Metro

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

Metro

Agenda - Final

Thursday, March 24, 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.

CONDUCT IN THE BOARD ROOM - The following rules pertain to conduct at Metropolitan Transportation Authority meetings:

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

Agendas for the Regular MTA Board meetings are prepared by the Board Secretary and are available prior to the meeting in the MTA Records Management Department and on the Internet. Every meeting of the MTA Board of Directors is recorded on CD's and as MP3's and can be made available for a nominal charge.

DISCLOSURE OF CONTRIBUTIONS
The State Political Reform Act (Government Code Section 84308) requires that a party to a proceeding before an agency involving a license, permit, or other entitlement for use, including all contracts (other than competitively bid, labor, or personal employment contracts), shall disclose on the record of the proceeding any contributions in an amount of more than $250 made within the preceding 12 months by the party, or his or her agent, to any officer of the agency, additionally PUC Code Sec. 130051.20 requires that no member accept a contribution of over ten dollars ($10) in value or amount from a construction company, engineering firm, consultant, legal firm, or any company, vendor, or business entity that has contracted with the authority in the preceding four years. Persons required to make this disclosure shall do so by filling out a "Disclosure of Contribution" form which is available at the LACMTA Board and Committee Meetings. Failure to comply with this requirement may result in the assessment of civil or criminal penalties.

ADA REQUIREMENTS

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LIMITED ENGLISH PROFICIENCY

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

CALL TO ORDER

ROLL CALL

1. APPROVE Consent Calendar Items: 2, 7, 8, 9, 10, 11, 12, 16, 17, 22, 23, 28, 29, 30, 36, 37 and 38.

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 February 25, 2016.** 2016-0203

Attachments: February 25, 2016 Minutes

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

7. CONSIDER: 2016-0016

A. AWARDING $243,731 in **Wayfinding Signage Grants** to the five jurisdictions shown in Attachment A; and

B. AUTHORIZING the Chief Executive Officer (CEO) or designee to execute Grant Agreements for the funds.

Attachments: Attachment A - Wayfinding Signage Grant Pilot Program Funding Recommenda

Attachment B - November 2014 Board Directive

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

8. AUTHORIZE Chief Executive Officer (CEO) to execute an Exclusive Negotiating Agreement (ENA) with **East Los Angeles Community Corporation (ELACC) and Bridge Housing for properties at 1st and Soto**, for 18 months, with an option to extend up to 30 months. 2016-0074

Attachments: Attachment A - 1st and Soto Development Site

Attachment B - Peabody-Werden House Relocation Site Plan.pdf

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

9. AUTHORIZE the **Metro Open Streets Grant Program Cycle 2 Application and Guidelines.** 2016-0084

AMENDMENT by SOLIS that bonus points be given to disadvantaged communities and have multi-jurisdictional/regional events using the CalEnviroScreen assistance for first time applicants. Also asked staff to seek opportunities to work with the Councils of Governments.

Attachments: Attachment A - Open Streets Cycle 2 Application Package & Guidelines.pdf
Attachment B - June 27, 2013 Board Motion #72.pdf
Attachment C - June 18 2014 Planning and Programming Committee Item #15.p
Presentation.pdf

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

10. AUTHORIZE the initiation and implementation of the following **Metro Countywide Bike Share equity initiatives**: 2016-0085

A. WAIVE the $40 annual sign-up fee for Flex passes to make a single Metro Bike Share ride cost the same as a ride on Metro transit ($1.75) for the following groups:

1. Metro Rider Relief customers for the summer 2016 launch;

2. Reduced Fare TAP card-holders (Senior 62+/Disabled/Medicare, College/Vocational student, Student 9-12 grade) as part of Interoperability Step 3 approved in November 2015 (Attachment A); and

B. AUTHORIZE the CEO to commit a 10% required hard local match of $10,000 and a 15% required in-kind match of $15,000 to develop a competitive Better Bike Share Partnership Grant (BBSP) application.

C. AUTHORIZE the CEO to enter into a partnership with the City of Los Angeles for a Mobility Hubs FTA JARC grant.

Attachments: Attachment A - Metro Bike Share Fare Structure Metro Board Report November
Attachment B - NACTO Report on Bike Share Equity
Presentation.pdf

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

11. AUTHORIZE the Chief Executive Officer (CEO) to execute a Memorandum of Understanding (MOU) with the **City of West Hollywood for a joint visioning process for Division 7**. 2016-0121

Attachments: Attachment A - Area Site Maps.pdf
Attachment B - Memorandum of Understanding

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

12. CONSIDER: 2016-0141

A. AUTHORIZING the Chief Executive Officer (CEO) to execute an **agreement (Master Agreement) with EQR-4th & Hill LP (EQR)** in which the Los Angeles County Metropolitan Transportation Authority (METRO) agrees to grant to EQR, and take all necessary steps to record, certain "Real Estate Interests" in the METRO owned property located at the northeast corner of 4th and Hill, subject to all conditions as set forth in the Master Agreement. On the terms set forth in the Master Agreement and ancillary agreements, EQR will (1) pay an agreed upon fair market value of the easements, (2) regrade and install, **operate and maintain "Enhanced Plaza Improvements" on the Metro Plaza (at the northeast 4th/Hill portal)** pursuant to a design approved by METRO, and (3) pay for changes required to mitigate impacts to Metro-Clark Contract C1073 due to EQR Project; and

B. DELEGATING to the CEO the authority to approve the fair market value of the various temporary and permanent easements and lease agreement up to the amount of $1,000,000.

Attachments: Attachment A – Site Map of Portal Property and EQR Property
Attachment B – Portal Property with Current Improvements
Attachment C – Depiction of Proposed EQR Project (with Building Overhang ov

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

16. AUTHORIZE the Chief Executive Officer (CEO) to submit project applications for grant funds from **California's Cap-and-Trade Transit and Intercity Rail Capital program**. 2016-0154

Attachments: Attachment A - February 2016 Board Report Item #19.pdf
Attachment B - Proposed Metro TIRCP Projects Decision Matrix.pdf

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

17. CONSIDER: 2016-0061

A. AUTHORIZING implementation of the first phase of the **Parking Management Pilot Program at three (3) Metro Parking Facilities along the Expo II extension**, pursuant to the Operating Plan (Attachment D) for one (1) year;

B. AMENDING Metro's Parking Rates and Fee Resolution (Attachment E) to allow for the fee structure proposed in the Parking Management Pilot Program; and

C. AUTHORIZING the Chief Executive Officer (CEO) to execute Modification No. 1 to Contract No. PS4313200 for Permit Parking Management Program with iNet, Inc., doing business as (dba) iParq, increasing the total contract value by $353,350 from $432,220 to $785,570 to allow for implementation of the first phase of the Parking Management Pilot Program as a revenue generating contract where the contractor will be compensated the total value of the contract from the parking revenue collected by the contractor and Metro will receive the net revenue amount collected.

AMENDMENT by BONIN to allow no parking by non-transit users during Phase 1.

Attachments: Attachment D - Parking Management Pilot Program - Phase I Operating Plan
Attachment A - Procurment Summary
Attachment B - Modification/Change Order Log
Attachment C - DEOD Summary
Attachment E - Metro Parking Rates and Permit Fee Resolution

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

22. AUTHORIZE the Chief Executive Officer to: 2016-0098

A. AWARD a cost-plus fixed fee Contract No. AE4569400 for **Construction Management Support Services for Soundwall Package No. 11 with Ghirardelli Associates**, Inc. in the amount of $6,820,334.32 for the four-year base period effective April 1, 2016 through March 31, 2020, plus $89,832.84 for the first option year, and $89,832.84 for the second option year, for a combined total of $7,000,000; and

B. EXECUTE individual Tasks Orders within the Board approved authority.

Attachments: Attachment A - Procurement Summary
Attachment B - Funding Expenditure Plan
Attachment C - DEOD Summary

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

23. APPROVE: 2016-0134

A. INCREASING the Life of Project Budget (LOP) Budget for **Metro Red Line Universal City Pedestrian Bridge** (CP 809382) by $2,285,000 from $27,300,000 to $29,585,000;

B. INCREASING the Contract Modification Authority (CMA) for Contract C1043 with Griffith Company in the amount of $577,000 from $2,542,000 to $3,119,000; and

C. AMENDING the FY16 Budget by $4,406,000 from $9,732,000 to $14,138,000 as shown in Attachment D.

Attachments: Attachment A - Procurement Summary
Attachment B - Contract Modification - Change Order Log
Attachment C - DEOD Summary
Attachment D - Funding Expenditure Plan for Project 809382

SYSTEM SAFETY, SECURITY AND OPERATIONS MADE THE FOLLOWING RECOMMENDATION (3-0):

28. AUTHORIZE: 2016-0035

A. the Chief Executive Officer to award a not-to-exceed contract under Bid Number OP17007 to **NABI Parts Inc., for the purchase of Bus Operator Safety Barrier Installation Kits** for a base amount not to exceed $5,443,449, inclusive of sales tax; and

B. the amendment of the **FY16 Adopted Budget to add 4 represented full time equivalents** (FTE's).

Attachments: Attachment A - Procurement Summary
Attachment B - DEOD Summary

SYSTEM SAFETY, SECURITY AND OPERATIONS MADE THE FOLLOWING RECOMMENDATION (3-0):

29. AUTHORIZE the Chief Executive Officer (CEO) to award a 16-month firm fixed price contract, Contract No. PS451860016612, to **Cambria Solutions, Inc. in the amount of $1,149,538 for Metro ExpressLanes Consultant Services for Development of Solicitation Packages**. 2015-1772

Attachments: Attachment A PS16612 Procurement Summary
Attachment B PS16612 DEOD Summary

SYSTEM SAFETY, SECURITY AND OPERATIONS MADE THE FOLLOWING RECOMMENDATION (3-0-1):

30. AUTHORIZE the Chief Executive Officer (CEO) to: 2016-0149

A. ESTABLISH the life of project (LOP) budget in the amount of $112.7 million for the **Emergency Security Operations Center (ESOC) Phase One**, CP No. 212121; and

B. AWARD a 36-month firm fixed price Contract No. AE451150019779 to **HDR Engineering, Inc., in the amount of $5,936,638 for Metro's ESOC Architectural and Engineering design services**.

Attachments: Attachment A - Procurement Summary.pdf
Attachment B - DEOD Summary .pdf
Attachment C - Sources and Uses

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

36. APPOINT the current **16 organizations that will form the Transportation Business Advisory Council membership**. 2016-217

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

37. AUTHORIZE the Chief Executive Officer to award a five-year, firm fixed ~~unit~~ price contract, pending the resolution of a protest: 2016-0129

A. Contract No. PS4488900, to **Vasquez & Company, LLP to perform Package A of the fiscal years (FY) 2016-20 Consolidated Financial and Compliance Audit of the programs, jurisdictions and agencies** listed in Attachment C, for $1,583,529 for the base audits and $758,141 for the option audits, for a combined not to exceed total of $2,341,670, effective April 1, 2016; and

B. Contract No. PS4489300, to **Simpson & Simpson, LLP to perform Package B of the fiscal years (FY) 2016-20 Consolidated Financial and Compliance Audit of the programs, jurisdictions and agencies** listed in Attachment D, for $2,572,500 for the base audits and $1,200,000 for the option audits, for a combined not to exceed total of $3,772,500, effective April 1, 2016.

Attachments: Attachment A- Procurment Summary
Attachment B - DEOD Summary
Attachment C - Package A
Attachment D - Package B

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

38. ADOPT staff recommended positions: 2016-0104

A. **AB 1908 (Harper) -** HOV Lanes **OPPOSE**

B. ~~**AB 1964 (Bloom)** - Alternative Fuel Vehicle HOV Lane Access **OPPOSE**~~

C. **AB 2690 (Ridley-Thomas) -** Small Business/Disabled Veteran Business Requirements in Contracting **SUPPORT (SPONSOR)**

D. **SB 1018 (Liu) -** CEQA: State Route 710 North **OPPOSE**

E. ~~**SB 1362 (Mendoza)** - Metro Transit Security **OPPOSE UNLESS AMENDED**~~

F. **H.R. 4343 (Blumenauer) -** Transportation Funding **SUPPORT**

Attachments: AB 1908 - Attachment A
AB 2690 - Attachment C
SB 1018 - Attachment D
HR 4343 - Attachment F

NON-CONSENT

3. Report by the **Chair.** 2016-0242

3.1 PRESENTATION of resolution to the **Foothill Gold Line Construction Authority.** 2016-0245

Attachments: Presentation

4. Report by the **Chief Executive Officer.** 2016-0243

4.1 CONSIDER: 2016-0148

A. RECEIVING AND FILING the **Draft Potential Ballot Measure Expenditure Plan** (Attachment A); and

B. AUTHORIZING the CEO to release the Draft Potential Ballot Measure Expenditure Plan, including a 45-year and 50-year plan option, for public review.

Attachments:
Attachment A - Draft Expenditure Plan_Revised3-22-16_1421pm
Attachment B - LRTP Potential Ballot Measure Assumptions
Attachment C - December 2015 Board Report Performance Matrix
Attachment D - Subregional Stakeholder Draft Project Priorities
Attachment E- Comparison of Draft Expenditure Plan with Sub-Regional Plannir
Attachment F - Peformance Analysis
Attachment G - COG Priorities
Attachment H - Major Transit and Highway Construction Project Descriptions
Attachment I - Systemwide Connectivity 3.10.16
Attachment J - Ops
Attachment K - ATP
Attachment L - Revenues.3.22.16
Attachment M - Ordinance
Attachment N - Expenditure Plan Public Input Process
Presentation

PLANNING AND PROGRAMMING COMMITTEE FORWARDED WITHOUT RECOMMENDATION THE FOLLOWING:

14. AUTHORIZE the Chief Executive Officer (CEO) to execute: 2016-0002

A. Modification No. 3 to Contract No. PS2415-3172 for **Southern California Regional Interconnector Project (SCRIP) with HDR, Engineering, Inc. to provide environmental and preliminary engineering services for the expansion of SCRIP to include the Los Angeles Union Station Master Plan passenger concourse and accommodate high speed rail (HSR)**, increasing the total contract value by $17,641,953, from $30,637,404 to a not to exceed amount of $48,279,357; and

B. an **Agreement with the California State High Speed Rail Authority (CHSRA) up to a maximum amount of $15 million for SCRIP** for the accommodation of HSR.

Attachments: Attachment A Procurement Summary
Attachment B - Contract Modification Change Log.pdf
Attachment C - DEOD Summary.pdf
Attachment D - CHSRA Letter & Board Resolution

PLANNING AND PROGRAMMING COMMITTEE FORWARDED WITHOUT RECOMMENDATION DUE TO ABSENCES AND CONFLICTS:

15. AUTHORIZE the Chief Executive Officer (CEO) to award a firm fixed price Contract No. AE455510019565 with **Wagner Engineering and Survey Inc. (WES) for the Lone Hill to White Double Track Environmental and Preliminary Engineering Project** (Project) in the amount of $1,967,376, for a two-year term. 2016-0139

Attachments: Attachment A - Procurement Summary
Attachment B - DEOD Summary

CONSTRUCTION COMMITTEE FORWARDED WITHOUT RECOMMENDATION:

21. CONSIDER: 2015-1390

A. INCREASING the Life of Project (LOP) and Contract Modification Authority (CMA) as follows:

1. **LOP Budget for Patsaouras Bus Plaza Station** (PBPS CP 202317) by $8,809,000, from $30,984,000 to $39,793,000; and

2. CMA for Contract No.C0970 with OHL USA, Inc. (OHL), in the amount of $6,276,800, from $1,983,200 to $8,260,000.

B. AUTHORIZING the Chief Executive Officer (CEO) to execute Contract Modification:

1. No. 9 to Contract No. C0970, with OHL in the amount of $697,185, increasing the total value of the Contract from $20,247,802 to $20,944,987; and

2. No. 10 to Contract No. C0970, with OHL in the amount of $3,694,695, increasing the total value of the Contract from $20,944,987 to $24,639,682.

