordinance is enacted, in part, pursuant to:

30 a. Part 1.6 (commencing with Section 7251) of Division 2 of the California
31 Revenue and Taxation Code; and

32 b. Division 12 (commencing with Section 130000) of the California Public Utilities
33 Code.

1 SECTION 5. IMPOSITION OF RETAIL TRANSACTIONS AND USE TAX

2 a. Subject to the limits imposed by this Ordinance, Metro hereby imposes, in the
3 incorporated and unincorporated territory of Los Angeles County, a Transactions and Use tax
4 at the rate of one-half of one percent (.5%) beginning on the first day of the first calendar
5 quarter commencing not less than 180 days after the adoption of this Ordinance by the voters.
6 The rate of this tax shall increase to one percent (1.0%) on July 1, 2039 immediately upon the
7 expiration of the .5% tax imposed by Ordinance No. 08-01 of the Los Angeles County
8 Metropolitan Transportation Authority (Measure R).

9 b. This Transactions and Use tax shall be in addition to any other taxes
10 authorized by law, including any existing or future state or local Transactions and Use tax.
11 The imposition, administration, and collection of the tax shall be in accordance with all
12 applicable statutes, laws, and rules and regulations prescribed and adopted by the Board of
13 Equalization.

14 c. Pursuant to Section 130350.7(h) of the Public Utilities Code, the tax rate
15 authorized by this section shall not be considered for purposes of the combined rate limit
16 established by Section 7251.1 of the Revenue and Taxation Code.

17 d. Pursuant to the provisions of Section 7262.2 of the Revenue and Taxation
18 Code, the required provisions of Sections 7261 and 7262 of that Code as now in effect or as
19 later amended are adopted by reference in this Ordinance.

20 e. This Ordinance incorporates provisions identical to those of the Sales and Use
21 Tax Law of the State of California insofar as those provisions are not inconsistent with the
22 requirements and limitations contained in Part 1.6 of Division 2 of the Revenue and Taxation
23 Code.

24 f. The Transactions and Use tax shall be administered and collected by the
25 Board of Equalization in a manner that adapts itself as fully as practicable to, and requires the
26 least possible deviation from, the existing statutory and administrative procedures followed by
27 the Board of Equalization in administering and collecting the California State Sales and Use
28 Taxes.

29 g. This Transactions and Use tax shall be administered in a manner that will be,
30 to the greatest degree possible, consistent with the provisions of Part 1.6 of Division 2 of the
31 Revenue and Taxation Code, minimizes the cost of collecting the transactions and use taxes,
32 and at the same time, minimizes the burden of record keeping upon persons subject to
33 taxation under the provisions of this Ordinance.

34

1 SECTION 6. ADMINISTRATION BY BOARD OF EQUALIZATION

2 a. CONTRACT WITH STATE. Prior to the operative date, Metro shall contract with
3 the Board of Equalization to perform all functions incident to the administration and operation of
4 this Ordinance; provided, that if Metro shall not have contracted with the Board of Equalization
5 prior to the operative date, it shall nevertheless so contract and in such a case the operative
6 date shall be the first day of the first calendar quarter following the execution of such a contract.

7 b. TRANSACTIONS TAX RATE. For the privilege of selling tangible personal
8 property at retail, a tax is hereby imposed upon all retailers in the incorporated and
9 unincorporated territory of Los Angeles County at the rate of one half of one percent (.5%) of the
10 gross receipts of any retailer from the sale of all tangible personal property sold at retail in said
11 territory on and after the operative date of this Ordinance. The rate of this tax shall increase to
12 one percent (1.0%) of the gross receipts on July 1, 2039 immediately upon the expiration of the
13 .5% tax imposed by Ordinance No. 08-01 of the Los Angeles County Metropolitan
14 Transportation Authority (Measure R).

15 c. PLACE OF SALE. For the purposes of this Ordinance, all retail sales are
16 consummated at the place of business of the retailer unless the tangible personal property sold
17 is delivered by the retailer or his agent to an out-of-state destination or to a common carrier for
18 delivery to an out-of-state destination. The gross receipts from such sales shall include delivery
19 charges, when such charges are subject to the state sales and use tax, regardless of the place
20 to which delivery is made. In the event a retailer has no permanent place of business in the
21 State or has more than one place of business, the place or places at which the retail sales are
22 consummated shall be determined under rules and regulations to be prescribed and adopted by
23 the Board of Equalization.

24 d. USE TAX RATE. An excise tax is hereby imposed on the storage, use, or other
25 consumption in Los Angeles County of tangible personal property purchased from any retailer
26 on and after the operative date of this Ordinance for storage, use, or other consumption in Los
27 Angeles County at the rate of one half of one percent (.5%) of the sales price of the property.
28 The rate of this tax shall increase to one percent (1.0%) of the sales price of the property on
29 July 1, 2039 immediately upon the expiration of the .5% tax imposed by Ordinance No. 08-01 of
30 the Los Angeles County Metropolitan Transportation Authority (Measure R). The sales price
31 shall include delivery charges when such charges are subject to state sales or use tax
32 regardless of the place to which delivery is made.

33 e. ADOPTION OF PROVISIONS OF STATE LAW. Except as otherwise provided in
34 this Ordinance and except insofar as they are inconsistent with the provisions of Part 1.6 of

1 Division 2 of the Revenue and Taxation Code, all of the provisions of Part 1 (commencing with
2 Section 6001) of Division 2 of the Revenue and Taxation Code are hereby adopted and made a
3 part of this Ordinance as though fully set forth herein.

4 f. LIMITATIONS ON ADOPTION OF STATE LAW AND COLLECTION OF USE
5 TAXES. In adopting the provisions of Part 1 of Division 2 of the Revenue and Taxation Code:

6 1. Wherever the State of California is named or referred to as the taxing
7 agency, the name of Metro shall be substituted therefor. However, the substitution shall not be
8 made when:

9 A. The word "State" is used as a part of the title of the State
10 Controller, State Treasurer, Victim Compensation and Government Claims Board, State Board
11 of Equalization, State Treasury, or the Constitution of the State of California;

12 B. The result of that substitution would require action to be taken by
13 or against Metro or any agency, officer, or employee thereof rather than by or against the Board
14 of Equalization, in performing the functions incident to the administration or operation of this
15 Ordinance.

16 C. In those sections, including, but not necessarily limited to sections
17 referring to the exterior boundaries of the State of California, where the result of the substitution
18 would be to:

19 i. Provide an exemption from this Sales Tax with respect to
20 certain sales, storage, use, or other consumption of tangible personal property which would not
21 otherwise be exempt from this Sales Tax while such sales, storage, use, or other consumption
22 remain subject to tax by the State under the provisions of Part 1 of Division 2 of the Revenue
23 and Taxation Code; or

24 ii. Impose this Sales Tax with respect to certain sales,
25 storage, use, or other consumption of tangible personal property that would not be subject to
26 this Sales Tax by the state under the said provision of that code.

27 D. In Sections 6701, 6702 (except in the last sentence thereof),
28 6711, 6715, 6737, 6797, or 6828 of the Revenue and Taxation Code.

29 2. The phrase "Los Angeles County" shall be substituted for the words "this
30 state" in the phrase "retailer engaged in business in this state" in Section 6203 and in the
31 definition of that phrase in Section 6203 of the Revenue and Taxation Code.

32 g. PERMIT NOT REQUIRED. If a seller's permit has been issued to a retailer
33 under Section 6067 of the Revenue and Taxation Code, an additional transactor's permit shall
34 not be required by this Ordinance.

1 h. EXEMPTIONS AND EXCLUSIONS.

2 1. There shall be excluded from the measure of the transactions tax and the
3 use tax the amount of any sales tax or use tax imposed by the State of California or by any city,
4 city and county, or county pursuant to the Bradley-Burns Uniform Local Sales and Use Tax Law
5 or the amount of any state-administered transactions or use tax.

6 2. There are exempted from the computation of the amount of transactions
7 tax the gross receipts from:

8 A. Sales of tangible personal property, other than fuel or petroleum
9 products, to operators of aircraft to be used or consumed principally outside the County in which
10 the sale is made and directly and exclusively in the use of such aircraft as common carriers of
11 persons or property under the authority of the laws of this State, the United States, or any
12 foreign government.

13 B. Sales of property to be used outside Los Angeles County which is
14 shipped to a point outside Los Angeles County, pursuant to the contract of sale, by delivery to
15 such point by the retailer or his agent, or by delivery by the retailer to a carrier for shipment to a
16 consignee at such point. For the purposes of this paragraph, delivery to a point outside Los
17 Angeles County shall be satisfied:

18 i. With respect to vehicles (other than commercial vehicles)
19 subject to registration pursuant to Chapter 1 (commencing with Section 4000) of Division 3 of
20 the Vehicle Code, aircraft licensed in compliance with Section 21411 of the Public Utilities Code,
21 and undocumented vessels registered under Division 3.5 (commencing with Section 9840) of
22 the Vehicle Code by registration to an address outside Los Angeles County and by a declaration
23 under penalty of perjury, signed by the buyer, stating that such address is, in fact, his or her
24 principal place of residence; and

25 ii. With respect to commercial vehicles, by registration to a
26 place of business outside Los Angeles County and declaration under penalty of perjury, signed
27 by the buyer, that the vehicle will be operated from that address.

28 C. The sale of tangible personal property if the seller is obligated to
29 furnish the property for a fixed price pursuant to a contract entered into prior to the operative
30 date of this Ordinance.

31 D. A lease of tangible personal property which is a continuing sale of
32 such property, for any period of time for which the lessor is obligated to lease the property for an
33 amount fixed by the lease prior to the operative date of this Ordinance.

1 E. For the purposes of subparagraphs (C) and (D) of this section, the
2 sale or lease of tangible personal property shall be deemed not to be obligated pursuant to a
3 contract or lease for any period of time for which any party to the contract or lease has the
4 unconditional right to terminate the contract or lease upon notice, whether or not such right is
5 exercised.

6 3. There are exempted from the use tax imposed by this Ordinance, the
7 storage, use, or other consumption in Los Angeles County of tangible personal property:

8 A. The gross receipts from the sale of which have been subject to a
9 transactions tax under any state-administered transactions and use tax ordinance.

10 B. Other than fuel or petroleum products purchased by operators of
11 aircraft and used or consumed by such operators directly and exclusively in the use of such
12 aircraft as common carriers of persons or property for hire or compensation under a certificate
13 of public convenience and necessity issued pursuant to the laws of this State, the United States,
14 or any foreign government. This exemption is in addition to the exemptions provided in
15 Sections 6366 and 6366.1 of the Revenue and Taxation Code of the State of California.

16 C. If the purchaser is obligated to purchase the property for a fixed
17 price pursuant to a contract entered into prior to the operative date of this Ordinance.

18 D. If the possession of, or the exercise of any right or power over, the
19 tangible personal property arises under a lease which is a continuing purchase of such property
20 for any period of time for which the lessee is obligated to lease the property for an amount fixed
21 by a lease prior to the operative date of this Ordinance.

22 E. For the purposes of subparagraphs (C) and (D) of this section,
23 storage, use, or other consumption, or possession of, or exercise of any right or power over,
24 tangible personal property shall be deemed not to be obligated pursuant to a contract or lease
25 for any period of time for which any party to the contract or lease has the unconditional right to
26 terminate the contract or lease upon notice, whether or not such right is exercised.

27 F. Except as provided in subparagraph (G), a retailer engaged in
28 business in Los Angeles County shall not be required to collect use tax from the purchaser of
29 tangible personal property, unless the retailer ships or delivers the property into the County or
30 participates within the County in making the sale of the property, including, but not limited to,
31 soliciting or receiving the order, either directly or indirectly, at a place of business of the retailer
32 in County or through any representative, agent, canvasser, solicitor, subsidiary, or person in the
33 County under the authority of the retailer.

1 G. "A retailer engaged in business in Los Angeles County" shall also
2 include any retailer of any of the following: vehicles subject to registration pursuant to Chapter 1
3 (commencing with Section 4000) of Division 3 of the Vehicle Code, aircraft licensed in
4 compliance with Section 21411 of the Public Utilities Code, or undocumented vessels registered
5 under Division 3.5 (commencing with Section 9840) of the Vehicle Code. That retailer shall be
6 required to collect use tax from any purchaser who registers or licenses the vehicle, vessel, or
7 aircraft at an address in Los Angeles County.

8 4. Any person subject to use tax under this Ordinance may credit against
9 that tax any transactions tax or reimbursement for transactions tax paid to a district imposing, or
10 retailer liable for a transactions tax pursuant to Part 1.6 of Division 2 of the Revenue and
11 Taxation Code with respect to the sale to the person of the property the storage, use, or other
12 consumption of which is subject to the use tax.

13 i. AMENDMENTS. All amendments subsequent to the effective date of this
14 Ordinance to Part 1 of Division 2 of the Revenue and Taxation Code relating to sales and use
15 taxes and which are not inconsistent with Part 1.6 and Part 1.7 of Division 2 of the Revenue and
16 Taxation Code, and all amendments to Part 1.6 and Part 1.7 of Division 2 of the Revenue and
17 Taxation Code, shall automatically become a part of this Ordinance, provided however, that no
18 such amendment shall operate so as to affect the rate of tax imposed by this Ordinance.

19 j. ENJOINING COLLECTION FORBIDDEN. No injunction or writ of mandate or
20 other legal or equitable process shall issue in any suit, action, or proceeding in any court
21 against the State or Metro, or against any officer of the State or Metro, to prevent or enjoin the
22 collection under this Ordinance, or Part 1.6 of Division 2 of the Revenue and Taxation Code,
23 of any tax or any amount of tax required to be collected.

24 25 SECTION 7. USE OF REVENUES

26 a. All Net Revenues generated from the Sales Tax imposed pursuant to this
27 Ordinance plus any Interest, less any funds necessary for satisfaction of debt service and
28 related requirements of all bonds issued and obligations incurred pursuant to this Ordinance
29 that are not satisfied out of separate allocations, shall be allocated solely for the transportation
30 purposes described in this Ordinance.

31 b. Metro shall establish and administer a sales tax revenue fund and such
32 subfunds as established in this Ordinance. All Net Revenues and Interest on Sales Tax
33 Revenues shall be credited into the sales tax revenue fund and credited to the appropriate
34 subfunds and programs in accordance with the percentages in the column entitled "% of Sales

1 Tax (net of Admin)” on page 1 of Attachment A. All sums in the sales tax revenue fund shall
2 be expended by Metro for the projects and programs described in Attachment A. Metro may
3 expend additional funds from sources other than the Sales Tax imposed pursuant to this
4 Ordinance on the projects and programs described in Attachment A.

5 1. Metro shall establish the following subfunds of the sales tax revenue
6 fund:

7 A. Transit Operating and Maintenance Subfund, for Metro Rail
8 Operations program funds, Transit Operations (Metro and Municipal Providers) program funds,
9 ADA Paratransit for the disabled and Metro discounts for seniors and students program funds.

10 i. Metro Rail Operations program funds are eligible to be
11 used for Metro Rail State of Good Repair.

12 ii. Transit Operations program funds are eligible to be used
13 for Metro State of Good Repair.

14 B. Transit, First/Last Mile (Capital) Subfund, for Transit Construction
15 (including System Connectivity Projects – Airports, Union Station, and Countywide BRT)
16 program funds and Metro State of Good Repair program funds. This subfund shall include a
17 Transit Contingency Subfund.

18 i. Transit Contingency Subfund. All Net Revenues allocated
19 to the Transit, First/Last Mile (Capital) Subfund, except those allocated to Metro State of Good
20 Repair, that are not assigned to a specific project or program coded “T” in the “modal code”
21 column of Attachment A shall be credited to the Transit Contingency Subfund.

22 C. Highway, Active Transportation, Complete Streets (Capital)
23 Subfund, for Highway Construction (including System Connectivity Projects – Ports, Highway
24 Congestion Programs and Goods Movement) program funds and Metro Active Transportation
25 (Bicycle, Pedestrian, Complete Streets) program funds. This subfund shall include a Highway
26 Contingency Subfund.

27 i. Highway Contingency Subfund. All Net Revenues
28 allocated to the Highway, Active Transportation, Complete Streets (Capital) Subfund, except
29 those allocated to Metro Active Transportation Program, that are not assigned to a specific
30 highway capital project or program coded “H” in the “modal code” column of Attachment A shall
31 be credited to the Highway Contingency Subfund.

32 D. Local Return/Regional Rail Subfund, for Local Return program
33 funds and Regional Rail program funds.

34 2. For each project identified in the “Expenditure Plan Major Projects”

1 section of Attachment A, Metro shall expend the amount of Net Revenues specified in the
2 column entitled “Measure ___ Funding 2015\$” for each project. Such expenditures shall
3 commence in the fiscal year identified in the column “Groundbreaking Start Date,” or in the
4 subsequent two fiscal years, except that expenditures for preconstruction costs may commence
5 sooner.

6 A. Metro may expend funds from the Contingency Subfunds for
7 inflation adjustments for any project identified in the “Expenditure Plan Major Projects” section
8 of Attachment A if less than two-thirds (2/3) of the amount allocated in the “Measure ___
9 Funding 2015\$” column has been expended prior to the first day of Fiscal Year 2027. Such
10 expenditures shall be deducted from the Highway Contingency Subfund if the project is coded
11 “H” in the “modal code” column of Attachment A or from the Transit Contingency Subfund if
12 the project is coded “T” in the “modal code” column of Attachment A. Such expenditures shall
13 not exceed the actual amount of inflation since 2015 as determined by an index selected by
14 the Metro Board of Directors.

15 3. For each program identified in the “Multi-Year Subregional Programs”
16 section of Attachment A, Metro shall expend the amount of Net Revenues specified in the
17 column entitled “Measure ___ Funding 2015\$” for each program. Such expenditures shall
18 commence in the fiscal year identified in the column “Groundbreaking Start Date,” or in the
19 subsequent two fiscal years, except that expenditures for preconstruction costs may
20 commence sooner.

21 A. Metro may expend funds from the Contingency Subfunds for
22 inflation adjustments for any project identified in the “Multi-Year Subregional Programs”
23 section of Attachment A beginning in Fiscal Year 2027. Such expenditures shall be deducted
24 from the Highway Contingency Subfund if the project is coded “H” in the “modal code” column
25 of Attachment A or from the Transit Contingency Subfund if the project is coded “T” in the
26 “modal code” column of Attachment A. Such expenditures shall not exceed the actual amount
27 of inflation since 2015 as determined by an index selected by the Metro Board of Directors.

28 4. Metro shall expend funds allocated to the Contingency Subfunds, to the
29 extent necessary, to service the debt of any bonds issued or other obligations incurred
30 pursuant to Section 12 of this Ordinance.

31 5. Metro may expend funds from the Contingency Subfunds for
32 Expenditure Plan Major Projects or Multi-Year Subregional Programs in any fiscal year in
33 which Net Revenues received are not sufficient to meet Metro’s funding obligations for that
34 year for such projects.

1 6. No earlier than July 1, 2039, the Metro Board of Directors shall increase
2 the percentage of Net Revenues allocated to the Regional Rail program of the Local Return
3 and Regional Rail Subfund from one percent (1%) to two percent (2%) provided that the
4 recipient(s) satisfy certain performance criteria, which shall be adopted by the Metro Board of
5 Directors. Any such increase in Net Revenues allocated to Regional Rail shall be offset by
6 corresponding reductions in Net Revenues allocated to either the Transit, First/Last Mile
7 (Capital) Subfund or Highway, Active Transportation, Complete Streets (Capital) Subfund, or
8 both. No reduction shall delay any projects in Attachment A.

9 7. On July 1, 2039, the percentage of Net Revenues allocated to the Local
10 Return program shall increase by three percent of Net Revenues. The Metro Board of
11 Directors shall make corresponding reductions to either the Transit Construction or Highway
12 Construction programs, or both. No reduction shall delay any projects in Attachment A.

13 c. The Metro Board of Directors shall adopt guidelines regarding Multi-Year
14 Subregional Programs identified in Attachment A. The guidelines shall, at minimum, specify
15 definitions of active transportation, first/last mile, visionary seed project studies, street car and
16 circulator projects, greenway projects, mobility hubs, highway efficiency and operational
17 improvement projects, bus system improvements, highway demand-based programs (such as
18 high occupancy vehicle extensions and connections), transit capital projects, transportation
19 system and mobility improvements, bus rapid transit capital improvements, safe route to
20 schools, multi-modal connectivity projects, arterial street improvements, freeway interchange
21 improvements, goods movement improvements, highway and transit noise mitigations,
22 intelligent transportation systems, transportation technology improvements, streetscape
23 enhancements and Great Streets, public transit state of good repair, and traffic congestion
24 relief improvements.

25 d. Metro may enter into an agreement with the Board of Equalization to transfer
26 Sales Tax Revenues directly to a bond trustee or similar fiduciary, in order to provide for the
27 timely payment of debt service and related obligations, prior to Metro's receipt and deposit of
28 such Sales Tax Revenues into the sales tax revenue fund; provided, however, that such
29 payments of debt service and related obligations shall be allocated to the appropriate subfund
30 consistent with the expenditure of the proceeds of the corresponding debt.

31 e. Metro shall include the projects and programs in Attachment A in the Long
32 Range Transportation Plan within one year of the date the Ordinance takes effect. The revised
33 and updated Long Range Transportation Plan shall also include capital projects and capital
34 programs that are adopted by each subregion that are submitted to Metro for inclusion in the

1 revised and updated Long Range Transportation Plan, if the cost and schedule details are
2 provided by the subregions, in a manner consistent with the requirements of the plan.

3 f. Three percent (3%) of the total project cost of any Expenditure Plan Major
4 Project coded "T" in Attachment A shall be paid by each incorporated city within Los Angeles
5 County, and Los Angeles County for those projects in unincorporated areas, based upon the
6 percent of project total centerline track miles to be constructed within that jurisdiction's borders if
7 one (1) or more stations are to be constructed within the borders of said jurisdiction. An
8 agreement approved by both Metro and the governing board of the jurisdiction shall specify the
9 total project cost determined at the conclusion of thirty percent (30%) completion of final design
10 (which shall not be subject to future cost increases), the amount to be paid, and a schedule of
11 payments. If the total project cost estimate is reduced after the conclusion of thirty percent
12 (30%) completion of final design, the proportionate cost to the jurisdiction shall be reduced
13 accordingly. The jurisdiction may request a betterment for a project. The jurisdiction, however,
14 shall incur the full cost of any such betterment. Such agreements shall be in accordance with
15 guidelines adopted by the Metro Board of Directors.

16 1. If no agreement is entered into and approved prior to the award of
17 any contract authorizing the construction of the project within the borders of the jurisdiction, or if
18 at any time the local jurisdiction is in default of any sums due pursuant to the approved
19 agreement, all funds contained in the Local Return/Regional Rail Subfund allocated to that
20 jurisdiction may, at Metro's sole discretion, be withheld for not longer than fifteen (15) years and
21 used to pay for the project until the three percent (3%) threshold is met.

22 g. Once every ten (10) years, beginning in Fiscal Year 2027, Metro shall conduct
23 a comprehensive assessment of each project and program identified in Attachment A as an
24 "Expenditure Plan Major Project" or "Multi-Year Subregional Program." This assessment shall
25 determine which projects or programs are either completed, or anticipated to be completed
26 during the next ten-year period. The Measure __ Independent Taxpayer Oversight Committee
27 of Metro, established pursuant to Section 8, shall review and comment on the assessment.

28 Metro shall also conduct a public review prior to the assessment's approval. Upon approval of
29 this assessment by a two-thirds vote, the Metro Board of Directors may:

30 1. Add "Expenditure Plan Major Projects" and "Multi-Year Subregional
31 Programs" to the Expenditure Plan by a two-thirds (2/3) vote so long as such additions do not
32 delay the Groundbreaking Start Date, Expected Opening Date, or amount of "Measure _
33 Funding 2015\$" of any other "Expenditure Plan Major Project" or "Multi-Year Subregional

1 Program.” No “Expenditure Plan Major Projects” or “Multi-Year Subregional Programs” may
2 be added to the Expenditure Plan except through the decennial process described herein.

3 A. Should an “Expenditure Plan Major Project” or “Multi-Year
4 Subregional Program”, except for those coded “sc” in the “subregion” column of Attachment A,
5 be completed without the expenditure of all Net Revenues allocated to that project or program
6 in Attachment A, the surplus Net Revenues shall be expended on projects or programs in the
7 same subregion as the project or program so completed. The Metro Board of Directors shall
8 determine by a two-thirds (2/3) vote whether a project or program is complete.

9 B. Should an “Expenditure Plan Major Project” or “Multi-Year
10 Subregional Program” coded “sc” in the “subregion” column of Attachment A be completed
11 without the expenditure of all Net Revenues allocated to that project or program in Attachment
12 A, the surplus Net Revenues shall be expended on another “Expenditure Plan Major Project”
13 or “Multi-Year Subregional Program” coded “sc” in the “subregion” column of Attachment A.
14 The Metro Board of Directors shall determine by a two-thirds (2/3) vote whether a project or
15 program is complete.

16 2. Adopt an amendment to transfer Net Revenues between the Transit,
17 First/Last Mile (Capital) Subfund and the Highway, Active Transportation, Complete Streets
18 (Capital) Subfund pursuant to Section 11(c). No such amendment shall be adopted except
19 through the decennial process described herein.

20 3. Adopt an amendment to Attachment B pursuant to Section 11(a). No
21 such amendment shall be adopted except through the decennial process described herein
22 provided, however, the Metro Board of Directors shall not adopt an amendment to Attachment
23 B prior to the comprehensive assessment in Fiscal Year 2047.

24 h. No Net Revenues generated from the Sales Tax shall be expended on the
25 State Route 710 North Gap Closure Project.

26 i. Notwithstanding any other provision of this Ordinance, no recipient of Local
27 Return program funds may expend more than thirty-three and one-third percent (33⅓ %) of
28 total funds received in any fiscal year on Green Streets.

30 SECTION 8. OVERSIGHT

31 a. There is hereby established a Measure __ Independent Taxpayer Oversight
32 Committee of Metro (“Committee”) to provide an enhanced level of accountability for
33 expenditures of sales tax revenues made under the Expenditure Plan. The Committee shall

1 meet at least four (4) times each year to carry out the purposes of this Ordinance. The
2 Committee reports directly to the Metro Board of Directors and the public.

3 b. It is the intent that the Committee will assist Metro and take advantage of
4 changing situations in the future with regard to technologies and transportation developments.
5 Therefore, the provisions contained in this Ordinance are based on a 2016 perspective and are
6 not meant to be unduly restrictive on the Committee's and Metro's roles and responsibilities.

7 c. Committee Membership. The Committee Members established for oversight
8 shall carry out the responsibilities laid out in this Ordinance and play a valuable and constructive
9 role in the ongoing improvement and enhancement of this Ordinance.

10 1. As such, the Committee Members shall be comprised of seven (7)
11 voting members representing the following professions or areas of expertise:

12 A. A retired Federal or State judge

13 B. A professional from the field of municipal/public finance and/or
14 budgeting with a minimum of ten (10) years of relevant experience

15 C. A transit professional with a minimum of ten (10) years of
16 experience in senior-level decision making in transit operations and labor practices

17 D. A professional with a minimum of ten (10) years of experience in
18 management and administration of financial policies, performance measurements, and reviews

19 E. A professional with demonstrated experience of ten (10) years or
20 more in the management of large-scale construction projects

21 F. A licensed architect or engineer with appropriate credentials in the
22 field of transportation project design or construction and a minimum of ten (10) years of relevant
23 experience

24 G. A regional association of businesses representative with at least
25 ten (10) years of senior-level decision making experience in the private sector

26 2. The intent is to have one member representing each of the specified
27 areas of expertise. If, however, after a good faith effort, qualified individuals have not been
28 identified for one (1) or more of the areas of expertise, then no more than two (2) members from
29 one (1) or more of the remaining areas of expertise may be selected.