Attachments: Attachment A. - Procurement Summary pdf
Attachment B - LOP Funding/Expenditure Plan .pdf
Attachment C - Contract Modification Change Order Log.pdf
Attachment D - DEOD Summary.pdf

SYSTEM SAFETY, SECURITY AND OPERATIONS COMMITTEE MADE THE FOLLOWING RECOMMENDATION (4-0) AS AMENDED:

31. CONSIDER: 2015-1714

A. RECEIVING AND FILING report on the **evaluation results of the All Door Boarding pilot test on the Wilshire BRT** (Line 720); and

B. APPROVING expanding the pilot program to the Silver Line (Line 910) starting Summer 2016.

Attachments: Attachment A - Line 720 All Door Boarding Pilot Project Evaluation
Attachment B - All Door Boarding Fare Equity Analysis - Feb 2016

SYSTEM SAFETY, SECURITY AND OPERATIONS COMMITTEE MADE THE FOLLOWING RECOMMENDATION (4-0) AS AMENDED:

31.1 APPROVE **MOTION by DIRECTORS GARCETTI, ANTONOVICH, KUEHL, KREKORIAN and DUPONT-WALKER** that the Board direct the CEO: 2016-0244

A. to expand the All Door Boarding pilot program to include the Reseda Boulevard Rapid Line 744 starting with the Fall 2016 term to support transit ridership to California State University, Northridge; and

B. report back in 90 days regarding the above.

EXECUTIVE MANAGEMENT COMMITTEE FORWARDED WITHOUT RECOMMENDATION:

38.1 ADOPT staff recommended positions: 2016-0247

B. AB 1964 (Bloom) - Alternative Fuel Vehicle HOV Lane Access ~~**OPPOSE**~~ **WORK WITH AUTHOR**

E. SB 1362 (Mendoza) - Metro Transit Security ~~**OPPOSE UNLESS AMENDED**~~ **WORK WITH AUTHOR**

Attachments: AB 1964 - Attachment A REVISED
SB 1362 - Attachment B REVISED

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

39. APPROVE **Motion by Directors Solis, Najarian, Krekorian, Antonovich and DuBois** that the Board directs the CEO, the Countywide Planning and Development Department and the Regional Rail Unit to return in 60 days with a review of the following: 2016-228

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

B. The potential for consolidating and streamlining multiple transit related

projects and services in the Greater Whittier Narrows area by establishing a multimodal transit hub; and

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

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

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

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

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

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

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

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

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

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

40. RECEIVE AND FILE report on the formula basis of determining **Metro's annual contribution to Metrolink operations** and the estimated benefits of those operations to Los Angeles County and its residents. 2016-0181

Attachments: ATTACHMENT A - Joint Powers Agreement
ATTACHMENT B - Distributions to Members
ATTACHMENT C - Line Item Allocations
ATTACHMENT D - Formula Percentages

END OF NON-CONSENT ITEMS

41. CLOSED SESSION: 2016-0248

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

1. Esperanza Rodriguez v. LACMTA, LASC Case No. BC499440
2. City of Beverly Hills v. LACMTA, LASC Case No. BS144164

B. Conference with Legal Counsel - Anticipated Litigation - G.C.54956.9(d)(2):
Significant Exposure to Litigation (One case)

C. Conference with Legal Counsel - Anticipated Litigation - G.C.54956.9(d)(4):
Initiation of Litigation (One case)

D. Conference with Real Property Negotiator - G.C. 54956.8:
Property Description: 590 South Santa Fe Avenue, Los Angeles, CA 90013
Agency Negotiator: Velma C. Marshall
Negotiating Party: Bennett Greenwald, Butterfield Trails Limited Partnership
Under Negotiation: Price and Terms

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

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

Adjournment

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

Metro

Board Report

File #: 2016-0203, **File Type:** Minutes **Agenda Number:** 2

REGULAR BOARD MEETING
MARCH 24, 2016

SUBJECT: REGULAR BOARD MEETING MINUTES HELD FEBRUARY 25, 2016

APPROVE **Minutes of the Regular Board Meeting held February 25, 2016.**

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Metro

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

Metro
Los Angeles, CA

MINUTES

Thursday, February 25, 2016

9:00 AM

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

Board of 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

CALL TO ORDER at 9:14 a.m.

ROLL CALL

1. APPROVED Consent Calendar Items: 2, ~~18~~, 19, 20, 21, 24, 26, 35, ~~41~~, 42, 43, 44, 45, 46, 53, 54 and 57.

   Consent Calendar items were approved by one motion except items 18 and 41 which were held by a Director for discussion and/or separate action.

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

2. APPROVED ON CONSENT CALENDAR **Minutes of the Regular Board Meeting held January 28, 2016.** **2016-0093**

3. RECEIVED report by the **Chair.** **2016-0172**

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

4. RECEIVED report by the **Chief Executive Officer.** **2016-0173**

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

****

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

18. APPROVED AS AMENDED: **2016-0087**

A. **Metro funding priorities for recommendation to the California Transportation Commission for the prioritization of projects for funding in the 2016 STIP (Attachment A); and**

B. **Resubmittal of the 2016 Regional Transportation Improvement Program (RTIP) for Los Angeles County as adopted by the Metro Board in December 2015 (Attachment B).**

AMENDMENT BY KUEHL, KREKORIAN, ANTONOVICH AND DUPONT-WALKER that the Board direct the Chief Executive Officer to: **2016-200**

A. work with the California Secretary of Transportation to re-scope the Raymer to Bernson Double Track project to avoid the 1.5 mile residential area in Northridge;

B. work with the California Secretary of Transportation to identify another qualified project in Los Angeles County where the project funding could be utilized, should the State not authorize a reduced project scope

C. continue outreach to the residential neighborhood to ensure they are informed regarding the progress of this motion; and

D. provide a progress report in April 2016 with a final report back in July 2016.

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

19. AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to approve the **development of project applications for grant funds from California's Cap-and-Trade Program's Greenhouse Gas Reduction Fund (GGRF) through the Transit and Intercity Rail Capital Program (TIRCP).** **2015-1712**

20. APPROVED ON CONSENT CALENDAR: **2015-1710**

A. receipt and filing of the **Final Statewide and Southern California Association of Government's (SCAG) recommended Active Transportation Program (ATP) Cycle 2 Results Summary for Los Angeles County** (Attachment A);

B. the proposed 2016 ATP Grant Assistance Policy (Attachment B); and

C. reprogramming Call for Projects commitments with reduced amounts to reflect ATP partial awards (Attachment C).

21. AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer (CEO) or designee to execute an agreement with the **State of California for Active Transportation Program (ATP) grant funds for the Metro Blue Line First/Last Mile Plan**. **2016-0047**

22. AUTHORIZED the Chief Executive Officer to: **2016-0053**

A. Execute Modification No. 9 (within the existing LOP budget) to Task Order No. 01 under Contract PS2415-3024-02, with **HNTB Corporation (HNTB) for the Bob Hope Airport/Hollywood Way Metrolink Station Project** (Project) for additional engineering and to authorize design support during construction (DSDC), in the amount of $199,457, increasing the contract value from $1,210,562 to $1,410,019; and

B. Increase Contract Modification Authority (CMA) specific to Task Order No. PS2415-3024-02-01, Bob Hope Airport/Hollywood Way Metrolink Station Project, in the amount of $200,000, increasing the total authorized CMA amount from $450,000 to $650,000.

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

23. AUTHORIZED: **2016-0062**

A. the Chief Executive Officer (CEO) to award an eighteen-month firm fixed price contract, Contract No. AE439330011938 (RFP No. AE11938), to **Ted Tokio Tanaka Architects in the amount of $1,793,023 to perform design services and construction support for the 1st and Central Station Improvement Project**; and

B. Contract Modification Authority specific to Contract No. AE439330011938 in the amount of $268,954.

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

24. AUTHORIZED ON CONSENT CALENDAR: **2016-0025**

A. the Chief Executive Officer (CEO) to execute a five-year (5-year) **Lease Agreement, including an option to extend the term for three (3) additional five-year periods, with Beyond Food Mart, Inc. (Beyond) for the operation of a retail business at the El Monte Transit Center** at an average first year annual lease rate of $1.63/square foot or approximately $51,000; and

B. application of the new net revenue generated to the Risk Allocation Matrix savings.

25. APPROVED **Alternative 2 of the Rosecrans/Marquardt Grade Separation** to advance into the Final Environmental Document. Alternative 2 is an overpass that realigns Rosecrans Avenue to the south over the Burlington North Santa Fe (BNSF) railroad right-of-way in the City of Santa Fe Springs. **2016-0014**

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

26. AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer (CEO) to execute a **twenty-five (25) year license agreement (License) with the City of Pasadena (City) allowing the City to use that portion of the Metro property situated between Green Street and Holly Street in Old Pasadena and lying above the Metro Gold Line's subterranean improvements**, as depicted on Attachment A (License Property), for pedestrian, bicycling use and other purposes consistent with these uses. **2016-0007**

32. AUTHORIZED: **2016-0021**

A. staff to begin the necessary steps to **advance the project delivery of the Westside Purple Line Extension Project - Section 3** (Century City to Westwood/VA Hospital) as part of a the larger package of the Shovel Ready Program of Projects which includes the advancement of other Measure R projects;

B. the Chief Executive Officer (CEO) to execute Contract Modification No. 58 to Contract No. PS43502000 with **Parsons Brinckerhoff (PB) Inc. to provide continued advanced preliminary engineering, design for advanced relocation of utilities, engineering support services during solicitation processes, and design support services during construction for Section 3 of the Westside Purple Line Extension Project**, in an amount not to exceed $28,085,033, increasing the total contract value from $161,785,321 to $189,870,354; and

(Continued on next page)

(Item 32 – continued from previous page)

C. amending the **Fiscal Year 2016 (FY16) Budget for the Westside Purple Line Extension Project - Section 3** by $8,000,000.

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

32.1. APPROVED AS AMENDED **Motion by Knabe, DuBois, Garcetti and Solis** directing: **2016-0175**

~~A.~~ the CEO to return to the Board of Directors within 60 days with a budget (not to exceed $18 million), scope of work, potential funding sources and community engagement strategy ~~Measure R funds in the amount of $18 million be allocated~~ for the purpose of pursuing Transit Oriented Communities (TOC) predevelopment and planning activities, in coordination with the City and County of Los Angeles as well as the Eco-Rapid Transit and Gateway Cities Council of Governments, for the West Santa Ana Branch Project. ~~alignment and communities; and~~

~~B. Metro Staff work with the Gateway Cities Council of Governments or the Eco-Rapid Transit JPA to implement this program.~~

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

33. AUTHORIZED Contract Modification No. 103 (a.k.a. Contract Change Order, CCO 103) by Caltrans for the **Segment 3 construction contract of the I-5 North Capacity Enhancements project from SR-134 to SR-118** under the Funding Agreement No. MOU.P0008355/8501 A/A6, in the amount of $828,720.00 without an increase in the project budget or contract value. **2015-1718**

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

35. APPROVED ON CONSENT CALENDAR the **nominees for membership on Metro's Gateway Cities Service Council**. **2015-1784**

41. AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to execute Contract Modification No. 4 to Contract No. OP33672974, with **Nationwide Environmental Services Inc., for power sweeping services**, to exercise the first one-year option in the amount of $1,424,850 increasing the total contract value from $4,275,582 to $5,700,432 and extending the contract term from June 1, 2016 to May 31, 2017. **2015-1789**

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

42. AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to execute Modification: **2015-1793**

A. No. 1 to Contract No. OP3635700 with **Parkwood Landscape Maintenance Inc. (Parkwood) for graffiti abatement and trash and vegetation removal services for Region 2 - Metro Gold Line extension**, in the not-to-exceed amount of $2, 270,905, increasing the base contract value from $12,599,235 to $14,870,140.

B. No. 1 to Contract No. OP3569500 with **Woods Maintenance Services, Inc. (Woods) for graffiti abatement and trash and vegetation removal services for Region 3 - Metro Expo Line extension**, in the not-to-exceed amount of $3,551,658 increasing the base contract value from $16,863,892 to $20,415,550.

43. AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to award a firm fixed unit rate Contract No. OP4056400OP for **Fence Repair and Installation Services for Metro Rail Rights-of-Way, Facilities and Parcel Properties with APW Construction Inc, DBA Ace Fence Co.**, for a not-to-exceed amount of $1,000,800, for the three-year base period effective April 1, 2016 through March 31, 2019, plus $343,200 for the first option year, and $352,800 for the second option year, for a combined total of $1,696,800. **2015-1778**

44. AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to award a five-year, firm fixed unit rate contract, PS4269500 to **ISOTECH Pest Management for bus pest control services** in an amount not-to-exceed $4,961,610, effective April 1, 2016 through March 31, 2021. **2016-0009**

45. AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to establish life-of-project budgets for the **Bus Midlife Program CP# 203036** in the amount of $68,669,900; and the **Central Maintenance Bus Engine Replacement Program CP# 203035** in the amount of $24,690,300. **2016-0010**

46. AUTHORIZED ON CONSENT CALENDAR: **2016-0041**

A. the Chief Executive Officer to award Contract No. PS4497500 to **SmartDrive Systems Inc. in the amount not-to-exceed $16,556,545 to provide Incident Based Surveillance System (IBSS) services on Metro's bus and rail fleet from April 1, 2016 to March 31, 2021**; and

B. the amendment of the FY16 operating budget by $660,000 upon authorization of the SmartDrive contract; and

C. the amendment of the FY16 Adopted Budget to add 2 represented full time equivalents (FTE's).

53. ADOPTED ON CONSENT CALENDAR staff recommended positions: **2016-0118**

A. AB 1591 (Frazier) - Transportation Funding **SUPPORT**

B. AB 620 (Hernandez) - Metro ExpressLanes **NEUTRAL**

54. AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to execute Modification No. 4 to Contract No. PS62502297 with **ComPsych Corporation (ComPsych) to provide Employee Assistance Program (EAP) services** in the amount of $44,386, thereby increasing the contract value from $1,076,400 to $1,120,786. This Contract Modification will also extend the period of performance for up to 3 months from April 1, 2016 to June 30, 2016. **2015-1790**

57. APPROVED ON CONSENT CALENDAR **Motion by Directors Garcetti, Kuehl, Ridley-Thomas, Fasana, Solis and Bonin** that the Board of Directors direct the Chief Executive Officer to: **2016-0157**

A. include the following elements in Metro's Annual Energy and Resource Report, related to **Air Quality, Emission Reductions and Resiliency efforts:**

1. Efforts to reduce nitrogen oxide (NOx) emissions since the approval of Measure R, with a goal of 80% NOx emissions reduction by 2025, using 2008 as a base year.

2. An update on the progress of the Metro June 2012 Climate Action and Adaptation Plan and recommendations on how to achieve carbon emission reductions by 2025, 2035 and 2050.

3. Efforts to reduce vehicle miles traveled ("VMT") per capita in Los Angeles County, including proposed reduction targets.