30 3. The members of the Committee must reside in Los Angeles County and
31 be subject to conflict of interest provisions. No person currently serving as an elected or
32 appointed city, county, special district, state, or federal public officeholder shall be eligible to
33 serve as a member of the Committee.

34 d. Conflict of Interest. The Committee members shall be subject to Metro's conflict

1 of interest policies. The members shall have no legal action pending against Metro and are
2 prohibited from acting in any commercial activity directly or indirectly involving Metro, such as
3 being a consultant to Metro or to any party with pending legal actions against Metro during their
4 tenure on this Committee. Committee members shall not have direct commercial interest or
5 employment with any public or private entity, which receives sales tax funds authorized by this
6 Ordinance.

7 e. Committee Membership Selection Panel. The Selection Panel ("Panel") shall
8 select for approval the Oversight Committee Members, who will be responsible for performing
9 the responsibilities under this Ordinance. The Panel will be comprised of three (3) persons,
10 each of whom shall be members of the Metro Board of Directors, or their designee.

11 1. The Panel shall be selected as follows, and will represent the existing
12 leadership of Metro's Board (Chair, Vice Chair, and second Vice Chair):

13 A. One representative from the Los Angeles County Board of
14 Supervisors; and

15 B. One representative selected by the Mayor of the City of Los
16 Angeles; and

17 C. One representative from the Los Angeles County Cities

18 2. The Panel shall screen and recommend potential candidates for
19 Committee Membership. The Panel will develop guidelines to solicit, collect, and review
20 applications of potential candidates for membership on the Committee. The filling of
21 membership vacancies, due to removals and reappointments will follow these same guidelines.

22 3. The recommended candidates for Committee Membership
23 shall be approved by the Metro Board by a simple majority.

24 f. Term. Each member of the Committee shall serve for a term of five (5) years,
25 and until a successor is appointed, except that initial appointments may be staggered with terms
26 of three (3) years. A Committee member may be removed at any time by the appointing
27 authority. Term limits for Committee members will be staggered to prevent significant turnover
28 at any one time. There is no limit as to the number of terms that a Committee member may
29 serve. Members will be compensated through a stipend and they may choose to waive.

30 g. Resignation. Any member may, at any time, resign from the Committee upon
31 written notice delivered to the Metro Board. Acceptance of any public office, the filing of intent
32 to seek public office, including a filing under California Government Code Section 85200, or
33 change of residence to outside the County shall constitute a Member's automatic resignation.

34 h. Committee Responsibilities. The Committee shall, at a minimum, meet on a

1 quarterly basis to carry out its responsibilities and is hereby charged with the following
2 responsibilities:

3 1. *General Responsibilities*

4 A. The Committee will have the responsibility for approving the scope
5 of work and direct the work of the auditors, to include at minimum the above mentioned areas.
6 Selection of the auditors will follow the Board approved procurement and solicitation policies.
7 The Committee will be involved in the solicitation and selection process of the auditors.

8 B. The Committee shall prepare an annual report on the results of the
9 annual audit per Section 8(h)(3)(B), any findings made, and report the comments to the Metro
10 Board of Directors.

11 C. The Committee shall review all proposed debt financing and make
12 a finding as to whether the benefits of the proposed financing for accelerating project delivery,
13 avoiding future cost escalation, and related factors exceed issuance and interest costs.

14 D. The Committee shall review any proposed amendments to the
15 Ordinance, including the Expenditure Plan, and make a finding as to whether the proposed
16 amendments further the purpose of the Ordinance.

17 2. *Quarterly Responsibilities.* The Committee shall at minimum review the
18 following:

19 A. For each Subfund, make findings on the effective and efficient use
20 of funds.

21 B. For Local Return funds, review the programmed revenues and
22 uses for each of the local jurisdictions.

23 C. For Transit and Highway (Capital), review comparison of budget
24 expended to project milestone completion, comparison of contingency spent to project
25 completion, and review of soft costs expended.

26 D. For Active Transportation Program, review programmed revenues
27 and uses.

28 E. For State of Good Repair, review budget and expenses.

29 F. For Transit Operating and Maintenance (which includes Metro Rail
30 Operations, Transit Operations, ADA Paratransit for the disabled/Metro discounts for seniors
31 and students, and Regional Rail), review budget and expenses.

32 3. *Annual Responsibilities*

33 A. The Committee shall review the results of the audit performed

1 and make findings as to whether Metro is in compliance with the terms of the Ordinance. Such
2 findings shall include a determination as to whether recipients of Net Revenues allocated and
3 funds were expended for all the Subfunds (listed in Attachment A) and have complied with this
4 Ordinance and any additional guidelines developed by Metro.

5 B. *Annual Financial and Compliance Audit.* Metro shall contract for
6 an annual audit, to be completed within six (6) months after the end of the fiscal year being
7 audited, for the purpose of determining compliance by Metro with the provisions of this
8 Ordinance relating to the receipt and expenditure of Sales Tax Revenues during such fiscal
9 year. The audit should include a determination as to whether recipients of Net Revenues
10 allocated from these Subfunds have complied with this Ordinance and any additional guidelines
11 developed by Metro for these Subfunds.

12 C. For major corridor projects, included in the Expenditure Plan, the
13 Committee shall review at least once a year:

14 i. Project costs, established LOP budgets, and any
15 significant cost increases and/or major scope changes of the major corridor projects identified in
16 the Expenditure Plan.

17 ii. The funding available and programmed for the projects
18 included in the Expenditure Plan, as well as any funding gaps for each of these projects. The
19 Committee shall provide recommendations on possible improvements and modifications to
20 deliver the Plan.

21 iii. Performance in terms of project delivery, cost controls,
22 schedule adherence, and related activities.

23 4. *Five-Year Responsibilities*

24 A. The Committee shall review the Comprehensive Program
25 Assessment of the Expenditure Plan every five (5) years or every ten (10) years in accordance
26 with Section 7(g) and make findings and/or provide recommendations for improving the
27 program. The results of this assessment will be presented to the Metro Board of Directors.

28 B. *Comprehensive Program Assessment.* Metro shall conduct every
29 five (5) years, a comprehensive review of all projects and programs implemented under the Plan
30 to evaluate the performance of the overall program and make recommendations to improve its
31 performance on current practices, best practices, and organizational changes to improve
32 coordination.

33 i. Accountability to the Public and the Metro Board. All audit reports, findings, and
34 recommendations will be available and accessible to the public (through various types of media)

1 prior to the public hearing and upon request. Metro will establish a website dedicated to the
2 Oversight of this Measure and include all pertinent Ordinance information for the public. The
3 Committee shall review all audits and hold an annual public hearing to report on the results of
4 the audits.

5
6 SECTION 9. MAINTENANCE OF EFFORT REQUIREMENTS

7 a. It is the intent of Metro that any Sales Tax Revenues provided to local
8 jurisdictions in Los Angeles County under the program described in Attachment A as “Local
9 Return” be used to augment, not supplant, existing local revenues being used for
10 transportation purposes.

11 b. Metro shall develop guidelines that, at a minimum, specify maintenance of
12 effort requirements for the local return program, matching funds, and administrative
13 requirements for the recipients of revenue derived from the Sales Tax.

14
15 SECTION 10. COSTS OF ADMINISTRATION

16 Metro shall establish an Administration/Local Return fund and one and one-half
17 percent (1.5%) of Gross Sales Tax revenues shall be credited into this fund. As funds are
18 received by Metro and credited to this fund, one percent (1%) of Net Revenues shall be
19 immediately transferred to the Local Return/Regional Rail Subfund of the sales tax revenue
20 fund to be used solely for the Local Return program. All other amounts in the
21 Administration/Local Return fund shall be available to Metro for administrative costs, including
22 contractual services.

23
24 SECTION 11. AMENDMENTS

25 a. The Metro Board of Directors may amend this Ordinance, including Attachment
26 A and Attachment B, with the exception of Section 11, for any purpose subject to the
27 limitations contained in Section 7(g), including as necessary to account for the results of any
28 environmental review required under the California Environmental Quality Act or the National
29 Environmental Policy Act and any related federal statute of the projects listed in Attachment A.
30 Any such amendments shall be approved by a vote of not less than two-thirds (2/3) of the
31 Metro Board of Directors. Metro shall hold a public meeting on proposed amendments prior to
32 adoption. Metro shall provide notice of the public meeting to the Los Angeles County Board of
33 Supervisors, the city council of each city in Los Angeles County, and the public, and shall

1 provide them with a copy of the proposed amendments, at least 60 days prior to the public
2 meeting.

3 b. By two-thirds (2/3) vote, the Metro Board of Directors may amend the
4 “Schedule of Funds Available” columns listed in Attachment A to accelerate a project,
5 provided that any such amendments shall not reduce the amount of funds assigned to any
6 other project or program as shown in the “Measure __ Funding 2015\$” column of Attachment
7 A or delay the Schedule of Funds Available for any other project or program. Metro shall hold
8 a public meeting on proposed amendments prior to adoption. Metro shall provide notice of the
9 public meeting to the Los Angeles County Board of Supervisors, the city council of each city in
10 Los Angeles County, and the public, and shall provide them with a copy of the proposed
11 amendments, at least 30 days prior to the public meeting.

12 c. Metro shall not adopt any amendment to this Ordinance, including Attachment
13 A, that reduces total Net Revenues allocated to the sum of the Transit, First/Last Mile (Capital)
14 Subfund and the Highway, Active Transportation, Complete Streets (Capital) Subfund. Not
15 more than once in any ten (10) year period commencing in FY2027, Metro may adopt an
16 amendment transferring Net Revenues between the Transit, First/Last Mile (Capital) Subfund
17 and the Highway, Active Transportation, Complete Streets (Capital) Subfund. This
18 subparagraph shall not apply to adjustments to the Net Revenues allocated to the Transit,
19 First/Last Mile (Capital) Subfund and the Highway, Active Transportation, Complete Streets
20 (Capital) Subfund pursuant to Section 7(b)(6) or Section 7(b)(7). Such adjustments shall not
21 require an amendment to this Ordinance or Attachment A.

22 d. Notwithstanding Section 11(a) of this Ordinance, Metro shall not adopt any
23 amendment to this Ordinance, including Attachment A, that reduces Net Revenues allocated
24 to the Transit Operating & Maintenance Subfund or the Local Return/Regional Rail Subfund.

25 e. The Metro Board of Directors may amend Section 11 of this Ordinance if such
26 amendments are approved by a vote of not less than two-thirds (2/3) of the Metro Board of
27 Directors and are approved by a majority of the voters voting on a measure to approve the
28 amendment. Metro shall hold a public meeting on proposed amendments prior to adoption.
29 Metro shall provide notice of the public meeting to the Los Angeles County Board of
30 Supervisors, the city council of each city in Los Angeles County, and the public, and shall
31 provide them with a copy of the proposed amendments, at least 60 days prior to the public
32 meeting. Amendments shall become effective immediately upon approval by the voters.

1 SECTION 12. ESTABLISHMENT OF BONDING AUTHORITY

2 a. Metro is authorized to issue limited tax bonds and incur other obligations, from
3 time to time, payable from and secured by all or any portion of the Sales Tax Revenues to
4 finance any program or project in the Expenditure Plan, pursuant to Sections 130500 et seq. of
5 the Public Utilities Code, and any successor act, or pursuant to any other applicable sections of
6 the Public Utilities Code or the Government Code. As additional security, such bonds and other
7 obligations may be further payable from and secured by farebox revenues or general revenues
8 of Metro, on a basis subordinate to Metro's existing General Revenue Bonds, or any other
9 available source of Metro's revenues, in each case as specified in a resolution adopted by a
10 majority of Metro's Board of Directors. The maximum bonded indebtedness, including issuance
11 costs, interest, reserve requirements and bond insurance, shall not exceed the total amount of
12 the Gross Sales Tax. Nothing herein shall limit or restrict in any way the power and authority of
13 Metro to issue bonds, notes or other obligations, to enter into loan agreements, leases,
14 reimbursement agreements, standby bond purchase agreements, interest rate swap
15 agreements or other derivative contracts or to engage in any other transaction under the
16 Government Code, the Public Utilities Code or any other law.

17 b. The Metro Board of Directors shall adopt guidelines regarding the issuance of
18 bonds and the incurrence of other obligations pursuant to this Section 12. The guidelines shall,
19 at a minimum, establish methods for taking into account (a) the expenditure of proceeds of such
20 bonds and other obligations and (b) the payment of debt service and other amounts with respect
21 to such bonds and other obligations, for purposes of meeting the program expenditure
22 requirements of Section 7 hereof.

23
24 SECTION 13. APPROPRIATIONS LIMIT

25 Article XIII B of the California Constitution requires certain governmental entities to
26 establish an annual appropriations limit. This appropriations limit is subject to adjustment as
27 provided by law. To the extent required by law, Metro shall establish an annual appropriations
28 limit and expenditures of the retail transactions and use tax shall be subject to such limit.

29
30 SECTION 14. ELECTION

31 Pursuant to California Public Utilities Code Section 130350.7(d), Metro hereby calls a
32 special election to place this Ordinance before the voters. The ballot language shall read as
33 follows:

1 **Los Angeles County Traffic Improvement Plan.**

2 To improve freeway traffic flow/safety; repair potholes/sidewalks; repave local streets;
3 earthquake retrofit bridges; synchronize signals; keep senior/disabled/student fares
4 affordable; expand rail/subway/bus systems; improve job/school/airport connections; and
5 create jobs; shall voters authorize a Los Angeles County Traffic Improvement Plan
6 through a ½ ¢ sales tax and continue the existing ½ ¢ traffic relief tax until voters decide
7 to end it, with independent audits/oversight and ~~all~~ funds controlled locally?
8

9 SECTION 15. EFFECTIVE AND OPERATIVE DATES

10 a. This Ordinance shall be effective on January 1, 2017, if:

11 1. Two-thirds (2/3) of the voters voting on the measure vote to approve
12 this Ordinance at the statewide general election scheduled for November 8, 2016; and

13 2. No California state statute that requires Metro to provide funding from
14 revenues derived from the Sales Tax imposed pursuant to this Ordinance for any project or
15 program other than those in the Expenditure Plan, or provide a level of funding greater than
16 described in the Expenditure Plan, or on a different schedule than described in the Expenditure
17 Plan, is adopted by the California Legislature subsequent to the adoption of this Ordinance by
18 the Metro Board of Directors and becomes law.
19

20 SECTION 16. SEVERABILITY

21 If any tax or provision of this Ordinance is for any reason held invalid or unenforceable
22 by a court of competent jurisdiction, that holding shall not affect the validity or enforceability of
23 the remaining taxes or provisions, and Metro declares that it would have passed each part of
24 this Ordinance irrespective of the validity of any other part.

Los Angeles County Transportation Expenditure Plan
Outline of Expenditure Categories
Fiscal Year (FY) 2018 - 2057, Escalated Dollars
(millions)

ATTACHMENT A

Subfund	Program	% of Sales Tax (net of Admin)	First Year Amount (FY 2018)	FY 2018 - FY 2032 (15 Years)	FY 2033 - FY 2047 (15 Years)	FY 2048 - FY 2057 (10 Years)	FY 2018 - FY 2057 (40 Years)
Transit Operating & Maintenance	Metro Rail Operations ¹	5%	\$ 42	\$ 850	\$ 2,320	\$ 2,810	\$ 5,980
	Transit Operations ² (Metro & Municipal Providers)	20%	\$ 169	\$ 3,400	\$ 9,280	\$ 11,240	\$ 23,920
	ADA Paratransit for the Disabled; Metro Discounts for Seniors and Students	2%	\$ 17	\$ 340	\$ 930	\$ 1,120	\$ 2,390
Transit, First/Last Mile (Capital)	Transit Construction (Includes System Connectivity Projects - Airports, Union Station, and Countywide BRT)	35%	\$ 296	\$ 5,960	\$ 16,230	\$ 19,670	\$ 41,860
	Metro State of Good Repair ⁵	2%	\$ 17	\$ 340	\$ 930	\$ 1,120	\$ 2,390
Highway, Active Transportation, Complete Streets (Capital)	Highway Construction (includes System Connectivity Projects - Ports, Highway Congestion Programs, Goods Movement)	17%	\$ 144	\$ 2,890	\$ 7,880	\$ 9,560	\$ 20,330
	Metro Active Transportation Program (Bicycle, Pedestrian, Complete Streets)	2%	\$ 17	\$ 340	\$ 930	\$ 1,120	\$ 2,390
Local Return / Regional Rail	Local Return - Base ³ (Local Projects and Transit Services)	16%	\$ 136	\$ 2,720	\$ 7,420	\$ 8,990	\$ 19,130
	<i>Local Return / Regional Rail (Beginning FY 2040)</i> ⁴				\$ 690	\$ 2,240	\$ 2,930
	Regional Rail	1%	\$ 8	\$ 170	\$ 460	\$ 560	\$ 1,200
TOTAL PROGRAMS			\$ 847	\$ 17,010	\$ 46,380	\$ 56,190	\$ 119,590
Administration /Local Return	0.5% for Administration	0.5%	\$ 4	\$ 85	\$ 230	\$ 280	\$ 600
	1.0% Local Return ³	1.0%	\$ 8	\$ 170	\$ 460	\$ 560	\$ 1,200
GRAND TOTAL			\$ 860	\$ 17,265	\$ 47,070	\$ 57,030	\$ 121,390

1. Funds are eligible to be used for Metro Rail State of Good Repair.
2. Funds are eligible to be used for Metro State of Good Repair.
3. 1% Administration to supplement Local Return, **increasing the Local Return-Base to 17% of net revenues.**
4. To be funded by Highway/Transit Capital Subfunds in FY 2040 and beyond.
5. The Metro Board of Directors will prioritize the Wardlow Grade Separation project to receive new funding and/or grants and assign this project to be included in Metro's State of Good Repair program.

All totals are rounded; numbers presented in this document may not always add up to the totals provided.
Based on January 2016 revenue projections.

Los Angeles County Transportation Expenditure Plan

(2015 \$ in thousands)

ATTACHMENT A

Groundbreaking Sequence (Exceptions Noted)

For Reference Only	Project (Final Project to be Defined by the Environmental Process)	Notes	Schedule of Funds Available		Subregion*	2016 - 2067 Local, State, Federal, Other Funding 2015\$	Measure Funding 2015\$	Most Recent Cost Estimate 2015\$**	Modal Code
			Ground- breaking Start Date †	Expected Opening Date (3 year range)					
Expenditure Plan Major Projects									
1	Airport Metro Connect 96th St. Station/Green Line Ext LAX ®	a,p	FY 2018	CY 2021	sc	\$233,984	\$347,016	\$581,000	T
2	Westside Purple Line Extension Section 3 ®	b	FY 2018	FY 2024	w	\$986,139	\$994,251	\$1,980,390	T
3	High Desert Multi-Purpose Corridor (HDMC)®	q	FY 2019	FY 2021	nc	\$100,000	\$170,000	\$270,000	H
4	I-5 N Cap. Enhancements (SR-14 to Lake Hughes Rd) ®		FY 2019	FY 2023	nc	\$544,080	\$240,000	\$784,080	H
5	Gold Line Foothill Extension to Claremont ®	c	FY 2019	FY 2025	sg	\$78,000	\$1,019,000	\$1,097,000	T
6	Orange Line BRT Improvements	n	FY 2019	FY 2025	sf	\$0	\$286,000	\$286,000	T
7	BRT Connector Orange/Red Line to Gold Line	o	FY 2020	FY 2022	av	\$0	\$240,300	\$240,300	T
8	BRT Connector Orange/Red Line to Gold Line	o	FY 2020	FY 2022	sf	\$0	\$26,700	\$26,700	T
9	East SF Valley Transit Corridor Project ®	d	FY 2021	FY 2027	sf	\$520,500	\$810,500	\$1,331,000	T
10	West Santa Ana Transit Corridor LRT Seg-1 ®	b,d	FY 2022	FY 2028	gc	\$500,000	\$535,000	\$1,035,000	T
11	Crenshaw/LAX Track Enhancement Project	e	FY 2022	FY 2026	sc	\$0	\$49,599	\$49,599	T
12	SR-71 Gap from I-10 to Rio Rancho Rd.		FY 2022	FY 2026	sg	\$26,443	\$248,557	\$275,000	H
13	LA River Waterway & System Bikepath		FY 2023	FY 2025	cc	\$0	\$365,000	\$365,000	H
14	Complete LA River Bikepath		FY 2023	FY 2025	sf	\$0	\$60,000	\$60,000	H
15	Sepulveda Pass Transit Corridor (Ph 1) ®	b,f	FY 2024	FY 2026	sf	\$0	\$130,000	\$130,000	H
16	Sepulveda Pass Transit Corridor (Ph 1) ®	b,f	FY 2024	FY 2026	w	\$0	\$130,000	\$130,000	H
17	Vermont Transit Corridor	o	FY 2024	FY 2028	cc	\$400,000	\$25,000	\$425,000	T
18	SR-57/SR-60 Interchange Improvements	d	FY 2025	FY 2031	sg	\$565,000	\$205,000	\$770,000	H
19	Green Line Extension to Crenshaw Blvd in Torrance ®	d,g	FY 2026	FY 2030	sb	\$272,000	\$619,000	\$891,000	T
20	I-710 South Corridor Project (Ph 1) ®	d,h	FY 2026	FY 2032	gc	\$150,000	\$250,000	\$400,000	H
21	I-105 Express Lane from I-405 to I-605	p	FY 2027	FY 2029	sc	\$0	\$175,000	\$175,000	H
22	Sepulveda Pass Transit Corridor (Ph 2) ®	b	FY 2024	FY 2033	sf	\$1,567,000	\$1,270,000	\$2,837,000	T
23	Sepulveda Pass Transit Corridor (Ph 2) ®	b	FY 2024	FY 2033	w	\$1,567,000	\$1,270,000	\$2,837,000	T
24	Gold Line Eastside Extension (One Alignment) ®	d	FY 2029	FY 2035	gc	\$957,000	\$543,000	\$1,500,000	T
25	Gold Line Eastside Extension (One Alignment) ®	d	FY 2029	FY 2035	sg	\$957,000	\$543,000	\$1,500,000	T
26	West Santa Ana Transit Corridor LRT Seg-2 ®	r	FY 2022	FY 2041	cc	\$1,082,500	\$400,000	\$1,482,500	T
27	West Santa Ana Transit Corridor LRT Seg-2 ®	r	FY 2022	FY 2041	gc	\$982,500	\$500,000	\$1,482,500	T
28	I-710 South Corridor Project (Ph 2) ®		FY 2032	FY 2041	gc	\$658,500	\$250,000	\$908,500	H
29	I-5 Corridor Improvements (I-605 to I-710)		FY 2036	FY 2042	gc	\$46,060	\$1,059,000	\$1,105,060	H
30	Crenshaw Northern Extension	i	FY 2041	FY 2047	cc	\$495,000	\$1,185,000	\$1,680,000	T
31	Crenshaw Northern Extension	i	FY 2041	FY 2047	w	\$0	\$560,000	\$560,000	T
32	I-405/I-110 Int. HOV Connect Ramps & Intrchnng Improv ®		FY 2042	FY 2044	sb	\$0	\$250,000	\$250,000	H
33	I-605/I-10 Interchange		FY 2043	FY 2047	sg	\$472,400	\$126,000	\$598,400	H
34	SR 60/I-605 Interchange HOV Direct Connectors		FY 2043	FY 2047	sg	\$360,600	\$130,000	\$490,600	H
35	Lincoln Blvd BRT	o	FY 2043	FY 2047	w	\$0	\$102,000	\$102,000	T
36	I-110 Express Lane Ext South to I-405/I-110 Interchange		FY 2044	FY 2046	sb	\$228,500	\$51,500	\$280,000	H
37	I-405 South Bay Curve Improvements		FY 2045	FY 2047	sb	\$250,840	\$150,000	\$400,840	H
38	Green Line Eastern Extension (Norwalk)	p	FY 2046	FY 2052	sc	\$570,000	\$200,000	\$770,000	T
39	SF Valley Transportation Improvements	m	FY 2048	FY 2050	sf	\$0	\$106,800	\$106,800	T
40	Sepulveda Pass Westwood to LAX (Ph 3)	p	FY 2048	FY 2057	sc	\$3,800,000	\$65,000	\$3,865,000	T
41	Orange Line Conversion to Light Rail		FY 2051	FY 2057	sf	\$1,067,000	\$362,000	\$1,429,000	T
42	City of San Fernando Bike Master Plan		FY 2052	FY 2054	sf	\$0	\$5,000	\$5,000	H
43	Historic Downtown Streetcar		FY 2053	FY 2057	cc	\$0	\$200,000	\$200,000	T
44	Gold Line Eastside Ext. Second Alignment	p	FY 2053	FY 2057	sc	\$110,000	\$2,890,000	\$3,000,000	T
45	High Desert Multi-Purpose Corridor - LA County Segment	p	FY 2063	FY 2067	sc	\$32,982	\$1,845,718	\$1,878,700	H
46	Expenditure Plan Major Projects Subtotal					\$19,581,027	\$20,989,941	\$40,570,969	

Footnotes on following page.

** The most recent cost estimate equals the accelerated cost. Prior year expenses included in all project costs.

Los Angeles County Transportation Expenditure Plan

(2015 \$ in thousands)

ATTACHMENT A

Groundbreaking Sequence (Exceptions Noted)