(Continued on next page)

(Item 57 – continued from previous page)

4. Methods and recommendations to increase agency infrastructure resiliency and reduce environmental liabilities, especially those related to hazardous waste, as well as increase fuel efficiency, and use of energy efficient lighting, propulsion and auxiliary systems.

5. Efforts and recommendations to reduce emissions on Metro's vanpool program fleet.

FURTHER that the Board of Directors direct the Chief Executive Officer to report back to the Metro Board with an interim report on the above in May 2016 and a full report in August 2016 on the following:

B. An expansion of Metro's Green Construction Policy to make the following improvements related to **Water Conservation & Green Infrastructure:**

1. A requirement that all Metro future construction projects (that are currently not out to bid) implement methods to capture and treat storm water and apply reclaimed water best practices.

2. A requirement that all future design and construction projects ($5 million and over) use sustainable building materials which includes, but not limited to, the following, where feasible:

   a. Storm water & discharge runoff capture and cleaning devices
   b. Permeable pavement and surfaces
   c. Low carbon-intensity materials
   d. Recycled & local materials
   e. Light colored pavement & native shade trees

3. A requirement that all future highway and transit projects include a project-specific Sustainability Coordinator to oversee all resiliency and long-term sustainability-related requirements for the project realizing that proper maintenance is essential to realizing the full life-cycle benefit of sustainable infrastructure and to assist the agency's Sustainability Officer in achieving Metro's sustainability metrics.

4. A plan to significantly increase the number, size, and scope of projects in Metro's Urban Greening Implementation Action Plan.

C. Strategies to improve connectivity & enhance **"First-and-Last Mile" connections to our transit system**, including:

1. A schedule for expanding the existing car-share pilot program to at least ten additional park and ride Metro-owned lots and/or major transit hubs in the system.

(Continued on next page)

(Item 57 – continued from previous page)

2. An inventory of potential Metro-owned parcels that could be used to expand opportunities for active transportation links and/or "First-and-Last Mile" applications (e.g. Mobility Hubs).

3. A requirement, when feasible, that all future Metro-owned transit stations consider, for connectivity and ridership purposes, incorporation of the following elements into their designs:

   a. Walking paths
   b. Bike routes
   c. Accessibility to local neighborhoods (i.e. half-mile radius).
   d. River & bicycle waterways (where applicable)

4. As part of Metro's Active Transportation Strategic Plan, strive to create a Regional Active Transportation Network, in coordination with local municipalities. As an initial step, Metro should coordinate with local agencies to assess opportunities to include right of ways (utility corridors, flood channels and other corridors) in this Regional Active Transportation Network to allow for preservation and best use and outline next steps towards implementing this network. Metro should also make recommendations on establishing a matching funding program to support the delivery of local first-last mile capital projects that support countywide transit ridership, and regional Active Transportation network connections.

D. Report back on the following strategies to better **deploy technology and promote green jobs:**

1. An assessment of any necessary positions focused on technological efficiencies and improvements that would be critical to supporting Metro's sustainability efforts.

2. Alternative renewable energy generation technology that could be used for future bus, vehicle, rail and maintenance structures.

3. Partnership and funding opportunities, including an incentive program, to maximize the use of zero or near zero emission technologies in future transit and goods movement corridors.

E. An overview of the Environmental Compliance and Sustainability Department's agency-wide effort to ensure coordination in planning and implementing sustainability initiatives, including recommended metrics to measure challenges and successes. This includes partnering and soliciting input from non-profits and other stakeholders to ensure public participation.

58. AUTHORIZED: **2015-1761**

A. the Chief Executive Officer to **renew and/or replace the direct-pay letters of credit ("LOC") and direct purchase revolving credit facility ("RCF") for the Proposition A and Proposition C commercial paper/short-term borrowing programs** to be provided by the banks described below and finalize negotiations with the recommended banks and enter into reimbursement/credit agreements and related documents associated with such LOCs and RCF:

1. renewing and increasing the stated amount of the LOC currently provided by Sumitomo Mitsui Banking Corporation, acting through its New York Branch ("Sumitomo") for a LOC commitment amount of $125 million for a three-year term for the Proposition A commercial paper program at an estimated cost of $2.706 million including legal fees and other related expenses;

2. renewing the LOC currently provided by MUFG Union Bank, N.A. ("Union Bank") for a LOC commitment amount of $75 million for a three year term for the Proposition A commercial paper program at an estimated cost of $1.714 million including legal fees and other related expenses;

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

3. renewing the RCF currently provided by Wells Fargo Bank, National Association ("Wells Fargo") for a commitment of $75 million for a three year term for the Proposition C short-term borrowing program at an estimated cost of $1.702 million including legal fees and other related expenses; and

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

4. replacing the LOC currently being provided by State Street Bank and Trust Company ("State Street") with respect to the Proposition C commercial paper program with a LOC to be provided by Bank of America, N.A. ("B of A") for a LOC commitment amount of $75 million for a three year term at an estimated cost of $1.787 million including legal fees and other related expenses.

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

(Continued on next page)

(Item 58 – continued from previous page)

B. the Chief Executive Officer to finalize negotiations with each successively ranked bank for LOCs and/or RCFs having three year terms and the estimated costs shown in Attachment A; if unable to reach agreement with one or more of the recommended banks described above.

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

C. adopting a resolution with respect to the Proposition A commercial paper program that approves the selection of Sumitomo and Union Bank or such other banks selected by the Chief Executive Officer, forms of the reimbursement agreements, fee agreements and reimbursement notes in substantially similar form with those on file with the Board Secretary and that makes certain benefits findings in compliance with the Government Code, Attachment B; and

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

D. adopting a resolution with respect to the Proposition C commercial paper and short-term borrowing programs that approves the selection of B of A and Wells Fargo or such other banks selected by the Chief Executive Officer, forms of the reimbursement agreement, fee agreement, reimbursement note, revolving credit agreement, revolving obligation notes and supplemental subordinate trust agreement in substantially similar form with those on file with the Board Secretary and that makes certain benefits findings in compliance with the Government Code, Attachment C.

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

59. AUTHORIZED: **2016-0097**

A. staff to increase Life of Project (LOP) Budget by $5,000,000 from $2,773,879,593 to $2,778,879,593 for the Westside Purple Line Extension Section 1 Project, No. 865518.

B. the CEO to negotiate and execute Contract Modification No. 1 to Contract C1078, Clark Construction Group to incorporate design direction based on Alternative A1, to revise the Baseline design of the building floor plans and site plan, in an amount not-to-exceed $4,500,000 increasing the total contract price from $52,830,310 to $57,330,310.

C. the CEO to negotiate with the City to allow as-needed access through the MOW site for maintenance vehicles to service the electric and sewer vaults in the 6th Street Viaduct right of way.

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

60. RECEIVED oral report on **Los Angeles World Airports** from Executive Director, Deborah Flint. **2015-1663**

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

61. APPROVED AS AMENDED **Motion by Krekorian, Kuehl and Antonovich** **2016-0174** that the MTA Board instruct staff to investigate the steps necessary to create a conveniently located Customer Service center in the San Fernando Valley and report back on that and the timeline to do so.

AMENDMENT BY DUPONT-WALKER to include in the report back information on a Mobile Customer Service Center.

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

62. **CLOSED SESSION:** **2016-0176**

Conference with Real Property Negotiator - G.C. 54956.8:

A. Property Description: 42-mile easement within Metro right-of-way extending north from Taylor Yard in Los Angeles through Burbank and terminating in Lancaster
Agency Negotiator: Thurman Hodges
Negotiating Party: US Sprint Communications Company
Under Negotiation: Price and Terms

NO REPORT.

B. Property Description: 5630 Arbor Vitae Street, Los Angeles, CA 90045
Agency Negotiator: Velma C. Marshall
Negotiating Party: SoCal Partners 1
Under Negotiation: Price and Terms

APPROVED litigation settlement in the amount of $23,500,000.

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

C. Property Description: 6111 Wilshire Boulevard, Los Angeles, CA
Agency Negotiator: Carol A. Chiodo
Negotiating Party: B&H Education, Inc., a Delaware Corporation dba Marinello Schools of Beauty
Under Negotiation: Price and Terms

APPROVED settlement in the amount of $2,500,000.

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

ADJOURNED at 12:21 p.m.
Prepared by: Collette Langston, Board Specialist

Michele Jackson

Michele Jackson, Board Secretary

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

File #: 2016-0016, **File Type:** Program **Agenda Number:** 7

PLANNING AND PROGRAMMING COMMITTEE
MARCH 16, 2016

SUBJECT: WAYFINDING SIGNAGE GRANT PILOT PROGRAM

ACTION: APPROVE FUNDING RECOMMENDATION

RECOMMENDATION

CONSIDER:

A. AWARDING $243,731 in **Wayfinding Signage Grants** to the five jurisdictions shown in Attachment A; and

B. AUTHORIZING the Chief Executive Officer (CEO) or designee to execute Grant Agreements for the funds.

ISSUE

At the November 2014 meeting, with the adoption of the First/Last Mile Strategic Plan, the Board directed the CEO to create a two year pilot Wayfinding Signage Grant Program (Attachment B). In June 2015, the Board adopted the program guidelines that were developed in consultation with Metro's Technical Advisory Committee (TAC) and its Subcommittees. On August 26, 2015, the Wayfinding Signage Grant Application was released to all eligible applicants and posted on the Metro website with applications due on November 13, 2015. Staff received seven applications totaling $339,731. All applications have been evaluated and staff recommends funding six projects totaling $243,731. Staff requests Board approval of the funding recommendation and authorization for the CEO to execute Grant Agreements with successful grantees.

DISCUSSION

The Pilot program provides $500,000 over Fiscal Years (FY) 2016 and 2017 to assist eligible agencies in designing and implementing static wayfinding signage on non-Metro properties to improve usability of the Metro system. Funding for both years is being awarded through this application cycle. The adopted Program Guidelines required that proposed projects be located within one mile to and from Metro fixed guideway transit line/stations that would be opened by the end of FY 2017.

A Grant workshop was held at Metro Headquarters on September 9, 2015. Additional subregional workshops were held at the request of the subregions which included the South Bay Cities Council of Governments (COG), San Gabriel Valley COG and the Gateway Cities COG on September 16th, 21st and 23rd, respectively.

Metro received seven applications from six jurisdictions by the November 13th due date. All applications were evaluated based on the Board adopted program guidelines' evaluation criteria: 1) Demonstration of Need; 2) Integration with Other First/Last Mile Strategies; 3) Project Readiness and Cost Effectiveness; and 4) Local Match. The City of Baldwin Park, applied for wayfinding signage to its Metrolink station. Based on the Board adopted guidelines, eligible projects need to be located within one mile to and from Metro fixed guideway transit line/stations. As this application is for a Metrolink station and not a Metro fixed guideway station, it does not meet the eligibility criteria adopted by the Board. The Staff recommendation was presented to Metro's TAC at their March 2, 2016 meeting.

DETERMINATION OF SAFETY IMPACT

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

FINANCIAL IMPACT

The FY 2015-16 budget includes $150,000 in the Subsidies to Others Budget in Cost Center 0441, Project 420008 (Wayfinding Signage Grants). Since this is a multi-year program, the Cost Center Manager and Chief Planning Officer will be responsible for budgeting in future years.

Impact to Budget
The source of funds for this recommendation is Proposition C Discretionary 40% which is eligible for bus and rail operating and capital expenditures.

ALTERNATIVES CONSIDERED

The Board may choose not to approve $243,731 in funding awards, award a smaller amount than that recommended or defer the funding recommendations. These Alternatives are not recommended as the creation of the pilot program was previously directed by the Board and the recommended grant awards further Metro's objectives with regard to First/Last Mile Implementation Plan strategies.

NEXT STEPS

With Board approval, staff will execute Grant Agreements with the awardees. As projects move towards completion, staff will evaluate the program and work with TAC and the subregions to determine whether a new grant cycle should be considered with the remaining funds in FY 2018.

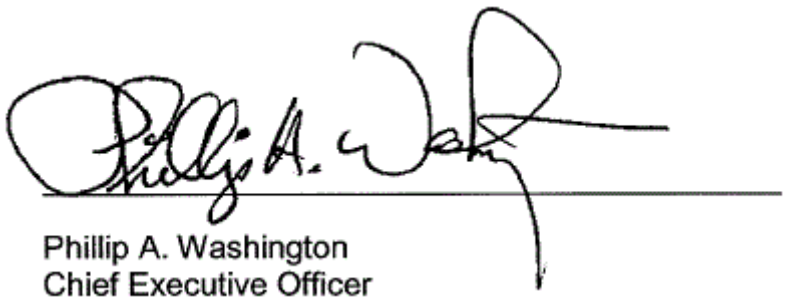
ATTACHMENTS

Attachment A - Wayfinding Signage Grant Pilot Program Funding Recommendations

Attachment B - November 2014 Board Directive

Prepared by: Terri Slimmer, Transportation Planning Manager, (213) 922-6929
Fanny Pan, Director, (213) 922-3070
Renee Berlin, Managing Executive Officer, (213) 922-3035

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



Phillip A. Washington
Chief Executive Officer

ATTACHMENT A

WAYFINDING SIGNAGE GRANT PILOT PROGRAM FUNDING RECOMMENDATION

APPLICANT	AMOUNT REQUESTED	PROJECT DESCRIPTION	AVERAGE SCORE	RECOMMENDED FUNDING FY 2016	FY 2017
Compton	$76,750	Fabricate and install 37 static wayfinding signs within a one-mile radius of the Compton Blue Line Station and 18 static wayfining signs within a one-mile radius of the Artesia Blue Line Station.	91.2	$8,000	$68,750
Los Angeles County	$51,615	Fabricate and install 11 vertical and 27 horizontal wayfinding signs in the Florence-Firestone community, within a one-mile radius of the Slauson, Florence, and Firestone Blue Line Stations.	89		$51,615
South Pasadena	$13,305	Fabricate and install 15 wayfinding signs within a one-mile radius of the South Pasadena Gold Line Station.	88.5		$13,305
Culver City	$23,000	Fabricate and install 20 wayfinding signs within a one-mile radius of the Culver City Expoosition Line Station.	88		$23,000
Los Angeles County	$34,461	Fabricate and install nine vertical and 10 horizontal wayfinding signs within a one-mile radius of the Hollywood/Highland Red Line Station.	86		$34,461
Glendora and Irwindale	$44,600	Fabricate and install 18 wayfinding signs within a one-mile radius of the new APU/Citrus College, Irwindale, and Duarte/City of Hope Gold Line Stations.	85.5		$44,600
SUBTOTAL	**$243,731**			**$8,000**	**$235,731**
Baldwin Park	$96,000	Fabricate and install wayfinding signage within a one-mile radius of the Baldwin Park METROLINK Station.[1]	0	0	
GRAND TOTAL	**$339,731**			**$8,000**	**$235,731**

[1]The project is ineligible based on the Board adopted guidelines which precluded Metrolink stations as eligible for funding.

MOTION BY:

MAYOR ERIC GARCETTI, SUPERVISOR MARK RIDLEY-THOMAS, & DIRECTOR PAM O'CONNOR

Planning & Programming Committee Meeting

November 5, 2014

Item 57: First/Last Mile Wayfinding Signage Grant Pilot Program

MTA's First/Last Mile Strategic Plan identifies the six most significant transit access barriers. One barrier is lack of simple and straightforward wayfinding signage. While all six barriers are significant, MTA has an immediate opportunity to improve signage and wayfinding strategies both at and around stations. It is incumbent upon MTA to foster the proliferation of first/last mile wayfinding signage throughout Los Angeles County.