For Reference Only	Project (Final Project to be Defined by the Environmental Process)	Notes	Schedule of Funds Available		Subregion*	2016 - 2067 Local, State, Federal, Other Funding 2015\$	Measure — Funding 2015\$	Most Recent Cost Estimate 2015\$**	Modal Code
			Ground- breaking Start Date †	Expected Opening Date (3 year range)					
	Multi-Year Subregional Programs								
47	Metro Active Transport, Transit 1st/Last Mile Program	p	FY 2018	FY 2057	sc	\$0	\$857,500	\$857,500	H
48	Visionary Project Seed Funding	p	FY 2018	FY 2057	sc	\$0	\$20,000	\$20,000	T
49	Street Car and Circulator Projects	k,p	FY 2018	FY 2022	sc	\$0	\$35,000	\$35,000	T
50	Transportation System and Mobility Improve. Projects Program		FY 2018	FY 2032	sb	\$0	\$293,500	\$293,500	H
51	Active Transportation 1st/Last Mile Connections Prog.		FY 2018	FY 2057	w	\$0	\$361,000	\$361,000	H
52	Active Transportation Program		FY 2018	FY 2057	nc	\$0	\$264,000	\$264,000	H
53	Active Transportation Program		FY 2018	FY 2057	gc	\$0	TBD	TBD	H
54	Active Transportation Program (Including Greenway Proj.)		FY 2018	FY 2057	sg	\$0	\$231,000	\$231,000	H
55	Active Transportation, 1st/Last Mile, & Mobility Hubs		FY 2018	FY 2057	cc	\$0	\$215,000	\$215,000	H
56	Active Transportation, Transit, and Tech. Program		FY 2018	FY 2032	lvm	\$0	\$32,000	\$32,000	T
57	Highway Efficiency Program		FY 2018	FY 2032	lvm	\$0	\$133,000	\$133,000	H
58	Bus System Improvement Program		FY 2018	FY 2057	sg	\$0	\$55,000	\$55,000	T
59	First/Last Mile and Complete Streets		FY 2018	FY 2057	sg	\$0	\$198,000	\$198,000	H
60	Highway Demand Based Prog. (HOV Ext. & Connect.)		FY 2018	FY 2057	sg	\$0	\$231,000	\$231,000	H
61	I-605 Corridor "Hot Spot" Interchange Improvements ®		FY 2018	FY 2057	gc	\$240,000	\$1,000,000	\$1,240,000	H
62	Modal Connectivity and Complete Streets Projects		FY 2018	FY 2057	av	\$0	\$202,000	\$202,000	H
63	South Bay Highway Operational Improvements		FY 2018	FY 2057	sb	\$600,000	\$500,000	\$1,100,000	H
64	Transit Program		FY 2018	FY 2057	nc	\$500,000	\$88,000	\$588,000	T
65	Transit Projects		FY 2018	FY 2057	av	\$0	\$257,100	\$257,100	T
66	Transportation System and Mobility Improve. Program		FY 2018	FY 2057	sb	\$0	\$350,000	\$350,000	H
67	North San Fernando Valley Bus Rapid Transit Improvements	p,s	FY 2019	FY 2023	sc	\$0	\$180,000	\$180,000	T
68	Subregional Equity Program	p,s	FY 2018	FY 2057	sc	TBD	TBD	\$1,196,000	T/H
69	Countywide BRT Projects Ph 1 (All Subregions)	l,p	FY 2020	FY 2022	sc	\$0	\$50,000	\$50,000	T
70	Countywide BRT Projects Ph 2 (All Subregions)	l,p	FY 2030	FY 2032	sc	\$0	\$50,000	\$50,000	T
71	Active Transportation Projects		FY 2033	FY 2057	av	\$0	\$136,500	\$136,500	H
72	Los Angeles Safe Routes to School Initiative		FY 2033	FY 2057	cc	\$0	\$250,000	\$250,000	H
73	Multimodal Connectivity Program		FY 2033	FY 2057	nc	\$0	\$239,000	\$239,000	H
74	Countywide BRT Projects Ph 3 (All Subregions)	l,p	FY 2040	FY 2042	sc	\$0	\$50,000	\$50,000	T
75	Arterial Program		FY 2048	FY 2057	nc	\$0	\$726,130	\$726,130	H
76	BRT and 1st/Last Mile Solutions e.g. DASH		FY 2048	FY 2057	cc	\$0	\$250,000	\$250,000	T
77	Freeway Interchange and Operational Improvements		FY 2048	FY 2057	cc	\$0	\$195,000	\$195,000	H
78	Goods Movement (Improvements & RR Xing Elim.)		FY 2048	FY 2057	sg	\$0	\$33,000	\$33,000	T
79	Goods Movement Program		FY 2048	FY 2057	nc	\$0	\$104,000	\$104,000	T
80	Goods Movement Projects		FY 2048	FY 2057	av	\$0	\$81,700	\$81,700	T
81	Highway Efficiency Program		FY 2048	FY 2057	nc	\$0	\$128,870	\$128,870	H
82	Highway Efficiency Program		FY 2048	FY 2057	sg	\$0	\$534,000	\$534,000	H
83	Highway Efficiency, Noise Mitig. and Arterial Projects		FY 2048	FY 2057	av	\$0	\$602,800	\$602,800	H
84	ITS/Technology Program (Advanced Signal Tech.)		FY 2048	FY 2057	sg	\$0	\$66,000	\$66,000	H
85	LA Streetscape Enhance. & Great Streets Program		FY 2048	FY 2057	cc	\$0	\$450,000	\$450,000	H
86	Modal Connectivity Program		FY 2048	FY 2057	lvm	\$0	\$68,000	\$68,000	H
87	Public Transit State of Good Repair Program		FY 2048	FY 2057	cc	\$0	\$402,000	\$402,000	T
88	Traffic Congestion Relief and Improvement Program		FY 2048	FY 2057	lvm	\$0	\$63,000	\$63,000	H
89	Traffic Congestion Relief/Signal Synchronization		FY 2048	FY 2057	cc	\$0	\$50,000	\$50,000	H
90	Arroyo Verdugo Projects to be Determined		FY 2048	FY 2057	av	\$0	\$110,600	\$110,600	H
91	Countywide BRT Projects Ph 4 (All Subregions)	p	FY 2050	FY 2052	sc	\$90,000	\$10,000	\$100,000	T
92	Countywide BRT Projects Ph 5 (All Subregions)	p	FY 2060	FY 2062	sc	\$0	\$100,000	\$100,000	T
93	Multi-Year Subregional Programs Subtotal					\$1,430,000	\$10,253,700	\$12,879,700	
94	GRAND TOTAL					\$21,011,027	\$31,243,641	\$53,450,669	

Footnotes on following page.

** The most recent cost estimate equals the accelerated cost. Prior year expenses included in all project costs.

Footnotes:

- a. Interface station to LAX sponsored Automated People Mover includes an extended Green Line terminus and a consolidated bus interface for 13 Metro and Municipal bus lines. Bicycle, passenger, and other amenities are also included.
- b. Project acceleration based on high performance.
- c. Identified as a priority per the Metro Board Motion in October 2009.
- d. Project funded on LRTP schedule, per Dec. 2015 Board Policy.
- e. Consistent with the Orange Line, no sooner than 15 years after the revenue operation date of the Crenshaw/LAX project, Metro will consider, as transportation system performance conditions warrant, grade separation and/or undergrounding of the Crenshaw/LAX Line (including the Park Mesa Heights section & Inglewood section of the project). These additional track enhancements, when warranted, will be eligible for funding through the decennial comprehensive review process in the Ordinance.
- f. Sepulveda Pass Ph. 1 from Orange Line/Van Nuys to Westwood includes early delivery of highway ExpressLane.
- g. Studies will be completed to evaluate a future Green Line connection to the Blue Line (city of Long Beach).
No capital funds from the Green Line to Torrance Project will be used for the studies.
- h. I-710 South Project assumes an additional \$2.8 billion of alternative revenue sources; not shown here with the cost or revenues for the project. The Shoemaker Bridge "Early Action" project is a priority project for these funds.
- i. Council of Government descriptions vary for the "Crenshaw Northern Extension" project.
- k. Lump sum would be provided in the first 5 years for initial capital costs only. Project sponsors responsible for ongoing operations & maintenance.
- l. Acceleration of Lincoln BRT project eligible as Countywide BRT Program. Any funds freed up from accelerations returns to Countywide BRT Program.
- m. SF Valley Transportation Improvements may include, but are not limited to, Transit Improvements, North San Fernando BRT, and I-210 soundwalls in Tujunga, Sunland, Shadow Hills and Lakeview Terrace.
- n. Critical grade separation(s) will be implemented early through Operation Shovel Ready.
- o. Conversion to LRT or HRT after FY 2067 included in expenditure plan based on ridership demand.
- p. Funds for projects identified as "sc" that are not expended are only available for other System Connectivity Capital Projects.
- ~~q. Up to 10% of the Measure funding can be used for predevelopment work to prepare for ROW purchases.
The balance of the Measure funds are assumed for Right-of-Way.~~
- g. Funding calculated based on estimated right-of-way acquisition costs; but can be repurposed for appropriate project uses, as approved by the MTA Board of Directors.
- r. This project could start as early as FY 2028 and open as early as FY 2037 with Public-Private Partnership delivery methods.
- s. This project will increase system connectivity in the North San Fernando Valley and the Metro Transit System. Environmental plan work shall begin no later than six months after passage of Measure _____. To provide equivalent funding to each subregion other than the San Fernando Valley, the subregional equity program will be provided as early as possible to the following subregions in the amounts (in thousands) specified here: AV* \$96,000; W* \$160,000; CC* \$235,000; NC* \$115,000; LVM* \$17,000; GC* \$244,000; SG* \$199,000; and SB* \$130,000.

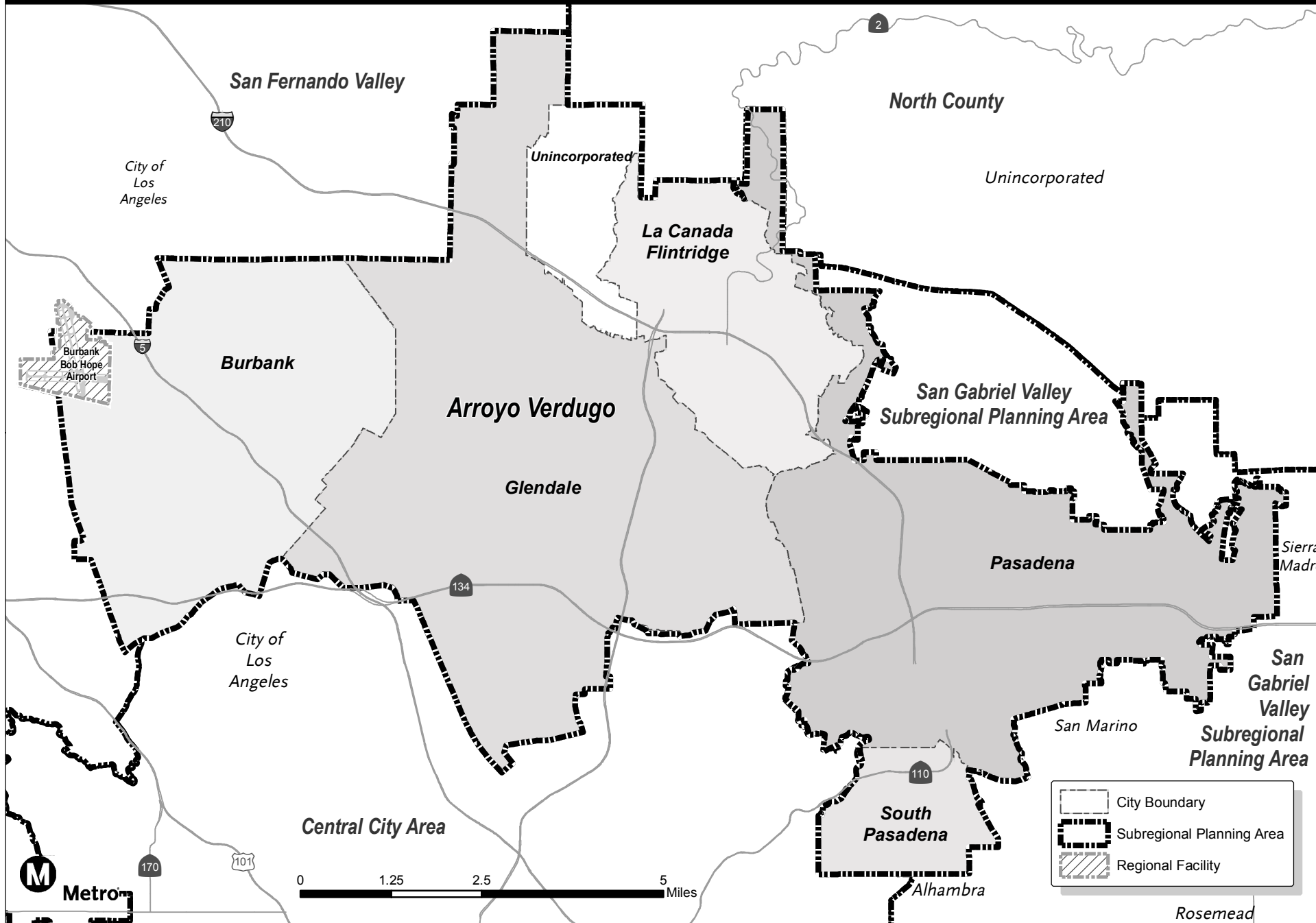
* Subregion Abbreviations:

sc = System Connectivity Projects (no subregion)	nc = North County	® Indicates Measure R-related Projects
av = Arroyo Verdugo	sb = South Bay	
lvm = Las Virgenes Malibu	w = Westside	CY = Calendar Year
cc = Central City Area	gc = Gateway Cities	FY = Fiscal Year
sg = San Gabriel Valley	sf = San Fernando Valley	YOE = Year of Expenditure