While MTA may not have authority to require that specific signage be installed within local jurisdictions, the availability of a uniform wayfinding signage template will likely be attractive to cities which would like to reduce costs by minimizing the need for new design plans for each project. Additionally, MTA can take the lead by developing a signage and wayfinding template that can be required when local jurisdictions are awarded MTA grant funds.

In April 2014, the Board approved a signage-related program directed at MTA stations that included instruction to staff to develop wayfinding signage guidelines that can be applied as part of the implementation of the First/Last Mile Strategic Plan. To this end, MTA has developed a set of guidelines and recommendations to assist cities entitled *Station Trailblazing Guidelines for Non-Metro Property.*

We propose that MTA create a pilot wayfinding signage grant program to assist cities and jurisdictions in designing and implementing first/last mile non-MTA signage wayfinding systems. Such a relatively modest but consistent investment in quality signage will have a meaningful impact on improving the usability of our system throughout Los Angeles County.

CONTINUED

WE, THEREFORE, MOVE that the Board instruct the CEO and MTA staff to

1. Create a two-year pilot Wayfinding Signage Grant Program in the amount of $500,000 beginning in Fiscal Year 2015-2016;

2. Make local jurisdictions eligible to apply for signage design and cost reimbursement when using the *Station Trailblazing Guidelines for Non-Metro Property*; and

3. Include updates on this program in their quarterly First/Last Mile Way Finding report as instructed in the April 2014 Board action.

###

File #: 2016-0074, **File Type:** Agreement **Agenda Number:** 8

PLANNING AND PROGRAMMING COMMITTEE
MARCH 16, 2016

SUBJECT: 1ST AND SOTO JOINT DEVELOPMENT PROJECT

ACTION: AUTHORIZE EXECUTION OF EXCLUSIVE NEGOTIATING AGREEMENT

RECOMMENDATION

AUTHORIZE Chief Executive Officer (CEO) to execute an Exclusive Negotiating Agreement (ENA) with **East Los Angeles Community Corporation (ELACC) and Bridge Housing for properties at 1st and Soto**, for 18 months, with an option to extend up to 30 months.

ISSUE

At the November 2015 board meeting of the Planning and Programming Committee, the joint development team was authorized to extend for six months the “Short Term” Exclusive Negotiating Agreement (“Short Term ENA”) with Bridge/ELACC for property at 1st and Soto (the “Site”) in order to continue the community outreach process for a proposed mixed-use affordable housing project on the Site. Since November, the community outreach process has been comprehensive and successful. On December 3, 2015, the Boyle Heights Neighborhood Council (BHNC) approved having the project move forward and enter into an ENA with Metro.

DISCUSSION

Background

In December 2013 the Joint Development team issued separate Requests for Proposals ("RFPs") for three Metro-owned sites in Boyle Heights. The 1st and Soto site was one of the three, and the Board authorized a “Short Term” ENA with the Bridge/ELACC team in March 2015. Since that time, and in cooperation with Abode communities (Developer for a nearby Metro-owned site), BRIDGE/ELACC and Metro Joint Development staff have conducted extensive outreach through a series of community meetings, workshops and focus groups. They have also met with individual stakeholder groups. Below is an outline of activities:

1. An Affordable Housing Workshop 101 was held on May 7, 2015 at Casa del Mexicano in Boyle Heights. Over 200 members of the community attended the workshop;

2. A series of focus group meetings were held between June 16 and June 23, 2015:

- Tenant Focus Group - June 16, Boyle Heights City Hall
- Community Organizations - June 16, Boyle Hotel, Boyle Heights
- Small Business Owners and Street Vendors - June 17, Sol y Luna Apartments, Boyle Heights
- Arts/Culture/History Groups - June 17, Sol y Luna Apartments, Boyle Heights
- Youth and Education Groups - June 23, Sol y Luna Apartments, Boyle Heights
- Home Owners and Commercial Property Owners - June 23, Sol y Luna Apartments, Boyle Heights

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

Each of the developers has been meeting with individual stakeholders in the community and has been fine-tuning their projects to better reflect stakeholder feedback. On December 3, 2015, the BHNC approved having the Bridge/ELACC project move forward and enter into an ENA with Metro.

The Development Site

The Site includes two Metro-owned parcels (Attachment A) with a total of 1.38 acres. Parcel 1 is situated next to the Metro Gold Line Soto station on the southwest corner of 1st and Soto streets. The vacant portion of Parcel 1 totals 0.63 acres, is generally flat and rectangular in shape. The Soto station is part of Parcel 1 and includes a large plaza providing access to the portal. The plaza and portal encumber approximately 0.64 acres. Parcel 2 is located across the street to the east, on the southeast corner of 1st and Soto streets and totals 0.29 acres.

The proposal from ELACC and Bridge includes a mixed-use housing development, Los Lirios, on Parcel 1 and is comprised of 65 affordable housing units - a mix of studios, 1, 2 and 3 bedroom units- and ground floor retail. This project will serve families with incomes between $13,050 and $51,500 with rents between $435-$1079, or between 30% and 60% of area median income. Additionally, the developer has been working with Metro operations staff to evaluate the feasibility of utilizing some of the plaza area closest to the proposed project for outdoor space/ landscaping so long as it does not present a conflict to the operation of the station.

On Parcel 2, ELACC has proposed relocating the historic Peabody/Werden house currently located across the street at 2407 1st Street. The current location of the house is property also owned by ELACC, and is part of a larger site entitled and financed for developed of 50 affordable housing units - the Cielito Lindo development. Construction will begin in the immediate future. The Peabody/Werden house is a 3,593 sq.ft two-story residence originally constructed in 1894. It is a unique blend of the Queen Anne and Colonial revival styles and recorded in the California State Historic Resources Inventory. Preserving this structure is important to the community which is home to many historical structures from this time period. Metro is in the process of granting a one-year license to ELACC to permit the temporary relocation of the house to Parcel 2. The ultimate objective would be to restore the house as a community space which would have programs geared toward the needs of the residents of the Los Lirios project. Also being explored is inclusion of a community garden/plaza with public art display project. The feasibility of the restoration and adaptive reuse of the structure would be determined during the ENA phase.

DETERMINATION OF SAFETY IMPACT

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

FINANCIAL IMPACT

Funding for joint development activities related to the ENA, and the proposed project, is included in the FY16 budget in Cost Center 2210 (New Business Development), under Project 610011 (Economic Development). In addition, the ENA will require a non-refundable fee of $50,000 as well as a $50,000 deposit to cover third party expenses during the negotiation.

Impact to Budget

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

ALTERNATIVES CONSIDERED

The Board could choose not to proceed with the recommended action and could direct staff to (a) not enter into an ENA with BRIDGE/ELACC, (b) not proceed with the proposed project, or (c) not proceed with the proposed project and seek new development options via a new competitive process.

Staff does not recommend proceeding with these alternatives because the recommended action moves forward the project at 1st and Soto which has been the subject of 12 months of focused community outreach, and has support from the community to enter into the next phase of negotiations.

NEXT STEPS

Upon approval of the recommended action, Metro will execute the ENA with Bridge/ELACC. The ELACC team, together with the joint development staff, will continue the outreach and community engagement process on the design of the project, ground floor uses and the potential for restoration of the Peabody/Werden house and pursue negotiation of terms for a Joint Development Agreement (JDA) and Ground Lease. If successful, staff will return to the Board with the recommended terms for a JDA and Ground Lease.

Attachments:

Attachment A - 1st and Soto Development Site
Attachment B - Peabody/Werden House Relocation Site Plan

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



Phillip A. Washington
Chief Executive Officer

ATTACHMENT A

Development Site Map

1st and Soto



Development site
Metro Soto Station

ATTACHMENT B

Peabody/Werden Relocation



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

Metro

Board Report

File #: 2016-0084, **File Type:** Application **Agenda Number:** 9

PLANNING AND PROGRAMMING COMMITTEE
MARCH 16, 2016

SUBJECT: OPEN STREETS GRANT PROGRAM CYCLE 2

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

AUTHORIZE the **Metro Open Streets Grant Program Cycle 2 Application and Guidelines.**

AMENDMENT by SOLIS that bonus points be given to disadvantaged communities and have multi-jurisdictional/regional events using the CalEnviroScreen assistance for first time applicants. Also asked staff to seek opportunities to work with the Councils of Governments.

ISSUE

In June 2013 the Board adopted Motion 72 (Attachment B), directing staff to award up to $2 million annually to support Open Street events. Cycle 2 guidelines and application (Attachment A) build on the Cycle 1 framework to support a competitive process. Board authorization of the Open Streets Cycle 2 competitive grant program, application package and guidelines are needed in order to proceed.

DISCUSSION

Open Street events are temporary one-day events that close streets to automotive traffic and open them to people to walk, bike or roll. Cycle 1 of the Open Streets Grant Program was successful in encouraging participants to ride transit and walk and ride a bike on urban streets, possibly for the first time. The Open Streets Grant program provides opportunities for economic development and the improvement of public health, since they get people out onto the street patronizing local businesses - all while exercising and interacting with their community. The Metro Outreach Booth at Open Streets events provides a platform for public input on Metro active transportation corridor projects such as the LA River and Rail to River and other programs, including the Countywide Bike Share Program. During Cycle 2 events the booth will continue to provide a location in the community to promote Metro programs.

Cycle 1 Implementation

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In response to Motion 72 (Attachment B) staff developed a comprehensive framework and competitive grant process to solicit and evaluate applications for open street events throughout Los Angeles County. At the June 18, 2014 meeting, the Board awarded $3.7 million to 12 jurisdictions (Attachment C). To date, 5 of the 12 events awarded funding in Cycle 1 have been staged totaling nearly 32 miles of streets closed to cars and opened to pedestrians, bicyclists and other non-motorized forms of transportation. The remaining events to be held in spring 2016 will add an additional 52 miles of Open Streets. The events have allowed participants to experience the region in a car-free and or car-light manner and ride transit possibly for the first time.

To support cities in executing Open Street events, staff held a half day workshop that highlighted the objectives of the program; the process for planning, implementation and reimbursement; and showcased examples of previous successful regional events.

Cycle 1 Evaluation

Per Board Motion 72, staff has begun to conduct an evaluation of Cycle 1 utilizing grantee's post implementation reports, transit TAP data and other sources. The initial event data shows:

- Boarding on the Metro Expo Line increased 26% during the December 7, 2014 CicLAvia: South LA;
- Metro Gold Line Boarding increased by 32% during the May 31, 2015 CicLAvia: Pasadena;
- 86% of responding businesses along the Long Beach: Beach Streets route responded that they would like to see another Open Streets event in their community
- Overall sales of Day Passes to the Metro system increased an average of 17% systemwide on the day of events and;
- Sales of 30 Day Passes increased 12% on the day of events.

A Request for Proposals (RFP) package is expected to be released in the spring of 2016 seeking the professional services of a contractor to conduct an in depth evaluation study of the twelve events included in Cycle 1. The evaluation study will be completed upon receipt of all Cycle 1 post event evaluation reports.

Cycle 2 initiation

The success of the Open Streets Grant Program funded events to date has been the result of the strong partnership among Metro, the grantee cities, and nonprofits such as CicLAvia, Bikeable Communities, BikeSGV and others. Staff will encourage similar partnerships with the Cycle 2 Open Street Program solicitation process. The proposed application and guidelines for Cycle 2 are informed by feedback from applicants, grantees and participants of Cycle 1. In response to feedback and in order to ensure that the Cycle 2 program continues to serve to increase multi-modal access, advance active transportation at local levels and encourage transit usage, the following modifications have been made to the application and guidelines:

- Proposed route length should be based on national and regional best practices;
- Event should be regional in nature, having the ability to attract participants from surrounding and countywide jurisdictions
- Applicants will be required to include a detailed transit agency coordination plan with Metro

and any other agencies operating service adjacent to the event route

- A maximum funding ceiling was implemented based on population share for large cities and $149,000 for smaller cities not partnering with other jurisdictions. The amount of $149,000 is utilized since it is a sufficient amount of funds to create a community-scaled open streets event based on cost observed in Cycle 1 and it is the maximum amount the FHWA allows for a simple procurement process.
- Counts of bicyclists exiting at all rail transit stations directly adjacent to the event route will be required as part of the post event reporting requirements.
- Day of event surveys of participants arriving to Open Street events on rail to determine frequency of Metro Rail ridership will be required as part of the post event reporting requirements.
- Metro's selected Cycle 1 evaluation study contractor will provide support to Cycle 2 grantees to assist with data collection of participation counts, surveys and other information.

DETERMINATION OF SAFETY IMPACT

Approval of this program will have no impact on safety on our employees or patrons.

FINANCIAL IMPACT

There is no impact to the FY 16 budget. Up to $4 million for Cycle 2 will be requested during the FY 2017 and FY 2018 budget process. As this is a multi-year program it will be the responsibility of the cost center manager and the Chief Planning Officer to budget funds in future years.

Impact to Budget

There is no impact to the FY16 budget. Staff will work with Regional Programming, Budget and Local Programs and the Office of Financial Services to identify a funding source and will request funds through the FY17 budget process.

ALTERNATIVES CONSIDERED

The Board has the option to not approve the Cycle 2 initiation. This alternative is not recommended as it is not in line with previous Board direction.

NEXT STEPS

Upon Board approval, staff will release the application package for the Open Streets program. An easy to fill-out web-based application will be utilized and an informational workshop will be held for applicants. It is anticipated that the application will be released in early spring 2016 with staff returning for Board approval of the Cycle 2 Open Street Grant Program in fall 2016.

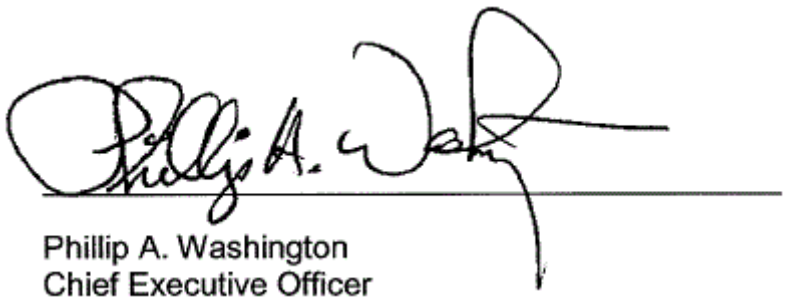
ATTACHMENTS

Attachment A - Open Streets Cycle 2 Application Package & Guidelines
Attachment B - June 27, 2013 Board Motion #72

Attachment C - June 18, 2014 Planning and Programming Committee Item #15

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Open Streets Cycle 2 Program Guidelines and Application

All fields are required for application submission unless noted.

Program Guidelines

Program Objectives

Open Streets are events which temporarily close the streets to automobiles and open them up to people to re-imagine their streets while walking, biking, rollerblading or pushing a stroller in a car-free environment. The goals of the program are to encourage sustainable modes of transportation (biking, walking and transit), provide an opportunity to take transit for the first time, and provide an opportunity for civic engagement that can foster the development of city's multi-modal policies.

Eligibility

Applicants must be a city/county within Los Angeles County. Funding may be distributed to more than one event per city/jurisdiction until the city/jurisdiction maximum funding allocation is reached. Applicants shall rank applications in order of priority with 1 being the most important, 2 being the second most important, etc.

Funding

There is up to $4 million available for grants for the Open Streets Grant Cycle 2. Each city/jurisdiction can apply for the greater of a. $149,000 OR b. population share (see chart). If an event is in multiple cities jurisdictions may combine population shares. Funds will be available starting in fall 2016, pending Metro Board approval and events must be staged by December 31, 2018. Funding sources may be federal and cities/jurisdictions will be required to comply with all federal funding procedures and requirements.

See Chart A for maximum eligibility

Scoring

Project will be evaluated on the following criteria on a 100 point score. An event must receive a minimum of 70 points to be eligible for funding.

General Event Information – 10 points

Project Feasibility – 30 points

Event readiness (Funds will be required to be expended by December 31, 2018)	10
Agency/Partnership expertise*	5
Matching funds committed	5
Community support	5
Agency's existing active transportation programs and policies	5

* Partners may include but are not limited to COGs, community groups, event producers and non-profits

~~Project Feasibility – 45 points~~

- ~~Ability to attract participants from surrounding and countywide jurisdictions~~

- ~~Event readiness (Funds will be required to be expended within 2 years of award)~~
- ~~Agency/Partnership expertise~~
- ~~Matching funds committed~~
- ~~Community support~~
- ~~Support from neighboring cities/jurisdictions~~
- ~~Agency's existing active transportation programs and policies~~
- ~~Transit accessibility~~
- ~~Transit agency coordination plan~~

Route Setting – 30 points

Route is along existing bicycle infrastructure*	3
Topography - The grantee should select a route that minimizes hills**	3
Connections to cultural, architectural, and/or historical destinations	3
Activities for pedestrians (dance classes, yoga, concessions, information booths)	3
Cost Effectiveness (cost/per mile and the value of connections & destinations)	3
Proximity and access to commercial and retail corridors	3
Event cost per mile	4
Route includes disadvantaged communities***	4
Route length (industry standards recommend a minimum of 4 miles in length)	4

*Will the route be on or intersect any existing bicycle infrastructure? Has any of the infrastructure been funded by Metro (though the Call For Projects or by Measure R)?

** As an example see San Francisco's "Wiggle" - http://en.wikipedia.org/wiki/The_Wiggle

***Based on average of 70th percentile CalEnviroScreen Score for census tracts directly adjacent to the proposed route (http://oehha.maps.arcgis.com/apps/Viewer/index.html?appid=112d915348834263ab8ecd5c6da67f68)

~~Route Setting – 45 points~~

- ~~Event cost per mile~~
- ~~Connections between multiple cities and/or central business districts~~
- ~~Route is along existing bicycle infrastructure – Will the route be on or intersect any existing bicycle infrastructure? Has any of the infrastructure been funded by Metro (though the Call For Projects or by Measure R)?~~
- ~~Topography. The grantee should select a route that minimizes hills (for example see San Francisco's "Wiggle" - http://en.wikipedia.org/wiki/The_Wiggle)~~
- ~~Connections to cultural, architectural, and/or historical destinations~~
- ~~Connecting neighborhoods and cities that have active transportation and/or transit facility gaps~~
- ~~Activities for pedestrians (dance classes, yoga, concessions, information booths)~~
- ~~Cost Effectiveness (cost/per mile and the value of connections & destinations)~~
- ~~Proximity and access to commercial corridors.~~
- ~~Proximity and access to transit~~
- ~~Route length (industry standards recommend a minimum of 4 miles in length)~~

Transit and Community Connectivity - 30 points

Ability to attract participants from surrounding and countywide jurisdictions	5
Support from neighboring cities/jurisdictions	5
Transit accessibility	5
Connections between multiple cities and/or central business districts	5

Connecting neighborhoods that have active transportation or transit facility gaps	5
Applicant jurisdiction has not had a previous Open Street event in their community	5

Funding Eligibility

Funding may be used for pre-event planning & outreach costs in conjunction with implementing an event. Funding may be used for any operational or capital cost associated with the day-of event excluding alcohol. Funds awarded will not exceed the event cost in the original application and may be less if the key objectives can be achieved at lower costs. Scope and event day changes shall be handled administratively and be approved by Program Manager. Any cost overruns shall be the responsibility of the applicant. Both third party consulting costs and internal staff costs for staff directly providing services with respect to the project will be eligible for funding.

Grantee's shall collaborate with Metro's selected Cycle 1 Evaluation study contractor to assist in providing a post implementation report including counts identifying the number of bikes alighting at transit stations directly connected to the route, and pedestrian and bicycle counts entered online in Metro's Bike Count Clearinghouse at www.bikecounts.luskin.ucla.edu/ no later than three months after the event including the following:

1. Participation Counts of Pedestrians, Cyclists along the route
using at least one of the following count methods:
- Use temporary automated electronic counters – Preferred Method
- Conduct an "incomplete count" (a methodology from ecological studies) using visual or pictorial counts using crowdsourcing via Facebook, Twitter or Instagram.
    - An incomplete count involves counting part of a population and then extrapolating to the entire population. A geographic area or screenline may be established as the sample area and an attempt made to count all the individuals in the set area or passing through the screenline. In the case of an open street event several geographic areas or screenlines should be established and sample counting should take place at regular intervals at the same time at all locations.

2. Transportation use data
- Counts of bicyclists exiting at all rail transit stations directly adjacent to the route
- Survey of at least 500 individuals exiting the train asking the following questions:
    - Are you attending todays open street event?
    - Is this your first time riding Metro Rail?
    - If "NO" how often do you ride metro rail
        - Less than once a month
        - 1-3 times per a month
        - 4-7 times per a month
        - 8 or more times a month

3. Personal Anecdotes

Provide personal stories from participants, business owners along the route or event volunteers describing how the open street event has positively affected their lives or

community. The grantee shall engage in a dialogue with the community in person, via e-mail or through a social media platform like Facebook, Twitter or Instagram using (at least) one of the following questions:

- Participants & Volunteers
    - How has the open street event improved your neighborhood/community?
    - Has the open street event encouraged you to use active transportation or transit modes more often?
- Business owners
    - Has the open street event brought new or more patrons to you?
    - In light of the open street event, do you think that active transportation (pedestrian and bicycle) infrastructure improvements would improve your business opportunities?

3. Bike-Trains & Bike Bus Shuttles Ridership If bike-trains or special bike shuttles we re used to transport participants to the event, then report the ridership of these services on the day of the event. If municipal bus services were employed, report on ridership on the day of the event and provide a monthly average for the same day of the week since the event took place.

4. Local Economic Benefit

- Report how the event affected sales at selected participating businesses along the route (a minimum of one business for every mile of the event). These businesses may have participated by providing discounts to pedestrians and cyclists or by having a sales display or dining tables on the sidewalk. Surveys, interviews or sales tax data may be used to collect information on sales performance at selected participating businesses.

General and Administrative Conditions Lapsing Policy

Open streets cycle 2 events must be staged by December 31, 2018 and funds not expended within this time will lapse. Lapsed funding will go towards the next grant cycle of the Open Streets Program. Applicants who have their funds lapse may reapply for funding in the next cycle however their requests will be prioritized after new applicants and previously successful applicants.

Grant Agreement

Each awarded applicant must execute a grant agreement with Metro. The agreement will include the event scope and a financial plan reflecting the grant amount, event partners and the local match. Funding will be disbursed on a reimbursement basis subject to satisfactory compliance with the original application cost and schedule as demonstrated in a quarterly report supported by a detailed invoice showing the staff and hours billed to the project, any consultant hours, etc. An amount equal to 10% of each invoice will be retained until final completion of the event and audits. In addition, final scheduled payment will be withheld until the event is staged and approved by Metro and all post implementation requirements have been satisfied.

Audits

All grant programs may be audited for conformance to their original application. Event Schedule and Date Metro shall review the final date of the event to ensure regional and

scheduling distribution. At Metro's Program Manager request events may be rescheduled to avoid overlapping events.

Chart A

Los Angeles County Metropolitan Transportation Authority Open Streets Grant Funding Eligibility

Forecasted shares are based on population percentage as of 1/1/14.

Subregion	Jurisdiction	Population 1/1/14 per State Dept of Finance	% of County	Pop Share Funding	Max eligible
	FY17 & FY18			**$4,000,000**	
AV	Burbank	105,543	1.051%	$42,041	$149,000
AV	Glendale	195,799	1.950%	$77,994	$149,000
AV	La Canada Flintridge	20,535	0.204%	$8,180	$149,000
Central	Los Angeles	3,904,657	38.884%	$1,555,362	$1,555,362
Gateway	Artesia	16,776	0.167%	$6,682	$149,000
Gateway	Avalon	3,820	0.038%	$1,522	$149,000
Gateway	Bell	35,972	0.358%	$14,329	$149,000
Gateway	Bell Gardens	42,667	0.425%	$16,996	$149,000
Gateway	Bellflower	77,741	0.774%	$30,967	$149,000
Gateway	Cerritos	49,741	0.495%	$19,814	$149,000
Gateway	Commerce	13,003	0.129%	$5,180	$149,000
Gateway	Compton	98,082	0.977%	$39,070	$149,000
Gateway	Cudahy	24,142	0.240%	$9,617	$149,000
Gateway	Downey	113,363	1.129%	$45,156	$149,000
Gateway	Hawaiian Gardens	14,456	0.144%	$5,758	$149,000
Gateway	Huntington Park	59,033	0.588%	$23,515	$149,000
Gateway	La Habra Heights	5,420	0.054%	$2,159	$149,000
Gateway	La Mirada	49,178	0.490%	$19,589	$149,000
Gateway	Lakewood	81,224	0.809%	$32,354	$149,000
Gateway	Long Beach	470,292	4.683%	$187,334	$187,334
Gateway	Lynwood	70,980	0.707%	$28,274	$149,000
Gateway	Maywood	27,758	0.276%	$11,057	$149,000
Gateway	Montebello	63,527	0.633%	$25,305	$149,000
Gateway	Norwalk	106,630	1.062%	$42,474	$149,000
Gateway	Paramount	55,051	0.548%	$21,929	$149,000
Gateway	Pico Rivera	63,873	0.636%	$25,443	$149,000
Gateway	Santa Fe Springs	17,349	0.173%	$6,911	$149,000
Gateway	Signal Hill	11,411	0.114%	$4,545	$149,000
Gateway	South Gate	96,057	0.957%	$38,263	$149,000
Gateway	Vernon	122	0.001%	$49	$149,000
Gateway	Whittier	86,538	0.862%	$34,471	$149,000
LV/M	Agoura Hills	20,625	0.205%	$8,216	$149,000
LV/M	Calabasas	23,943	0.238%	$9,537	$149,000

LV/M	Hidden Hills	1,901	0.019%	$757	$149,000
LV/M	Malibu	12,865	0.128%	$5,125	$149,000
LV/M	Westlake Village	8,386	0.084%	$3,340	$149,000
North	Lancaster	159,878	1.592%	$63,685	$149,000
North	Palmdale	155,657	1.550%	$62,004	$149,000
North	Santa Clarita	209,130	2.083%	$83,304	$149,000
SFV	San Fernando	24,222	0.241%	$9,648	$149,000
SGV	Alhambra	84,697	0.843%	$33,738	$149,000
SGV	Arcadia	57,500	0.573%	$22,904	$149,000
SGV	Azusa	48,385	0.482%	$19,273	$149,000
SGV	Baldwin Park	76,715	0.764%	$30,558	$149,000
SGV	Bradbury	1,082	0.011%	$431	$149,000
SGV	Claremont	35,920	0.358%	$14,308	$149,000
SGV	Covina	48,619	0.484%	$19,367	$149,000
SGV	Diamond Bar	56,400	0.562%	$22,466	$149,000
SGV	Duarte	21,668	0.216%	$8,631	$149,000
SGV	El Monte	115,064	1.146%	$45,834	$149,000
SGV	Glendora	51,290	0.511%	$20,431	$149,000
SGV	Industry	438	0.004%	$174	$149,000
SGV	Irwindale	1,466	0.015%	$584	$149,000
SGV	La Puente	40,478	0.403%	$16,124	$149,000
SGV	La Verne	32,228	0.321%	$12,838	$149,000
SGV	Monrovia	37,162	0.370%	$14,803	$149,000
SGV	Monterey Park	61,777	0.615%	$24,608	$149,000
SGV	Pasadena	140,879	1.403%	$56,117	$149,000
SGV	Pomona	151,713	1.511%	$60,433	$149,000
SGV	Rosemead	54,762	0.545%	$21,814	$149,000
SGV	San Dimas	34,072	0.339%	$13,572	$149,000
SGV	San Gabriel	40,313	0.401%	$16,058	$149,000
SGV	San Marino	13,341	0.133%	$5,314	$149,000
SGV	Sierra Madre	11,094	0.110%	$4,419	$149,000
SGV	South El Monte	20,426	0.203%	$8,136	$149,000
SGV	South Pasadena	26,011	0.259%	$10,361	$149,000
SGV	Temple City	36,134	0.360%	$14,393	$149,000
SGV	Walnut	30,112	0.300%	$11,995	$149,000
SGV	West Covina	107,828	1.074%	$42,952	$149,000
South Bay	Carson	92,636	0.923%	$36,900	$149,000
South Bay	El Segundo	16,897	0.168%	$6,731	$149,000
South Bay	Gardena	60,082	0.598%	$23,933	$149,000
South Bay	Hawthorne	86,644	0.863%	$34,513	$149,000
South Bay	Hermosa Beach	19,750	0.197%	$7,867	$149,000
South Bay	Inglewood	111,795	1.113%	$44,532	$149,000
South Bay	Lawndale	33,228	0.331%	$13,236	$149,000
South Bay	Lomita	20,630	0.205%	$8,218	$149,000
South Bay	Manhattan Beach	35,619	0.355%	$14,188	$149,000
South Bay	Palos Verdes Estates	13,665	0.136%	$5,443	$149,000

South Bay	Rancho Palos Verdes	42,358	0.422%	$16,873	$149,000
South Bay	Redondo Beach	67,717	0.674%	$26,974	$149,000
South Bay	Rolling Hills	1,895	0.019%	$755	$149,000
South Bay	Rolling Hills Estates	8,184	0.081%	$3,260	$149,000
South Bay	Torrance	147,706	1.471%	$58,836	$149,000
Westside	Beverly Hills	34,677	0.345%	$13,813	$149,000
Westside	Culver City	39,579	0.394%	$15,766	$149,000
Westside	Santa Monica	92,185	0.918%	$36,721	$149,000
Westside	West Hollywood	35,072	0.349%	$13,970	$149,000
Unincorporated	County unincorporated	1,046,557	10.422%	$416,880	$416,880
	TOTAL	**10,041,797**	**100.000%**	**$4,000,000**	NA

Application

General Information

1. City/Government Agency Name:

2. Project Manager Name:

3. Project Manager Title and Department:

4. Project Manager Phone Number:

5. Project Manager E-mail Address:

6. City Manager Name:

7. City Manager Phone Number:

8. City Manager E-mail Address:

General Open Street Event Information – 10 points

9. Open Street Event Name
(Example: Sunnytown Sunday Parkways Open Street Event.)
Maximum Allowed: 150 *characters.*

10. Event Description
(Example: Main Street, Flower Street, Spring Street, 7th
Street, 1stStreet and Broadway Avenue in downtown Sunnytown will be closed to cars from downtown to Mid-Town to invite people on foot and on bikes to rediscover the streets. Street Vendors from local businesses, a health fair, yoga in the street, and an art show will be included in the route.)
Maximum Allowed: 500 *characters.*

11. Estimated Route Length (in miles):

Maximum Allowed: 4 *digits.*

12. Estimated Number of Signalized Intersections:
Maximum Allowed: 3 *digits*

13. Estimated Route Beginning Location:
(Example – Downtown Sunnytown @ Sunny Street & Main Street)
Maximum Allowed: 150 *characters.*

14. Estimated Route Ending Location:
(Example – Mid-Town Sunnytown @ Sunny Street & Happy Street)
Maximum Allowed: 150 *characters.*

15. Attach a map of the proposed route. A digital map made in Google maps or ArcGIS is preferred

16. Does the event include rail grade crossings? (Y/N)

If "YES" for Question 16
16A. How many grade crossing exist along the proposed route and what are their locations? (NOTE: Additional staff resoruces will be required for each grade crossing at the cost of grantee).
Maximum Allowed: 150 characters

Project Feasibility – ~~45~~ 30 points
17 Estimated Month & Year of Event (Funds will be available starting in fall 2016, pending Metro Board approval. Event must be staged by December 31, 2018)
Maximum Allowed: 6 digits

18. Does your City's General Plan or other planning program support open street event and/or active transportation?
(Examples include: adopted a Complete Streets Policy or Updated Circulation Element to include Complete Streets, adopted a Bike Plan, adopted a Pedestrian Plan, Developing or implementing Bike Share Programs, Adopted Climate Action Plans, and Implementation of Parking Management Programs to encourage more efficient use of parking resources)
Maximum Allowed: 500 characters

19. Would your jurisdiction be amenable to reduced scope or route length? Y/N

Partnerships
20. Will your city partner with any other city or agency (including non-profits and other community partners)? Y/N

If "YES" for question 20
20a. List your partners and their role in the event planning and production:
Maximum Allowed: 600 Characters

If "YES" for question 20

20b. Do any of the partners (including the applicant) have previous experience organizing large public events (such as large city-wide or region-wide events related to transportation, athletics, cultural celebrations and/or public health such as athletic races or streets fairs)? List and describe.
Maximum Allowed: 800 Characters

If "NO" for question 20
20c. What is your city doing in lieu of partnerships with cities or agency (including non-profits and other community partners) to engage the community and make the event successful? *Maximum Allowed: 800 Characters*

Event Budget
21. What is the total estimated cost of the event?
Maximum Allowed: 10 characters.