** The most recent cost estimate equals the accelerated cost. Prior year expenses included in all project costs.

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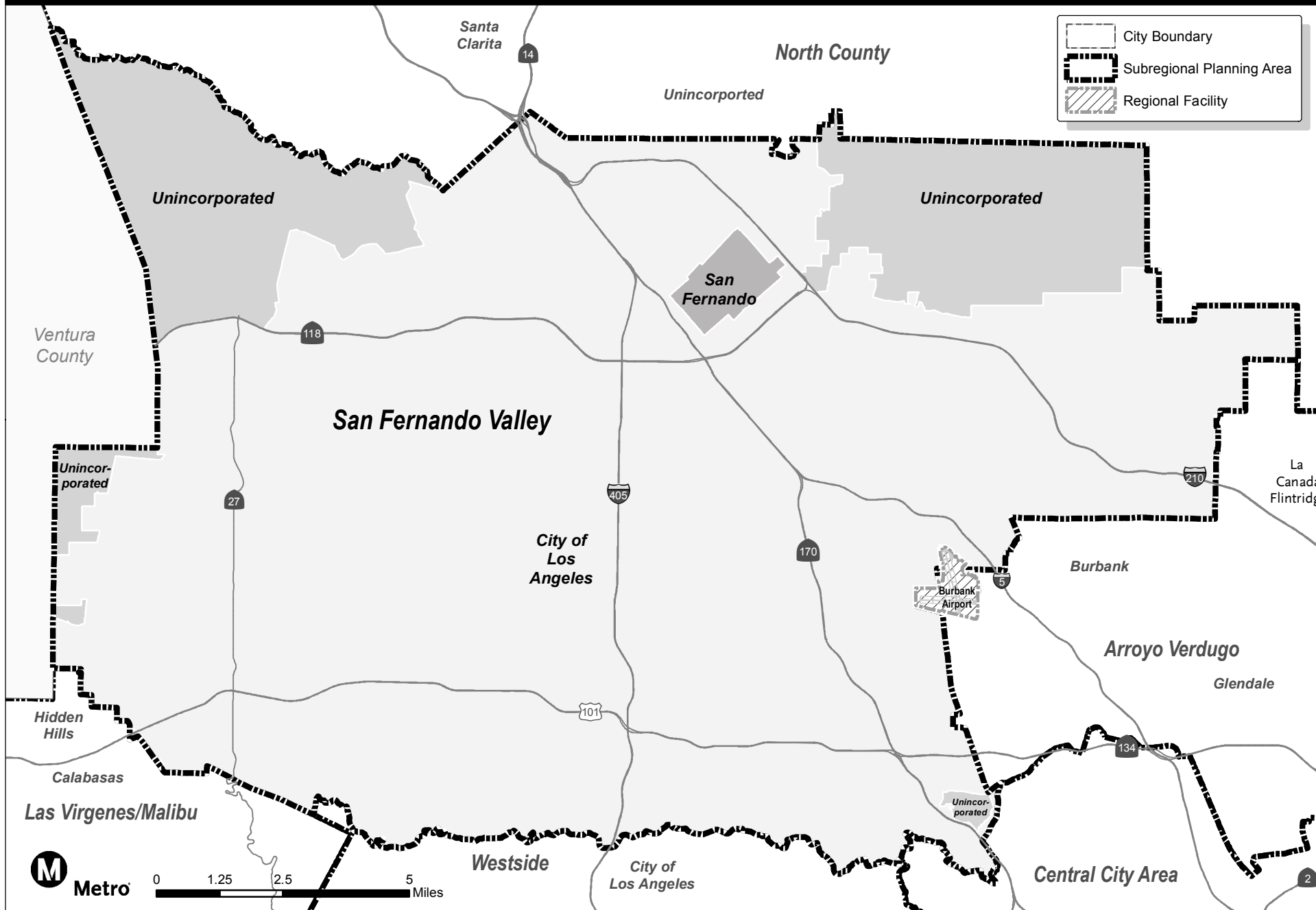
Arroyo Verdugo Subregional Planning Area



Rosemead

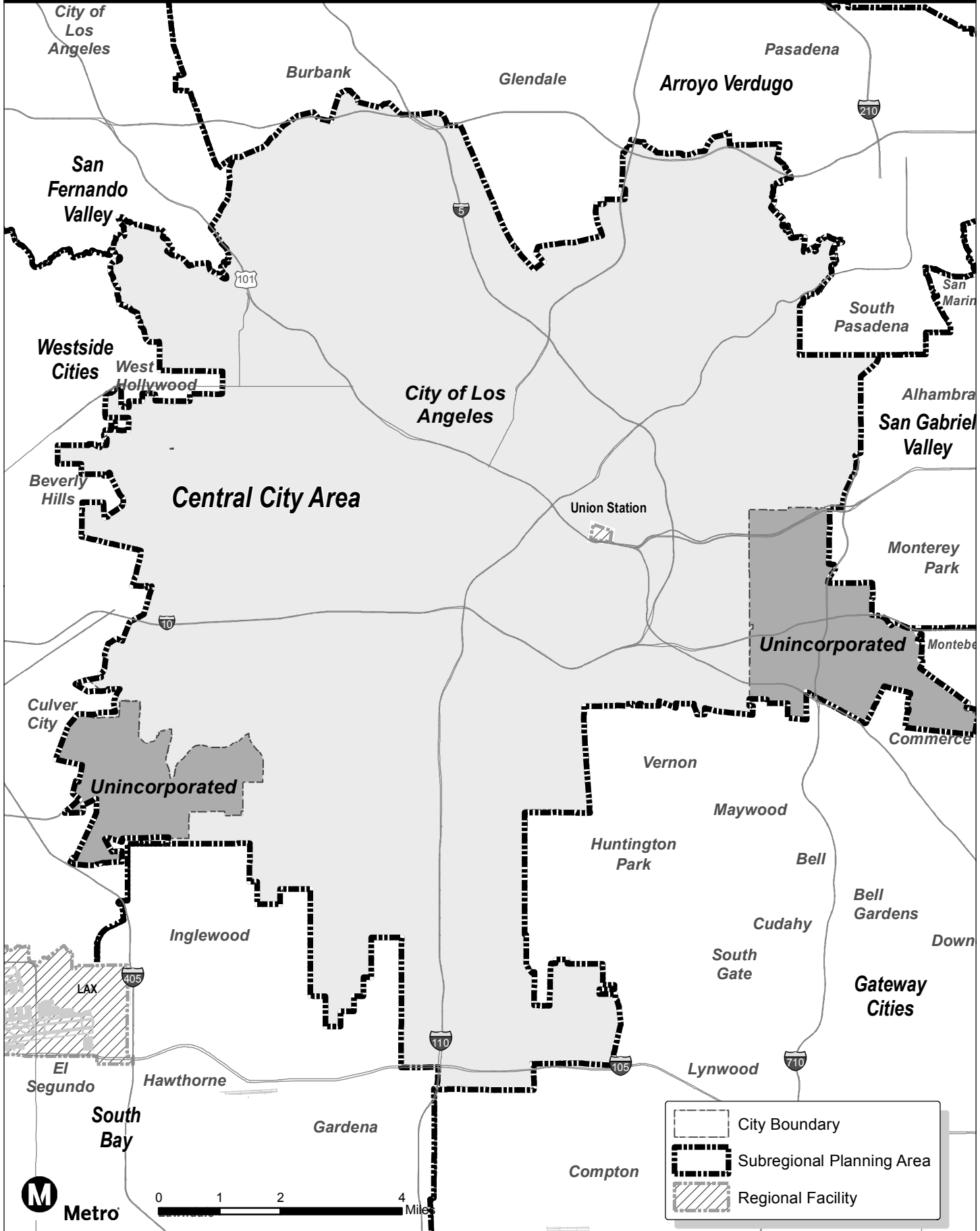
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San Fernando Subregional Planning Area



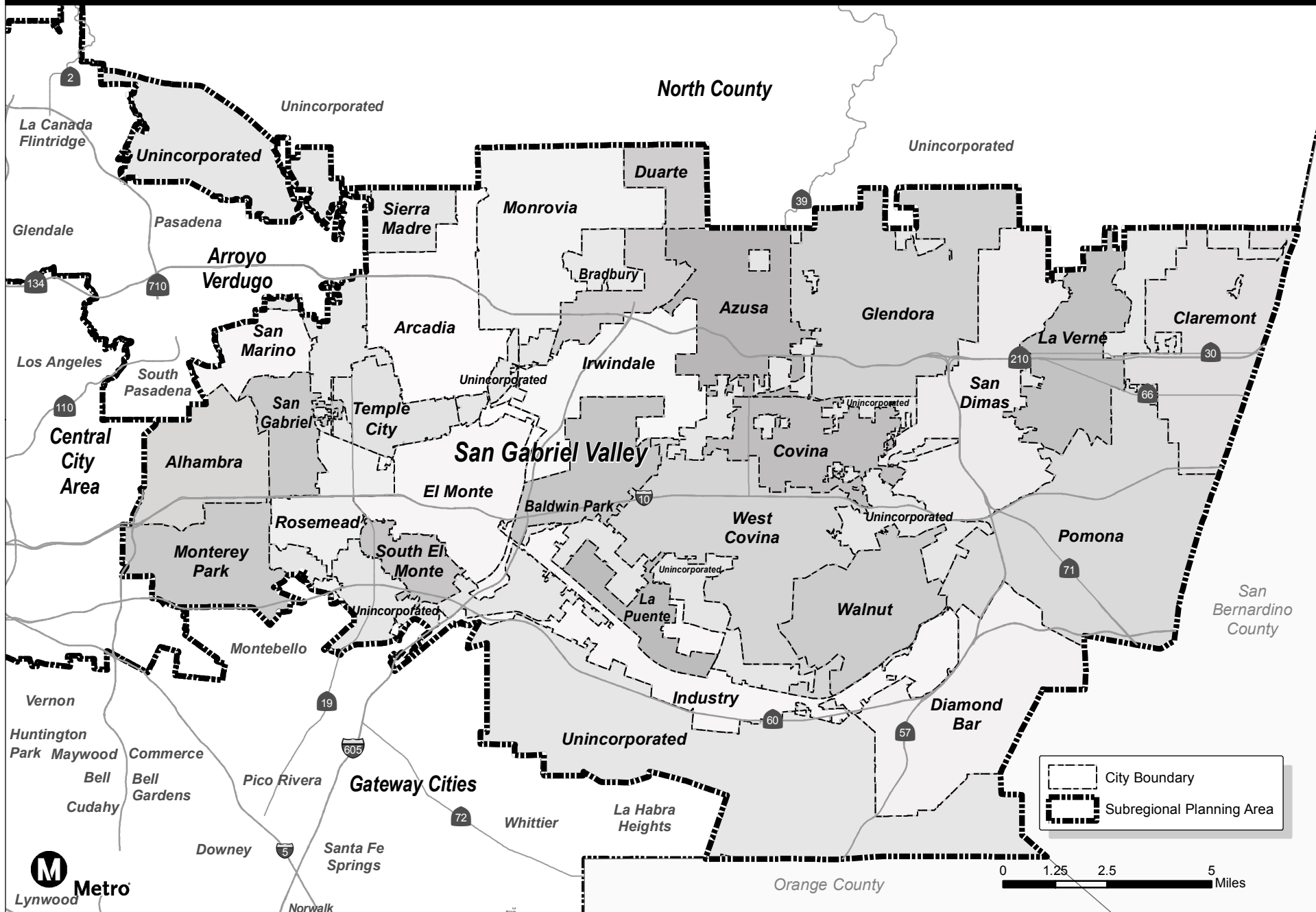
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Central City Area Subregional Planning Area



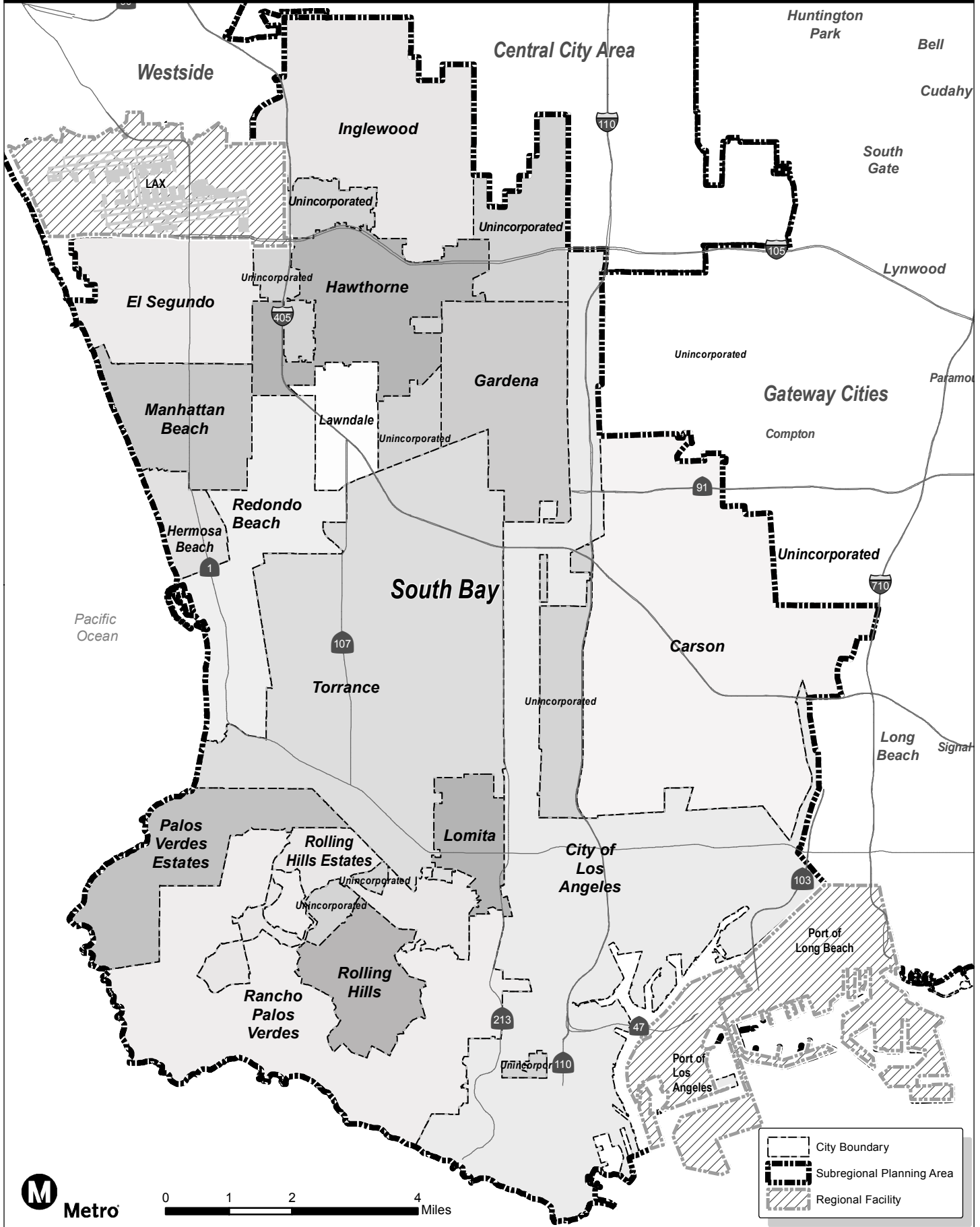
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San Gabriel Subregional Planning Area



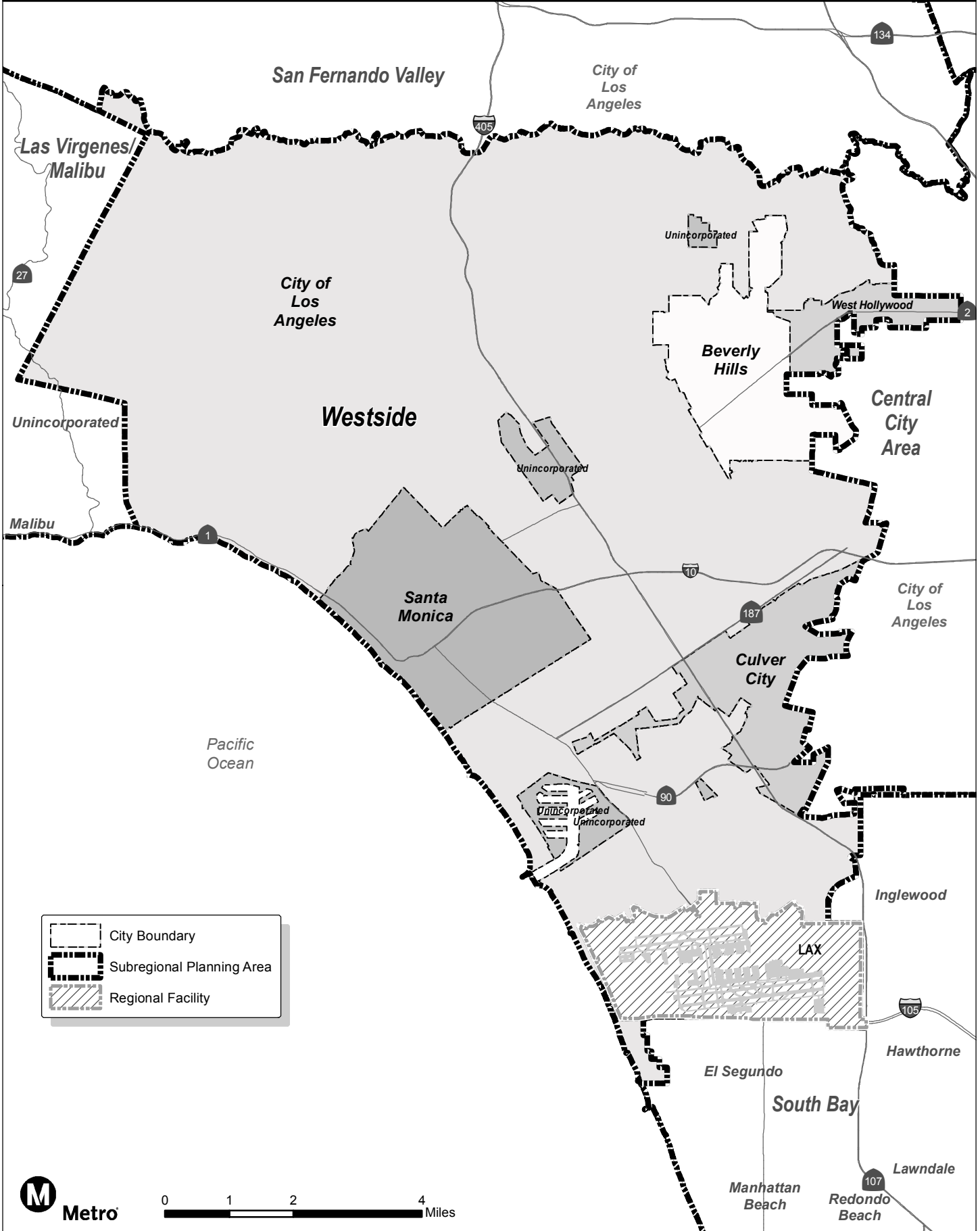
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South Bay Subregional Planning Area



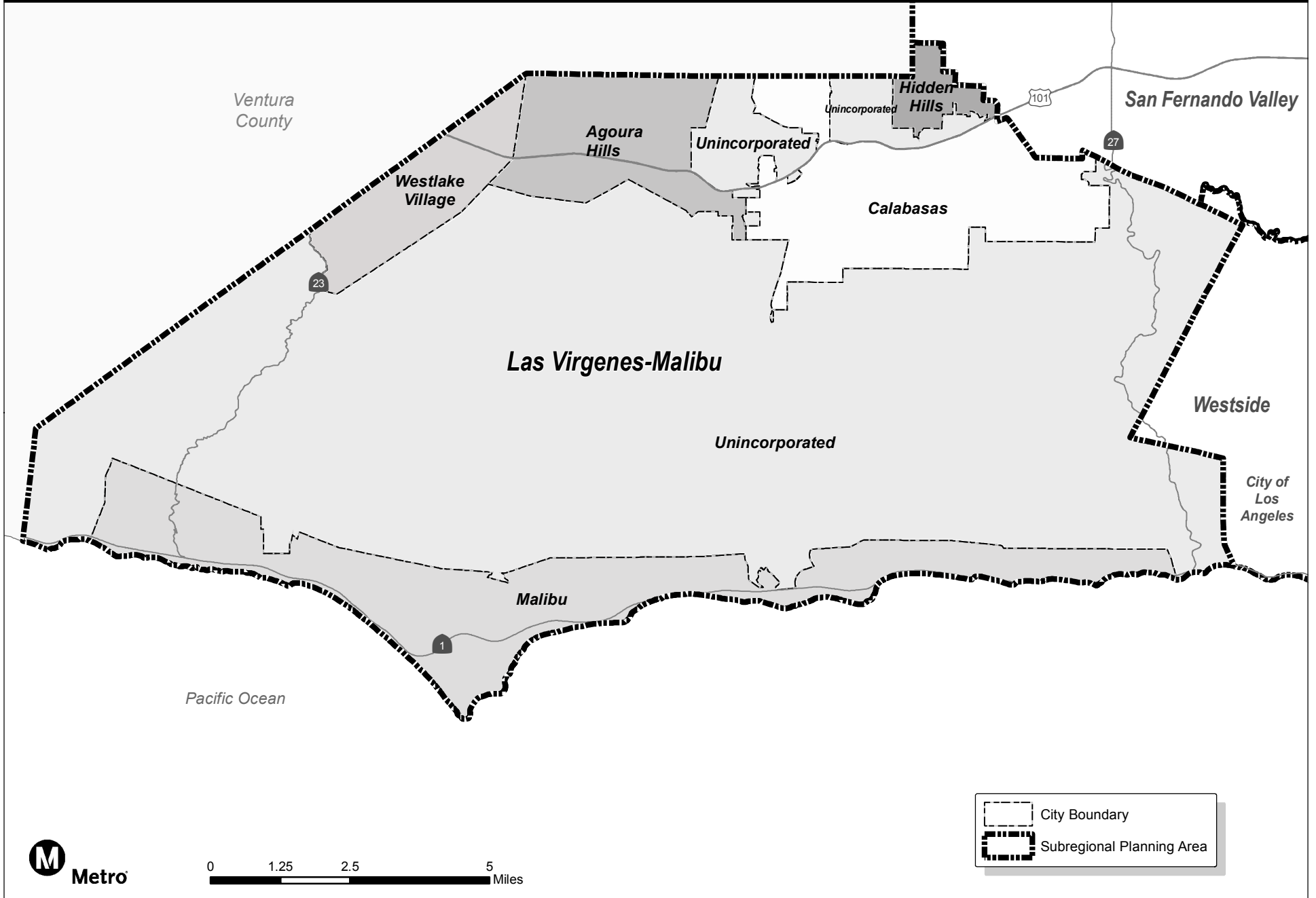
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Westside Subregional Planning Area



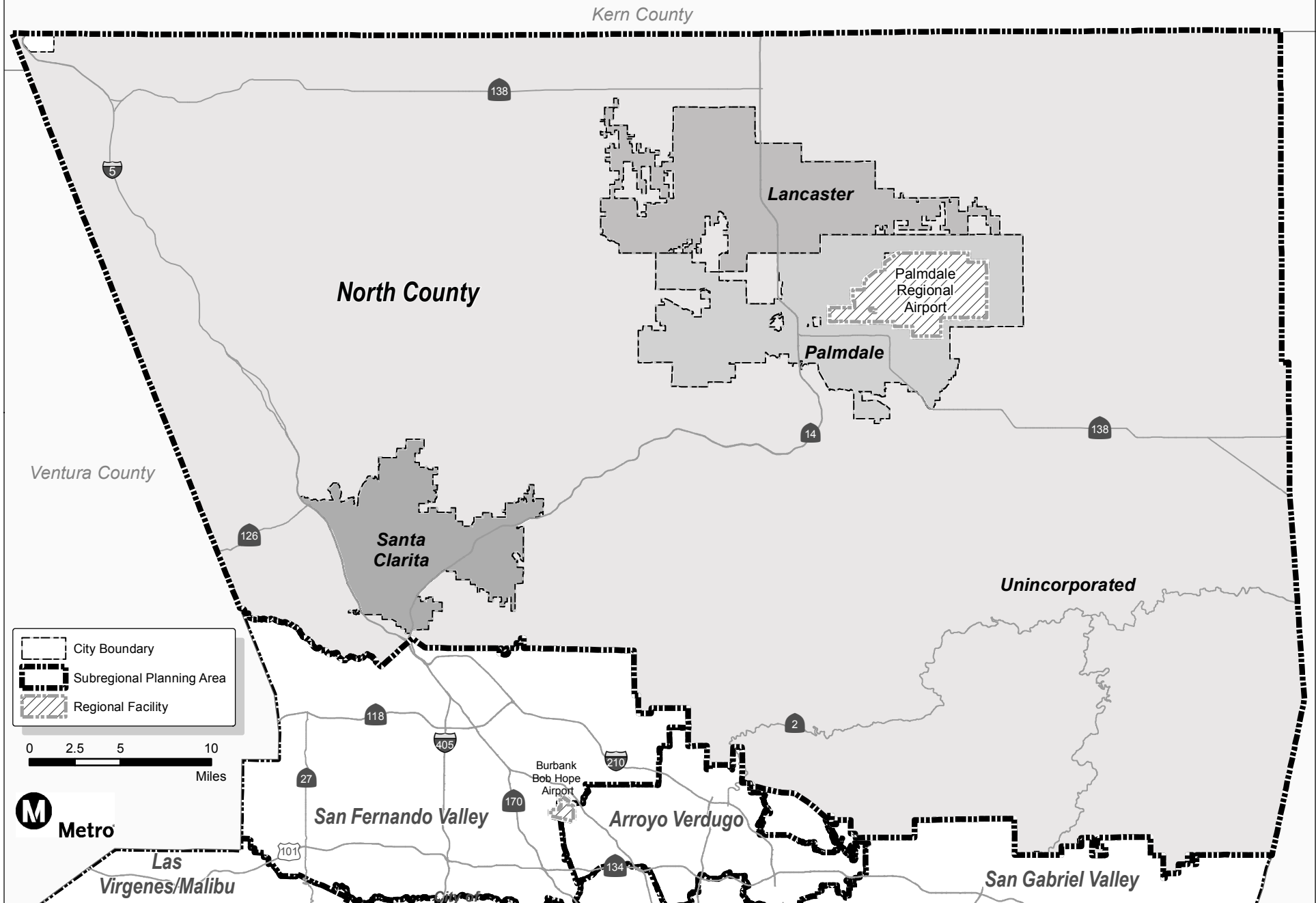
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Las Virgenes-Malibu Subregional Planning Area



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North County Subregional Planning Area



Systemwide Connectivity

Central to the efficient performance of the county transportation system is ensuring connections to major facilities that attract and generate significant vehicle and truck travel. These regional facilities for passengers and goods include airports, seaports, central rail stations, and the modernization of highway and transit infrastructure that serve these facilities. This program is intended to support systemwide highway improvements, access to airports and seaports, and transit connectivity and modernization. Systemwide highway improvements include improved technology to better manage traffic flow on freeways and roadways, freeway construction projects that eliminate key bottlenecks and enable increased volumes of commuters to travel on freeways at faster speeds through new carpool lanes, and expanded services that eliminate bottlenecks created by traffic incidents such as Freeway Service Patrol. Access improvements to the Los Angeles County airports and seaports include projects that improve the direct access to the airports and seaports from the highway system, improving the flow of goods and passengers on the highway system while reducing the impact of truck and vehicle traffic to the surrounding communities through projects that use technology to reduce air pollution emitted from truck traffic. Transit connectivity and modernization projects include improved transit connections to Los Angeles County airports, between Metro and Metrolink rail services and other enhancements to the aging passenger rail system to allow service to meet growing travel demand.

Funding and Eligible Projects

Funding for the Systemwide Connectivity program will come from a special designation from the Highway Capital Projects (2% of 17%) and the Transit Capital Projects (2% of 32%) for a total of 4% of the total sales tax revenues. Funding from this program is divided over projects with direct commitments of funding as identified in the Expenditure Plan and those projects to be identified through a future planning process. The following list identifies projects representative of those types of projects eligible for funding from the Systemwide Connectivity program through the future planning process. Funding for these projects is intended to be made available on a competitive basis over the life of the sales tax measure to support the leveraging of local, state, and federal freight funds. Projects with direct commitments of funding from the Systemwide Connectivity program include: (1) the Airport Metro Connector/96th Street Station/Green Line Extension to LAX; (2) the Crenshaw/LAX Track Enhancements; and (3) Countywide Bus Rapid Transit (BRT) Expansion. These project funding amounts and schedules are identified in the Expenditure Plan.

Countywide BRT Expansion

BRT is a high quality bus service that provides faster, more reliable and convenient service through the use of several key attributes including dedicated bus lanes, branded vehicles and stations, high frequency, off-board fare collection, and intelligent transportation systems. BRT helps avoid many of the normal delays typically experienced by regular bus service such as being stuck in traffic and/or sitting at traffic lights, as well as long queues to pay fares. BRT has

the potential for increasing transit access, improving regional mobility, reducing transportation costs, and easing commutes, all at a relatively limited cost. It provides a cost effective way for ridership to grow prior to instituting major capital investments. In December 2013, Metro Completed the Los Angeles County BRT and Street Design Improvement Study (CBRT) to identify, analyze and develop recommendations for an effective Countywide BRT system. The CBRT Study's overall approach was designed to leverage the success of the Metro Rapid program as well as the Metro Orange and Silver Lines, thereby creating a faster, more seamless, intermodal connectivity for a greater number of the County's residents and visitors. As a result of some of the BRT work conducted to date, a BRT corridor has been identified for each of the subregions. Metro will work with the subregions to define or refine identified corridors. Funding for the Countywide BRT Expansion is divided over five (5) periods to represent the availability of funding for projects within each subregion to be defined or refined as part of future BRT planning processes.