22. What is the requested grant amount? *Maximum Allowed: 10 characters*

23. What is the proposed local match amount? (min 20% in-kind required)
Maximum Allowed: 10 characters.

24. What are the estimated outreach costs?
Maximum Allowed: 10 characters.

25. What are the estimated pre-event planning costs?
Maximum Allowed: 10 characters.

26. What are the estimated day of event staging costs (including staffing, rentals, permits, etc.)?
Maximum Allowed: 10 characters.

27. Agencies are required to provide a 20% match: Will you provide an in-kind or a local fund match?
1. In-kind
2. Local Fund Match

28. What is the amount (or value) of the local match? (Answer to #21 x 0.2).

29. What is the event cost per mile (Answer to #11 / Answer #21)?

30. Attach completed Financial Plan and event Scope of Work templates provided at https://www.metro.net/projects/active-transportation/metro-open-streets-grant-program/

Marketing and Outreach

~~30. Will the event draw participation from a regional audience? Y/N~~

~~If "YES" for question 30~~
~~30a. Briefly describe the marketing strategy you will employ to insure event participation from nearby jurisdictions and throughout the county. *Maximum allowed: 150 characters*~~

31. Will the event organizers perform outreach to local businesses along the event route? Y/N

If “YES” to question 31
31a. What strategies will you employ to encourage increased participation of businesses located along the event route? *Maximum allowed 150 characters*

32. Does the open street event require coordination with Metro and/or municipal transit service operators to provide access to the event? Y/N

33. Upload a letter of support from the city/county applicant and if applicable each city/non-profit/other partner. (Please include all letters in one PDF).

Route Setting – ~~45~~ 30 points

~~32. Will the route connect multiple cities? Y/N~~

~~If “YES” to question 32~~
~~32a. How will the route connect multiple cities? How will you insure connectivity throughout the route, coordination between multiple agencies and a sense of one contiguous event?~~
~~*Maximum Allowed: 1000 characters.*~~

~~33~~34. Will the route be along or connect to commercial corridors? Y/N Explain.
Maximum Allowed: 1000 *characters.*

~~34~~35. Will the route be along or connect to cultural, architectural, recreational and/or historical destinations and events? Y/N Explain.
Maximum Allowed: 1000 characters.

~~35~~36. List and describe the pedestrian and bicycle infrastructure along or adjacent to the route. Specify which infrastructure (if any) was funded by Metro.
Maximum Allowed: 1000 characters.

~~36. Will the project connect neighborhoods or cities that have active transportation and/or transit facility gaps? Y/N Explain.~~
~~*Maximum Allowed: 1000 characters.*~~

37. What are the average elevation gain/loss and the highest and lowest elevations in proposed route? (Tip: you can use a free website like www.mapmyride.com to calculate this information).

38. Provide an outline of the general programming elements/ideas/goals that will be represented in activities along the route the day of the event (an example is public health goals will be highlighted by fitness classes such as yoga along the route).
Maximum Allowed: 1000 characters.

39. Use EnviroScreen score to determine the average score of the combined census tracts that are located directly adjacent to the route.
http://oehha.maps.arcgis.com/apps/Viewer/index.html?appid=112d915348834263ab8ecd5c6da67f68
Maximum Allowed: 4 digits

~~39. Will the event route connect directly to a Metro Rail or Metrolink Station? Y/N~~

~~If "NO" to question 39~~
~~39a.How will you transport people to the event other than by personal automobile? Explain how you will use organized bike trains/feeder rides (groups of people who travel by bike together), bike-bus shuttles (that carry a minimum of 10 bikes each) or other multi-modal options to transport people to the event.~~
~~*Maximum Allowed: 1000 characters*~~

~~40. List all the transit stations within ½ mile radius of the proposed event and describe how you will coordinate with the stations transit operators.~~
~~*Maximum Allowed: 1000 characters*~~

~~41. Does the open street event require coordination with Metro and/or municipal transit service operators to provide access to the event? Y/N~~

~~42. Upload a letter of support from the city/county applicant and if applicable each city/non-profit/other partner. (Please include all letters in one PDF).~~

~~43. If your agency plans to submit more than one application, please rank this application in order of priority with 1 being the most important and 2 the second most important, etc.~~

~~44. Attach completed Financial Plan and event Scope of Work templates provided at https://www.metro.net/projects/active-transportation/metro-open-streets-grant-program/~~

Regional Significance – 30 Points

40. Will the event draw participation from a regional audience? Y/N

If "YES" for question 40
40a. Briefly describe the marketing strategy you will employ to insure event participation from nearby jurisdictions and throughout the county. *Maximum allowed: 150 characters*
41. Will the route connect multiple cities? Y/N

If "YES" to question 41
41a. How will the route connect multiple cities? How will you insure connectivity throughout the route, coordination between multiple agencies and a sense of one contiguous event?
Maximum Allowed: 1000 characters.

42. Will the project connect neighborhoods or cities that have active transportation and/or transit facility gaps? Y/N Explain.

Maximum Allowed: 1000 characters.

43. Will the event route connect directly to a Metro Rail or Metrolink Station? Y/N

If “NO” to question 43
43a.How will you transport people to the event other than by personal automobile? Explain how you will use organized bike trains/feeder rides (groups of people who travel by bike together), bike-bus shuttles (that carry a minimum of 10 bikes each) or other multi-modal options to transport people to the event.
Maximum Allowed: 1000 characters

44. List all the transit stations within ½ mile radius of the proposed event and describe how you will coordinate with the stations transit operators.
Maximum Allowed: 1000 characters

45. Has the applicant jurisdiction been host to an Open Street event in the past? Y/N

If “YES” to question 45
45a. What was the name of the previous Open Street event hosted in the jurisdictions?
Maximum Allowed: 100 characters

46. If your agency plans to submit more than one application, please rank this application in order of priority with 1 being the most important and 2 the second most important, etc.

MOTION BY
MAYOR ANTONIO R. VILLARAIGOSA,
SUPERVISOR GLORIA MOLINA,
DIRECTOR ARA NAJARIAN, DIRECTOR MEL WILSON

Planning and Programming Committee
June 19, 2013

Los Angeles County "Open Streets" Program

Across the nation, cities have begun hosting "open streets" events, which seek to close down streets to vehicular traffic so that residents can gather, exercise, and participate in pedestrian, bicycling, skating and other related activities.

These events are modeled after the *"Ciclovias"* started in Bogota, Colombia over thirty years ago in response to congestion and pollution in the city.

In 2010, Los Angeles held its first "open streets" event, called CicLAvia.

After six very successful events, CicLAvia has become a signature event for the Los Angeles region.

With over 100,000 in attendance at each event, CicLAvia continues to successfully bring participants of all demographics out to the streets.

This event offers LA County residents an opportunity to experience active transportation in a safe and more protected environment, and familiarizes them with MTA transit options and destinations along routes that can be accessed without an automobile.

The event also takes thousands of cars off the streets, thereby decreasing carbon emissions.

Bicycling, as a mode share, has increased dramatically within LA County in the last years, boosted largely by the awareness brought about by these "open streets" programs.

Over the past decade, LA County has seen a 90% increase in all bicycle trips.

CONTINUED

In response to this growing demand, many local jurisdictions have begun implementing robust bike infrastructure and operational programs that enhance the safety and convenience of bicycling as a mode of travel.

Seeing the success of CicLAvia in Los Angeles, these jurisdictions have expressed a desire to pursue their own "open streets" events to increase awareness for active transportation and reduced reliance on the private automobile.

MTA should partner alongside a regional "open streets" type program in order to coordinate, assist, and promote transit related options.

These events will become a significant contributor to MTA's overall strategy to increase mobility and expand multi-modal infrastructure throughout the region.

They will also promote first-mile/last-mile solutions and fulfill the Sustainable Communities Strategy Plan, as proposed by the Southern California Association of Governments.

WE THEREFORE MOVE THAT the MTA Board of Directors direct the CEO to use the following framework in order to create an "open streets" program:

1. Identify an eligible source of funds to allocate annually up to $2 million to support the planning, coordination, promotion and other related organizational costs.

2. Report back at the September 2013 Board meeting a recommended competitive process and program, working with the County Council of Governments and other interested cities, to implement and fund a series of regional "open streets" events throughout Los Angeles County.

3. Develop a technical process to collect data and evaluate the cost and benefits (e.g. transit use increases, reduction of air emissions, etc.) of these events.

###

Los Angeles County
Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012-2952
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metro.net

Metro

PLANNING AND PROGRAMMING COMMITTEE
JUNE 18, 2014

SUBJECT: 2014 OPEN STREETS GRANT PROGRAM

ACTION: APPROVE 2014 OPEN STREETS GRANT PROGRAM - CYCLE 1

RECOMMENDATION

Award and program cycle one (1) of the biennial Open Streets Grant Program including fiscal years 14/15 and 15/16. Award $3.7 million to 12 Open Street events and set aside $300,000 to conduct a comprehensive evaluation of these events and evaluate the costs and benefits per the June 2013 Motion 72 (Attachment A).

ISSUE

In September 2013 the Metro Board approved the Open Streets Competitive Grant Program framework to fund a series of regional car-free events in response to the June 2013 Board Motion 72. The approved framework includes the following;

- An annual allocation up to $2 million.
- Competitive process and program.
- Technical process to collect data and evaluate the events.

We are recommending a biannual grant cycle based on the high interest we received, the administrative advantages for both grantor and grantees of having a biannual versus an annual grant cycle, and on the precedent of other Metro grant programs. This first cycle includes funding for 12 events totaling $3.7 million and a $300,000 set aside to conduct a comprehensive evaluation of these events and evaluate the costs and benefits per the June 2013 Motion 72, for a total of $4 million over two fiscal years. This funding recommendation mirrors the approved framework of an annual allocation of up to $2 million. Board approval is necessary to program the funds to these 12 events and to a comprehensive technical evaluation.

DISCUSSION

Open Street events are temporary one-day events that close the streets to automotive traffic and open them to people to walk or bike. The goals of the Open Streets Grant Program is to provide opportunities for 1) riding transit, walking and riding a bike, possibly for the first time, to encourage future mode shift, and for 2) civic engagement to foster the development of multi-modal policies and infrastructure at the local level.

Outreach

Following and proceeding the Board approval of the Open Streets Grant Program in September 2013, staff conducted extensive outreach, presenting the program to the Councils of Governments (COG), the Technical Advisory Committee (TAC) and The Streets and Freeways Subcommittee. We released the Open Streets Grant Application online in late January and subsequently hosted an Open Streets Program Workshop on January 29, 2014. The workshop featured speakers from San Francisco and Los Angeles, who have implemented open street events, sharing guidance on how to plan and implement an event and Metro staff providing instructions on how to apply for grant funding. Over 80 people attended the event representing the cities and agencies across the Los Angeles Region.

Scoring and Evaluation

A total of 21 project applications were received on March 14, 2014 that included a total of $5.2 million of funding requests. The event applications were diverse in scope ranging from 0.5 to 18 miles in length and are representative of the region. The application evaluation was conducted by an internal technical team with experience in multi-modal transportation. The events were evaluated based on their ability to meet the project feasibility and route setting guidelines approved by the Board that stressed readiness, partnership expertise and connections to transit and existing active transportation infrastructure (Attachment B). Out of the 21 applications submitted, 20 received passing scores for a total of $5.17 million of passing funding requests.

Open Streets Cycle 1 – FY 14/15 & FY 15/16

Following the the Board direction to fund up to $2 million annually for Open Street Events, this first cycle includes two years (14/15 and 15/16) and thus, this first cycle will include $4 million of grant awards. The biannual timeline will allow for the staging of events within the July 2016 deadline and provides time to study and evaluate these events as a group. Funded events are regionally diverse, connected to transit stations, regional bikeways and major activity centers (Attachment C).

In terms of funding requests that can be fulfilled for the next two fiscal years, based on score ranking and prioritizing one application per jurisdiction (before funding multiple applications from the same city), 12 open street events from 12 different jurisdictions can be funded for a total of $3.7 million (Attachment D). An additional $300,000 for a technical evaluation study of these events is included. Out of the 12 events, 10 will receive 100% of their funding request and the last two funded applications, that received the same score, will receive 80% of their respective request.

Evaluation Study

We are requesting a $300,000 set-aside for an evaluation study of the 12 recommended open street events. Metro will solicit a research firm/university to assist Metro to collect data and to utilize it in a comprehensive analysis of the program. Local cities are required to report back on participation numbers, and the participants and businesses response to the event. The consultant will unify these reports by providing a standardized methodology to count participation and collect responses from participants and businesses. The outcome of the study will be a comprehensive analysis of all 12 events and a tool kit that Metro can adopt as methodology for future awardees to use to conduct evaluations. By selecting one group to lead an evaluation, versus having each city evaluate themselves, we will be using consistent methodologies across all the events and thus produce a more cohesive, valid and uniform evaluation of these events.

DETERMINATION OF SAFETY IMPACT

The 2014 Open Streets Grant Program Cycle 1 will not have any adverse safety impacts on our employees and patrons. The principals of the Open Streets Grant Program include promoting multi-modalism and active transportation that can improve the mobility and wellness of patrons.

FINANCIAL IMPACT

The funding of $2 Million for the first year of the program is included in the FY15 budget in cost center number 4320, Transit Corridors, under project number 410077, Open Street Grant Program. Since this is a multi-year program, the cost center manager and Chief Planning Officer of Countywide Planning will be accountable for budgeting the costs in future years. We are recommending a local funding source for open street events in order for cities to most efficiently utilize the funds and stage the events in the next two years.