Systemwide Connectivity - Representative Projects*

	Project
1	Transit
2	Green Line Extension to Norwalk Metrolink Station
3	Metrolink Capital Projects
4	Division 20 Portal Widening and Turnback Facility
5	Union Station Improvements
6	Southern California Regional Interconnector Project (Metrolink Run-Through)
7	Union Station Master Plan (USMP) Infrastructure Improvements
8	Bob Hope Airport Access Improvements
9	Metro Red Line Extension: North Hollywood to Burbank Airport
10	Union Station/Burbank/Glendale Light Rail Transit (LRT)
11	Highway
12	Bob Hope Airport Access Improvements
13	Clybourn Ave: Grade separation at railroad tracks / Vanowen St / Empire Ave
14	Los Angeles Airport (LAX) Access Improvements
15	I-405: Construct LAX Expressway
16	Interstate 405 (I-405) Direct High Occupancy Vehicle (HOV) Connector to LAX
17	Provide an on-ramp to I-405 northbound from northbound La Cienega Boulevard
18	Palmdale Airport Access Improvements
19	Rancho Vista Grade Separation Project from Fairway Drive to 15th Street East
20	Long Beach Airport Access Improvements
21	Bellflower Blvd./ Spring St. Freeway Approaches
22	Lakewood Blvd. / Spring St. Freeway Approaches
23	Wardlow Rd. / Cherry Ave. Intersection Widening and Freeway Approaches
24	Port of Los Angeles (POLA) Improvements
25	Alameda Corridor Terminus - West Basin Track (West Basin 2 nd Mainline Track)
26	SR 47/V. Thomas Bridge/Harbor Blvd. Interchange
27	SR 47/Navy Way Interchange
28	Port of Long Beach Improvements
29	Port Area Advanced Transportation Management and Information System 2.0
30	Goods Movement Technology - FRATIS, ZE/NZE Emissions Technology
31	Systemwide Highway Improvements
32	I-210 HOV Lanes (I-5 to SR-134)
33	SR-57 HOV Lanes (SR-60 to I-210)
34	SR-2 HOV Lanes (SR-134 to Glendale Blvd)
35	I-405 Express Lanes (I-110 to I-105)
36	Downtown I-5 Flyover at the I-10/US-101 Interchange
37	I-5 HOV Lanes (SR-134 to I-110)
38	SR-60 HOV Lanes (US-101 to I-605)
39	Freeway Service Patrol Expansion
40	Highway TSM&O and Freeway Smart Corridors

* Projects shown are representative of those types of projects eligible for funding over the life of the potential ballot measure through future competitive processes. The identified list of projects is based upon input from the regional facility agencies, including the airports and sea ports, with focus on those projects that provide direct access to and from the state highway system or regional transit system.

MAJOR TRANSIT AND HIGHWAY CONSTRUCTION PROJECT DESCRIPTIONS

Major Highway Construction Projects

High Desert Multi-Purpose Corridor - The project extends from SR-14 in LA County to SR-18 in San Bernardino County. It consists of 4 components: Freeway (SR-14 to 100th St.: up to 4 mixed-flow lanes in each direction and from 100th St. to SR-18: 3 mixed-flow lanes in each direction), High Speed Rail connection between CA HSR in Palmdale and XpressWest in Victorville, Green Energy corridor that runs parallel to the freeway, supports efficient movement of goods, and a bicycle component along the entire freeway. From east to west, respectively; first 10 miles and last 10 miles will be non-tolled; the middle 30 miles will be tolled. Project may be constructed in phases.

I-5 North Capacity Enhancements (from SR-14 to Lake Hughes Rd.) – Existing facility is 4 Mixed-Flow lanes in each direction. The new project starts from SR-14/I-5 Interchange to Lake Hughes Rd. in Castaic along I-5 for a total of 14 miles. The new project consists of adding 1 Truck lane and 1 HOV lane in each direction, while maintaining existing mixed-flow lanes.

SR-71 from I-10 to Rio Rancho Rd. – The number of existing Mixed Flow lanes varies from 2 to 3 in each direction through this segment of the SR-71. The new project adds 1 Mixed-Flow lane in each direction on the SR-71, from I-10 to Rio Rancho Rd. for a total of 3 miles. The project will provide 3 Mixed Flow lanes throughout with 4 Mixed Flow lanes in segments.

SR-57/SR-60 Interchange Improvements – The project includes adding a new westbound on-ramp to the SR-60 at Grand Ave., street widening improvements in the vicinity of Grand Ave. and Golden Springs Dr., a new westbound off-ramp to the SR-60 and auxiliary lane to Grand Ave., freeway mainline improvements and by-pass connectors, for a total of 2 miles.

I-105 Express Lanes from I-405 to I-605 – Existing facility is 1 HOV and 3 to 4 Mixed-Flow lanes in each direction. The new project re-stripes the existing HOV lane to create 2 Express Lanes in each direction for a total of 16 miles, while maintaining current number of mixed flow lanes in each direction.

Sepulveda Pass Transit Corridor –MODE NOT SPECIFIED – Could be a new high capacity transit mode connecting the Orange Line Van Nuys station underneath the Sepulveda Pass, with a station at UCLA, terminating at Wilshire/Westwood Purple Line station. Approximately 8.8 miles. Existing facility is 4 Mixed-Flow lanes and 1 HOV lane in each direction. If private revenue to fund the project is needed, restriping the HOV lanes within the existing Right of Way to add 2 ExpressLanes in each direction (while maintaining the current 4 Mixed-Flow Lanes), from US-101 to I-10 for a total of 10 miles will be considered.

I-710 South Corridor Project – Existing facility is 4 Mixed-Flow lanes in each direction. The new project will add 2 Zero Emission Truck lanes in each direction, from Pico/Anaheim in Long

Beach to Bandini/Washington in Commerce for a total of 18 miles, while maintaining current mixed flow lanes. The Shoemaker Bridge “Hot Spot” “Early Action” project is a priority project for these funds.

I-605/I-10 Interchange – The new project will improve interchanges from Eastbound I-10 to Southbound I-605, Westbound I-10 to Southbound I-605, Northbound I-605 to Eastbound I-10, and Northbound I-605 to Westbound I-10.

I-5 South Corridor Improvements (I-605 to I-710) – Existing facility is 4 Mixed-Flow lanes in each direction. The new project will add 1 Mixed-Flow lane and 1 HOV lane in each direction, from I-710 to I-605 for a total of 7 miles, for a total of 5 Mixed-Flow lanes and 1 HOV lane in each direction.

I-405 South Bay Curve Improvements – Existing facility is 4 Mixed-Flow lanes and 1 HOV lanes in each direction. The project will add segments of an Auxiliary Lane in each direction to address existing bottleneck and to improve the weaving movements at on/off ramps, from Florence Ave. to I-110 for a total of 10.4 miles, while maintaining current mixed-flow lanes.

I-110 Express Lane Ext South to I-405/I-110 Interchange – Existing facility is 5 Mixed-Flow lanes in each direction. The new project is to extend the existing I-110 Express Lanes southward to the I-405, for a total of 1 mile. This will create a total of 5 Mixed-Flow lanes and 1 Express Lane for that mile.

SR-60/I-605 Interchange HOV Direct Connectors – The new project is from the North and Southbound on I-605 from Rose Hills to I-10 and on East and Westbound SR-60 from Santa Anita to Turnbull Canyon. The Interchange improvements include adding auxiliary lanes, widening lanes and bridges, interchange connectors, ramp improvements and realignments.

I-405/I-110 Express Lanes Direct Connect Ramps & Interchange Improvements – The new project provides direct connector ramps between Express Lanes on the I-110 and I-405.

Major Transit Construction Projects

Airport Metro Connector (includes Green Line extension terminus) – 96th Street Station to LAX People Mover with a new Green Line Terminus and consolidated bus interface for 13 Metro and Municipal bus lines. The project includes a terminal building that connects the Metro Regional Rail system to a Los Angeles World Airport sponsored Automated People Mover into LAX, restrooms, wifi, retail, passenger pick-up and drop-off area, and other pedestrian and bicycle amenities (such as a bike hub and future bike share) could be included.

East San Fernando Valley Transit Corridor – A high-capacity transit project, mode to be determined, that connects the Orange Line Van Nuys station to the Sylmar/San Fernando Metrolink Station. Consisting of 14 stations, 9.2 miles.

Bus Rapid Transit Connector Orange/Red Line to Gold Line – A bus rapid transit project from North Hollywood Orange/Red Line Station to Pasadena, route to be determined, with a station-to-station connection to the Gold Line. Approximately 15.3 miles. Conversion to Light Rail Transit after FY2067 included in Expenditure Plan based upon ridership demand.

Gold Line Foothill Extension to Claremont – A light rail extension of the Gold Line from its current terminus at Citrus College Station to the Claremont Metrolink Station through the cities of Claremont, Glendora, La Verne, Pomona, and San Dimas. Consisting of 5 stations, 11 miles.

Westside Purple Line Extension to Westwood/VA Hospital (Section 3) – This is an extension of Purple Line Subway Section 2 along Wilshire Blvd from Avenue of the Stars in Century City west to Westwood/VA Hospital. Connection to Sepulveda Pass Subway (HRT) at Westwood/UCLA Station. Consisting of 2 stations, 2.5 miles.

West Santa Ana Transit Corridor – New light rail connection from the City of Artesia to Union Station spanning 20 miles using city streets, Metro, and ports owned rail right-of-way.

Orange Line BRT Improvements

OPERATION SHOVEL READY PROJECT: Grade separations, at critical intersections, along the Metro Orange Line which would allow buses to operate over or under the cross-streets without having to stop for signals, and greatly improve travel times through five key intersections located at: Sepulveda; Burbank/Fulton; Reseda; Woodman; Van Nuys; and additional improvements.

Vermont Transit Corridor– A 12.5 mile high capacity bus rapid transit corridor from Hollywood Blvd to 120th Street, just south of the Metro Green Line. Conversion to Heavy Rail Transit after FY2067 included in Expenditure Plan based upon ridership demand.

Metro Gold Line Eastside Phase II (two alignments) – Extension of the existing Gold Line Eastside light rail corridor beginning at the existing Gold Line Atlantic Station eastward either SR60 to South El Monte (6.9 miles) or Washington Blvd to Whittier (9.5 miles). A single alignment is to be determined based on the environmental process in the first forty years. The funding for a second alignment is identified to begin in fiscal year 2053.

South Bay Green Line Extension to Torrance Transit Center/Crenshaw Blvd – Extension of a light rail line from its current terminus at the Redondo Beach Station to the Torrance Transit Center at Crenshaw Blvd. Consisting of up to 4 stations, 4.7 miles.

Crenshaw Light Rail Northern Extension to West Hollywood – A light rail line from the terminus of the current project at Exposition and Crenshaw to the Red Line at Hollywood/Highland, route to be determined. Approximately 6 to 9 miles.

Orange Line Conversion to Light Rail – A conversion of the existing Orange Line BRT to LRT, from Warner Center to North Hollywood. Consisting of 14 stations, 14.5 miles, and three grade separations.

Lincoln Blvd BRT Connecting LAX to Santa Monica – A bus rapid transit corridor from the Airport Metro Connector (96th St Station) north along Lincoln Blvd, terminating at 4th/Colorado (Expo Line). Approximately 8.8 miles.

Green Line to Norwalk Metrolink Station – A 2.8 mile light rail extension of the Metro Green Line from its existing terminus at the I-605 in Norwalk/Santa Fe Springs Metrolink Station.

Sepulveda Pass Corridor – Westwood to LAX – An approximately 10 mile extension from the Metro Purple Line Wilshire/Westwood Station to the Airport Metro Connector Station at 96th Street/Aviation Blvd at LAX. Explore appropriate connectors to the Purple Line including at Bundy.

Crenshaw/LAX Track Enhancement Project – The Crenshaw/LAX project is a light rail line, currently under construction, a portion of which runs in a trench adjacent to the LAX runways and the LAX Runway Protection Zone. Metro is installing a cover over the portion of the below grade trench that are currently open. The Final Environmental Statement/Final Environmental Impact Report (FEIS/FEIR) describes this condition and requires that this trench be covered in its entirety when funding becomes available.

Complete LA River Bike Path – San Fernando Valley Gap Closure – This project will close approximately 12 miles of gaps in the existing LA River Bike Path--from Canoga Park to the City of Glendale--where it will connect to an existing path that ends in Elysian Valley, north of Downtown LA, yielding 26 miles of continuous bike path. (Combined with completion of the 8-mile LA River Bike Path Central Connector, the 51-mile LA River Bike Path--from Canoga Park to Long Beach--would be completed.)

LA River Waterway & System Bike Path – Central Connector – This project will close an approximately 8 mile gap in the existing LA River Bike Path from Elysian Valley through Downtown Los Angeles and the City of Vernon to the City of Maywood, yielding 31 miles of continuous path. (Combined with completion of the 12-mile LA River Bike Path San Fernando Valley Connector, the 51-mile LA River Bike Path--from Canoga Park to Long Beach--would be completed.)

City of San Fernando Bike Master Plan – This project will create a bike path to run along the Pacoima Wash.

Historic Downtown Streetcar – This streetcar project is located in downtown Los Angeles with a round-trip length of approximately 3.8 miles. It would run within existing traffic lanes from 1st Street on the north to 11th Street on the south.