Impact to Budget

The source of funds for these Open Street Events is Congestion Mitigation Air Quality (CMAQ). Metro will serve as a pass-through agency for the CMAQ funds with local cities invoicing Metro directly. These funds are eligible for transportation system management/demand management (TSM/TDM) programs such as Open Streets events. SCAG identifies Open Street Events as Transportation System Management / Demand Management (TSM/TDM) programs in the 2012 RTP Congestion Management Appendix in the section titled Congestion Management Toolbox - Motor Vehicle Restriction Zones.

These funds are eligible for transit capital projects and improved transit services, limited to operational assistance for new or expanded service for up to 3 years. Should other eligible funding sources become available, they may be used in place of the identified funds

ALTERNATIVES CONSIDERED

The Board may choose to not approve the recommended funding of cycle 1 of the Open Streets Grant Program. This alternative is not recommended as it is not in line with the June Board Motion 72 establishing an Open Streets Program. The Board could also choose to fund only one fiscal year of the program, for a total of $2 million. This is not recommended since that amount would only fund 7 events (6 fully, 1 partial funded) and include a set-aside of $300,000 for an evaluation study. This scenario would prevent many qualified Open Street events from moving forward, only 39% of qualified events would be funded compared to the recommended scenario which funds 77% of qualified events.

NEXT STEPS

Upon approval, we will notify project sponsors of the final funding award and proceed to initiate memorandum of understanding. We plan to return to the Board in late 2015 to request authorization to initiate cycle two of the Open Streets Program.

ATTACHMENTS

A. June 2013 Metro Board Motion 72
B. Open Streets Program Guidelines
C. Recommended Open Street Events Map
D. 2014 Open Streets Event Grants Cycle 1: Summary of Funding and Recommendations

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Martha Welborne, FAIA
Chief Planning Officer

Arthur T. Leahy
Chief Executive Officer

Attachment A

72

MOTION BY
MAYOR ANTONIO R. VILLARAIGOSA,
SUPERVISOR GLORIA MOLINA,
DIRECTOR ARA NAJARIAN, DIRECTOR MEL WILSON

Planning and Programming Committee
June 19, 2013

Los Angeles County "Open Streets" Program

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CONTINUED

In response to this growing demand, many local jurisdictions have begun implementing robust bike infrastructure and operational programs that enhance the safety and convenience of bicycling as a mode of travel.

Seeing the success of CicLAvia in Los Angeles, these jurisdictions have expressed a desire to pursue their own "open streets" events to increase awareness for active transportation and reduced reliance on the private automobile.

MTA should partner alongside a regional "open streets" type program in order to coordinate, assist, and promote transit related options.

These events will become a significant contributor to MTA's overall strategy to increase mobility and expand multi-modal infrastructure throughout the region.

They will also promote first-mile/last-mile solutions and fulfill the Sustainable Communities Strategy Plan, as proposed by the Southern California Association of Governments.

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3. Develop a technical process to collect data and evaluate the cost and benefits (e.g. transit use increases, reduction of air emissions, etc.) of these events.

###

Attachment B

Open Street Application Guidelines

Application Questions/Requirements

- Provide the following grantee general information: grantee agency name, project manager contact name, phone #, e-mail, and address.
- Provide a description of the open street event, route and schedule.
- Provide the intersection for the start and end points and the route length.
- Provide a map of the proposed route. Include any alternate route being considered on the map using a different color or symbol to differentiate it from the main route (a digital map made in Google or ArcGIS is preferred).
- Are there any Metro funded pedestrian or bicycle projects along the route? List and describe.
- Coordinate with Metro and/or applicable municipal transit service operators to provide access to the event under one of these conditions:
    - Is the route within ½ mile Metro Rail or Metrolink station? List all the stations within a ½ mile radius. (Proximity to a transit station is a critical element of the open streets event success and the organizer should encourage and assist participants to take transit, walk or bike to the event)
    - If the route is not within ½ of a mile of a Metro Rail or Metrolink station, explain and specifically identify how you will transport people to the event from the nearest transit station using a combination or "bike trains" (groups of people who travel by bike together – www.labiketrains.com) and/or a special bike shuttle that carry a minimum of 10 bikes each (see Mammoth Bike Shuttle for an example of a shuttle service that accommodates 20-30 bikes).
- List and describe supportive activities (dancing, pedestrian zones, games and educational programs) that will be offered the day of the event.
- List and identify all community partners and provide letter(s) of support/commitment from each one.
- Describe the partners experience producing large city-wide or region-wide events related to transportation, athletics, cultural celebrations and/or public health. Include the number of people who where in attendance and any demographic information regarding the attendance.
- Provide an estimated budget (include matching funds or in-kind donation)
- Describe how your cities general plan and/or other existing planning programs/projects are supportive of an Open Streets event. Include in your description programs and projects that support and encourage the use of walking and biking for transportation purposes.
- Provide a minimum 20% local match. Match may be in-kind services.
- Provide a letter of support from the COG/sub-region

Application Evaluation will be based on the following criteria:

1. Project Feasibility
   - Event readiness
   - Transit accessibility
   - Agency/Partnership expertise
   - Matching funds committed
   - Community support
   - Agency's existing active transportation programs

2. Route Setting
   - Proximity and access to transit
   - Topography. The grantee should select a route that minimizes hills (for example see San Francisco's "Wiggle" - http://en.wikipedia.org/wiki/The_Wiggle)
   - Route is along existing bicycle infrastructure – lanes & paths funded through Metro's Call For Projects, TDA Article 3, Propositions A, C, or Measure R Local Return
   - Connections between multiple cities and/or central business districts
   - Connections to cultural, architectural, and/or historical destinations and events
   - Connecting neighborhoods and cities that have active transportation and/or transit facility gaps
   - Activities for pedestrians (dance classes, yoga, concessions, information booths)
   - Cost Effectiveness (cost/per mile and the value of connections & destinations)

Grantee's Post Implementation Reporting Requirements

Grantee's are required to provide a post implementation report and enter participation counts online in Metro's Bike Count Clearinghouse at www.bikecounts.luskin.ucla.edu/ no later than three months after the event including the following:

1. Participation Counts of Pedestrians and Cyclists

Using at least one of the following count methods
   - Install temporary electronic loop detection counters
   - Conduct an "incomplete count" (a methodology from ecological studies) using visual or pictorial counts using crowdsourcing via Facebook, Twitter or Instagram

2. Personal Anecdotes

Provide personal stories from participants, business owners along the route or event volunteers describing how the open street event has positively affected their lives or community. The grantee shall engage in a dialogue with the

community in person, via e-mail or through a social media platform like Facebook, Twitter or Instagram using (at least) one of the following questions:

- Participants & Volunteers
    - How has the open street event improved your neighborhood/community?
    - Has the open street event encouraged you to use active transportation or transit modes more often?
- Business owners
    - Has the open street event brought new or more patrons to you?
    - In light of the open street event, do you think that active transportation (pedestrian and bicycle) infrastructure improvements would improve your business opportunities?

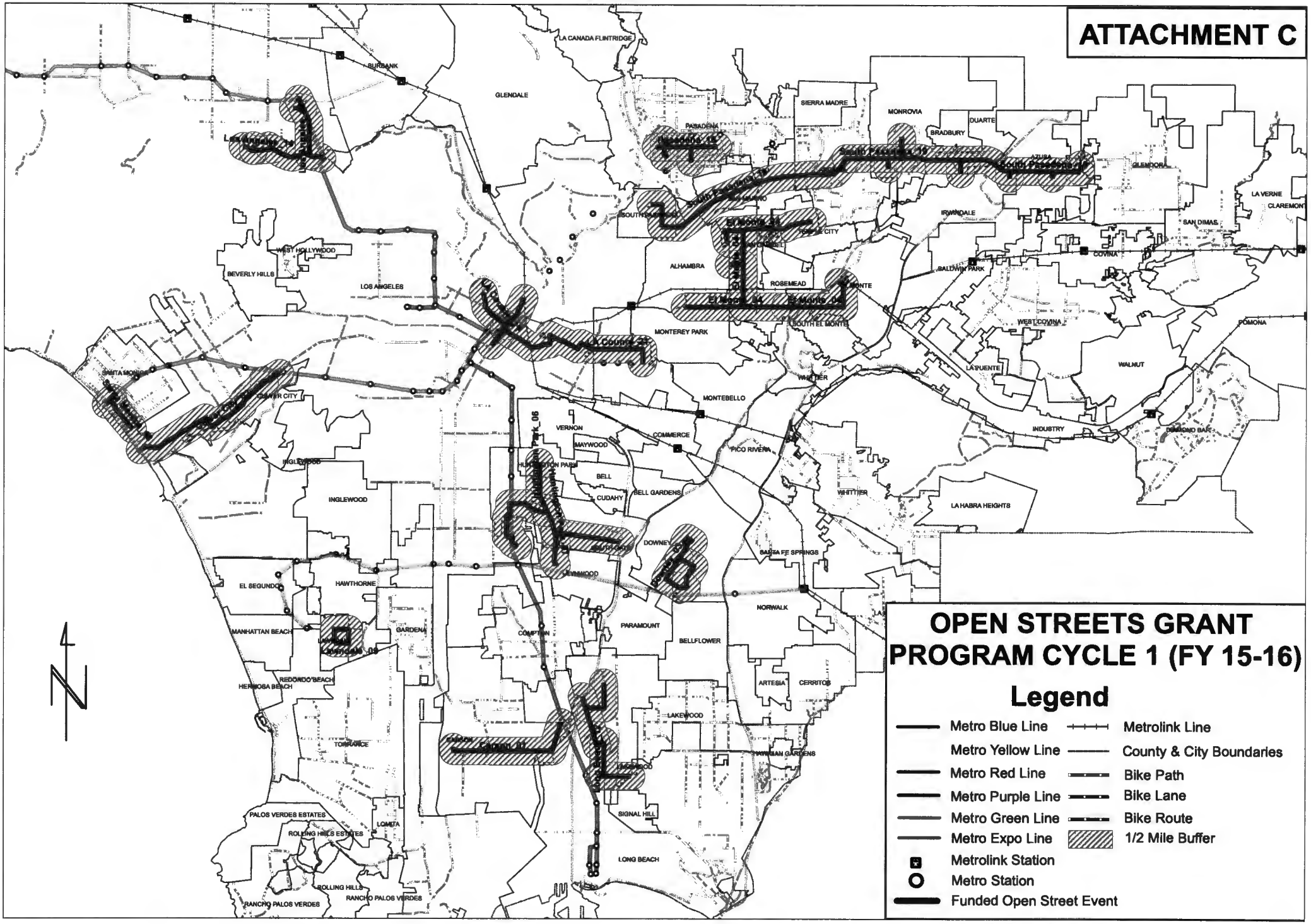
3. Bike-Trains & Bike Bus Shuttles Ridership

If bike-trains or special bike shuttles were used to transport participants to the event, then report the ridership of these services.

4. Local Economic Benefit

Provide at least one of the following:

- Report the sales tax receipts revenue for all businesses along the route and/or within ¼ mile of the route for the day of the open street event and a monthly average for that same day of the week for comparison.
- Report how the event affected sales at selected participating businesses along the route (a minimum of one business for every mile of the event). These businesses may have participated by providing discounts to pedestrians and cyclists or by having a sales display or dining tables on the sidewalk.


ATTACHMENT C
OPEN STREETS GRANT PROGRAM CYCLE 1 (FY 15-16)
Legend
Metro Blue Line
Metro Yellow Line
Metro Red Line
Metro Purple Line
Metro Green Line
Metro Expo Line
Metrolink Station
Metro Station
Funded Open Street Event
Metrolink Line
County & City Boundaries
Bike Path
Bike Lane
Bike Route
1/2 Mile Buffer
LA CANADA FLINTRIDGE
BURBANK
GLENDALE
SIERRA MADRE
MONROVIA
DUARTE
BRADBURY
AZUSA
GLENDORA
LA VERNE
CLAREMONT
SAN DIMAS
COVINA
IRWINDALE
BALDWIN PARK
PASADENA
SOUTH PASADENA
ALHAMBRA
ROSEMEAD
MONTE
SOUTH EL MONTE
WEST COVINA
POMONA
WALNUT
LA PUENTE
WHITTIER
INDUSTRY
DIAMOND BAR
WEST HOLLYWOOD
BEVERLY HILLS
LOS ANGELES
SANTA MONICA
CULVER CITY
MONTEREY PARK
MONTEBELLO
VERNON
COMMERCE
MAYWOOD
PICO RIVERA
BELL
CUDAHY
BELL GARDENS
HUNTINGTON PARK
INGLEWOOD
LA HABRA HEIGHTS
DOWNEY
SANTA FE SPRINGS
NORWALK
EL SEGUNDO
HAWTHORNE
LYNWOOD
PARAMOUNT
BELLFLOWER
MANHATTAN BEACH
GARDENA
COMPTON
ARTESIA
CERRITOS
REDONDO BEACH
HERMOSA BEACH
LAKEWOOD
TORRANCE
WILLOWBROOK
SIGNAL HILL
PALOS VERDES ESTATES
ROLLING HILLS ESTATES
LOMITA
LONG BEACH
ROLLING HILLS
RANCHO PALOS VERDES
N

2014 Open Streets Events Grants Cycle 1
Summary and Funding
Recommendation

Attachment D

ID #	Applicant	Open Street Event Name	Co-Applicants/ Major Partners	Rail Stations & Regional Pedestrian/Bicycle Paths	Estimated Date of Event	Score	Total Request	Awarded
12	City of Long Beach	Beach Streets: Bixby Knolls & North Long Beach	BIKEable Communities, Retro Row Business Association, LACBC, Women on Bikes, Safe Moves, Noble Pursuit.	Metro Blue Line Wardlow Station, LA River Regional Bicycle/Pedestrian Path	Spring 2015	**93**	$ 260,800	$ 260,800
4	City of El Monte	SGV Earth Day Festival	South El Monte, Rosemead, Temple City, San Gabriel and Monterey Park, BikeSGV, Day One, APIOPA.	El Monte Metrolink Station, Upper Rio Hondo Regional Pedestrian/Bicycle Trail	Spring 2015	**90**	$ 291,520	$ 291,520
16	City of Pasadena	CicLAvia Pasadena	CicLAvia	Gold Line Stations: Del Mar, Memorial Park, Lake, and Allen	Spring 2015	**90**	$ 424,000	$ 424,000
11	City of Long Beach	Beach Streets: Downtown Long Beach	BIKEable Communities, Retro Row Business Association, LACBC, Women on Bikes, Safe Moves, Noble Pursuit,	Metro Blue Line stops at Pacific Avenue, Downtown Long Beach, 1st Street, and 5th Street.	Fall 2015	**90**	$ 156,000	$ -
21	County of Los Angeles	CicLAvia: Heart of LA	CicLAvia	Union Station Red/Purple Line: Pershing Square, 7th Street/Metro Center and Civic Center Gold Line: Chinatown, Little Tokyo/Arts District, Mariachi Plaza, Soto Station, Indiana Station, Maravilla Station and East LA Civic Center Station.	Fall 2014	**89**	$ 508,000	$ 508,000

ID #	Applicant	Open Street Event Name	Co-Applicants/ Major Partners	Rail Stations & Regional Pedestrian/Bicycle Paths	Estimated Date of Event	Score	Total Request	Awarded
1	City of Carson	Car-Free Carson		The Metro Blue Line Del Amo Station	Spring 2016	**88**	$ 100,000	$ 100,000
3	City of Downey	Downey Ride & Stride Open Street Event	Downey Bicycle Coalition, YMCA and Kaiser Permanente	Metro Green Line Station (0 .4 mile from the route)	Spring 2016	**88**	$ 62,655	$ 62,655
19	City of South Pasadena	SGV Golden Streets	San Marino, East Pasadena, Arcadia, Monrovia, Duarte, Irwindale, Azusa , BikeSGV, AQMD	Existing & Future Metro Gold Line Stations : South Pasadena, Arcadia, Monrovia, Duarte, Irwindale, Alameda in Azusa, Citrus. San Gabriel River Regional Pedestrian/Bicycle Trail	Spring 2016	**86**	$ 393,600	$ 393,600
2	City of Culver City	CicLAvia Culver City	CicLAvia, City of LA	Culver City Expo Line Station, Ballona Creak Regional Pedestrian/Bicycle Trail	Spring 2015	**85**	$ 453,600	$ 453,600
9	City of Lawndale	Lawndale Community Bicycle Ride and Open Street Event	Lot to Spot (FLTS), L.A. County Recreation Department , The South Bay Bicycle Coalition,		Spring 2015	**85**	$ 40,536	$ 40,536
18	City of Santa Monica	Expo Opens Santa Monica	Main Street Merchants Association, the SOULstice to the Expo Opens Santa Monica event. Santa Monica Pier, Santa Monica Spoke	Future Santa Monica Expo Light Rail Station	Spring/ Summer 2016	**85**	$ 200,000	$ 200,000

ID #	Applicant	Open Street Event Name	Co-Applicants/ Major Partners	Rail Stations & Regional Pedestrian/Bicycle Paths	Estimated Date of Event	Score	Total Request	Awarded
14	City of Los Angeles	CicLAvia: The Valley	CicLAvia	North Hollywood Red Line, North Hollywood Orange Line Station, Universal City Red Line Station	Spring 2015	**82**	$ 462,000	$ 366,773
7	City of Huntington Park	CicLAvia: Southeast Cities	CicLAvia, Huntington Park , South Gate , Lynwood , City of Los Angeles (Council District 15), County of Los Angeles, South Gate, Lynwood, City of Los Angeles (First Supervisorial District)	Blue Line Slauson Station and 103rd St / Watts Towers Statio, Green Line Long Beach Blvd Station	Spring 2015	**82**	$ 753,910	$ 598,515
10	City of Long Beach	Beach Streets: Grand Prix Open Course Pre-Ride	BIKEable Communities, Retro Row Business Association, LACBC, Women on Bikes, Safe Moves, Noble Pursuit,	Metro Blue Line stops at the Downtown Long Beach Station, 1st Street Station, and Pacific Avenue Station.	Spring 2015	**81**	$ 40,000	$ -
13	City of Los Angeles	CicLAvia: South LA	CicLAvia	Expo Line - Expo/Western Station - Expo/Vermont Station - Expo Park / USC Station Blue Line - San Pedro Station	Winter 2014	**80**	$ 419,200	$ -
17	City of Pico Rivera	Walking the Gold Line Open Street Event	The Cities of Pico Rivera, Santa Fe Springs, and Whittier.	San Gabriel River Regional Pedestrian/Bicycle Trail	Summer 2015	**79**	$ 160,000	
5	City of Hawthorne	Taste of Hawthorne	Moneta Gardens Improvement, Hawthorne/LAX/Lennox Rotary Club		Spring 2015	**77**	$ 30,000	

ID #	Applicant	Open Street Event Name	Co-Applicants/ Major Partners	Rail Stations & Regional Pedestrian/Bicycle Paths	Estimated Date of Event	Score	Total Request	Awarded
20	City of Walnut	Walnut Family Festival Open Street Faire	LA County Sheriff Department Walnut/Diamond Bar Lion's Club, Walnut Valley Chamber of Commerce, Calamba Sister City Filipino Organization		Fall 2014	**77**	$ 40,000	
15	City of Montebello	Montebello Walk and Roll: Pedal, Walk and Stroll for Wellness	Montebello Bicycle Coalition: Montebello YMCA:	Montebello Metrolink Station (1/2 mile from route)	Spring 2015	**75**	$ 96,000	
8	City of Inglewood	Inglewood Open Streets/Open Studios	Social Justice Learning Institute (SJLI)		Fall 2015	**73**	$ 280,000	
6	City of Huntington Park	HP Gran Prix	Wolfpack Hustle (WH)		Fall 2014	**60**	$45,000	$ -
						Total	**$ 5,216,821**	
						Total (with Passing Score)	**$ 5,171,821**	**$ 3,700,000**
						% qualified requests funded		**77%**
						Evaluation Study		**$ 300,000**
						Grand Total		**$ 4,000,000**

1.Guidelines prioritized funding one event per city before funding multiple events.

Open Streets Cycle 2

Recommendation

Authorize the Metro Open Streets Grant Program Cycle 2 Application and Guidelines

Metro

Cycle 2 Guidelines and Application

- In June 2013 the Board introduced Motion 72 (Attachment A), directing staff to award up to $2 million annually to support Open Street events.
- Cycle 2 guidelines and application
  - Build on the Cycle 1 framework to support a competitive process.
  - Board authorization of the Open Streets Cycle 2 competitive grant program, application package and guidelines are needed in order to proceed.

Metro

Cycle 1 Open Street Implementation

- Board awarded $3.7 million to 12 events in 12 jurisdictions in September 2014 and set aside $300,000 for an evaluation study.
  - 5 of the 12 events have been staged totaling nearly 32 miles
  - The remaining events to be held in April – June 2016 for 52 miles of Open Streets
- Board directed Cycle 1 evaluation study ridership analysis conducted for first 5 events. Further study pending

  + 10% ridership increase along route corridor on the day of the events

  + Sales of Day Passes increased 17% systemwide on the day of events.

Metro

Updates to Cycle 2 Application

Max Funding Ceiling

- Based on population share for large cities and $149,000 for smaller cities not partnering with other jurisdictions.

Transit Coordination Plan

- Applicants will be required to provide a transit agency coordination plan with Metro and any other agencies operating service adjacent to the event route

Post Reporting Data

- Cycle 1 evaluation study contractor will support grantees with data collection.
- Counts of bicyclists utilizing rail transit stations

Metro

Cycle 2 Next Steps

Pending Board Approval:

- **Release the online application – April 2016**
- **Hold an informational workshop**
- **Outreach to COG's, the Metro TAC and TAC subcommittees**
- **Returning to Board for Award Cycle 2 - September 2016**

Metro

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

File #: 2016-0085, **File Type:** Program **Agenda Number:** 10

PLANNING AND PROGRAMMING COMMITTEE
MARCH 16, 2016

SUBJECT: METRO COUNTYWIDE BIKESHARE EQUITY INITIATIVES

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

AUTHORIZE the initiation and implementation of the following **Metro Countywide Bike Share equity initiatives**:

A. WAIVE the $40 annual sign-up fee for Flex passes to make a single Metro Bike Share ride cost the same as a ride on Metro transit ($1.75) for the following groups:

   1. Metro Rider Relief customers for the summer 2016 launch;

   2. Reduced Fare TAP card-holders (Senior 62+/Disabled/Medicare, College/Vocational student, Student 9-12 grade) as part of Interoperability Step 3 approved in November 2015 (Attachment A); and

B. AUTHORIZE the CEO to commit a 10% required hard local match of $10,000 and a 15% required in-kind match of $15,000 to develop a competitive Better Bike Share Partnership Grant (BBSP) application.

C. AUTHORIZE the CEO to enter into a partnership with the City of Los Angeles for a Mobility Hubs FTA JARC grant.

ISSUE

At the June 2015 meeting, the Board awarded a two-year contract to Bicycle Transit Systems (BTS) for provision of the equipment, installation and operations of the Metro Countywide Bike Share Phase 1 Pilot in greater downtown Los Angeles (DTLA Pilot). At the November 2015 meeting, the Metro Board approved a fare structure for the Metro Bike Share system (Attachment A) that is flexible and streamlined to meet the diverse needs of communities. The equity initiatives proposed in this report are expected to bolster the fare structure by increasing options to disadvantaged communities and potentially increasing ridership by discounting passes to those who otherwise may not participate due to financial constraints. Board approval and authorization are needed to proceed with the proposed

Metro Countywide Bike Share equity initiatives.

DISCUSSION

Bike share systems all across the US have struggled to be inclusive to disadvantaged communities, especially low-income communities of color and women. However, based on the research from existing bike share systems in North America, options for monthly passes, fare relief and outreach are the best approaches to ensuring the system is accessible to all (Attachment B). The proposed equity initiatives are expected to increase ridership by enrolling those who wouldn't otherwise participate due to financial constraints and ensuring long-term diversity of the user base.

$0 Fee Annual Flex Pass - Rider Relief & Reduced Fare TAP Card-Holders
At the November 2015 meeting, the Metro Board approved a fare structure for the Metro Bike Share system (Attachment A). The fare structure's three proposed pass options ($20 Monthly, $40 Annual Flex/$1.75 per 30 minute ride and $3.50 Walk-Up/per 30 minute ride) are flexible and streamlined to meet the needs of frequent, occasional and casual users. The fare structure includes a "Flex" pass for a $40 annual fee that allows for a $1.75 charge per 30 min trip. The proposed initiative would waive the $40 annual sign-up fee for Flex passes to make a single Metro Bike Share ride to cost the same as a ride on Metro Transit ($1.75). The following groups would be eligible:

1. Metro Rider Relief participants for the summer 2016 launch.
    i. Rider Relief participants are eligible for reduced rate transit passes based on a qualifying set of income criteria. The participants are screened and recertified annually through Metro Rider Relief participating social service providers that meet selection criteria.
    ii. Participants would receive a bike share coupon code in their June 2016 recertification process.
    iii. The coupon code can be used to register for a bike share pass at metro.net/bikeshare. Bicycle Transit Systems will recognize the bike share coupon code and waive the $40 Flex pass fee. A credit card will be required for registration.
2. Reduced Fare TAP card-holders (Senior 62+/Disabled/Medicare, College/Vocational student, Student 9-12 grade)as part of the development of Step 3 Interoperability (Seamless User Interoperability). Step 3 Interoperability was approved by the board in November 2015 as the last step in a phased Regional Bike Share Interoperability Strategy (Attachment A).
    i. The $40 Flex pass fee will be automatically waived with an eligible TAP card number upon registration at metro.net/bikeshare. When registering online for a bike share pass a user will be prompted to enter the TAP number and a fee reduction will automatically be issued when the system recognizes it as a Reduced Fare TAP number. A credit card will be required for registration.
    ii. This option will utilize software infrastructure developed in order to facilitate the

exchange of information between Metro and BTS.

iii. Reduced Fare Students K-8 TAP card-holders will not be eligible for the discount since bike share users must be 16 to ride the bikes and requires a guardian's permission.

Bike share programs typically require that users provide a credit card to be kept on file. The credit card allows the contractor to charge a bike share participant for usage of the system. Keeping a credit card on file also serves as insurance against theft of the bicycle, in essence serving as a deterrent. While this is an important business feature of the bike share industry, we also recognize that this creates a barrier to participating in the bike share program, particularly for the unbanked population. Staff is exploring opportunities to implement cash payment options, similar to Philadelphia Indego's Pay Near Me program. We will return to the Board once the policy and administrative details are developed, as well as funding has been identified.

JARC Partnership

The city of Los Angeles was awarded a grant for $7,950,000 (capital and operating) in 2010 from the Federal Transit Administration (FTA) Jobs Access and Reverse Commute Program (JARC) to implement an Integrated Mobility Hubs Project. The project is 100% federally funded (i.e. no local match required). The Project's Scope of Work includes secure bicycle parking, bicycle sharing, and demand responsive service in DTLA, Hollywood and other cities in Los Angeles County. Metro and the city of Los Angeles have been working to integrate the Metro Countywide Bike Share Program into the Project due to the similarities in scope and schedule. The City of Los Angeles has requested Metro become a partner in order to utilize some of the JARC grant for eligible capital and operating costs in DTLA and Hollywood. In order to move forward with a partnership, and as required by the FTA, Metro must be listed as a partner agency and funding recipient on the grant. The Board's approval of the staff recommendation would support the implementation of Metro's Regional Bike Share Program in DTLA and in future proposed expansion phases.

Better Bike Share Partnership Grant

Metro, the City of Los Angeles, the Los Angeles County Bicycle Coalition (LACBC) and the Multicultural Communities for Mobility (MCM) have been invited to jointly apply for the Better Bike Share Partnership (BBSP) grant. The BBSP is a collaboration funded by The JPB Foundation to build equitable and replicable bike share systems. The BBSP partners include The City of Philadelphia <http://www.phila.gov/Pages/default.aspx>, Bicycle Coalition of Greater Philadelphia <http://bicyclecoalition.org/>, the National Association of City Transportation Officials <http://nacto.org/> (NACTO) and the People For Bikes Foundation <http://www.peopleforbikes.org/>. The grant will serve to build upon Metro's efforts to establish an equitable program and will help fund Metro Bike Share outreach efforts to disadvantaged communities in and around the DTLA pilot service area. Staff is requesting the Board allocate a 10% required hard local match of $10,000 and a 15% in-kind match of $15,000 for a potential $75,000 grant from the BBSP for the total programmatic cost of $100,000.

DETERMINATION OF SAFETY IMPACT

Implementing a Metro Countywide Bike Share Equity Initiatives will not have any adverse safety impacts on Metro employees and patrons.

FINANCIAL IMPACT

Twenty percent of the proposed grant match ($2,000 of hard match and $3,000 in-kind match) is expected to be needed in FY16 if the grant is awarded, which will be absorbed by the FY16 bikeshare project budget of $7.78M. The remaining local match ($8,000 of hard match and $12,000 in-kind match) will be requested by the Project Manager during the FY17 budget development process.
The $0 annual sign-up fee offer is expected to have a positive financial impact to user revenue since it will bring in new users that would otherwise not participate.

Impact to Budget

The source of funds for the hard local match is General Funds or other eligible and available local funds, which is eligible for bus/rail operating or capital expense.

ALTERNATIVES CONSIDERED

The Board may choose not to approve a Metro Countywide Bike Share Equity Initiatives. This alternative is not recommended, as it is not in line with previous Board direction.

NEXT STEPS

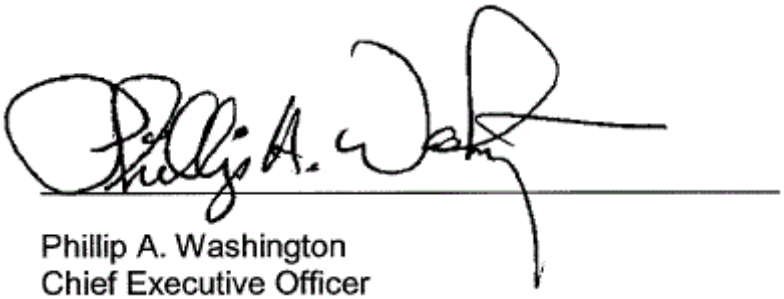
Contingent upon Metro Board approval, the FTA JARC grant will be amended to include the Metro and City of Los Angeles and City of Long Beach partnership. Staff will return to the Board in May 2016 with an update on TAP Interoperability Step 3.

ATTACHMENTS

Attachment A - Metro Bike Share Fare Structure Metro Board Report November 2015
Attachment B - NACTO Report on Bike Share Equity

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Phillip A. Washington
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Los Angeles County
Metropolitan Transportation
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Los Angeles, CA

Metro

Metro

Board Report

File #:2015-1436, **File Type:**Program Agenda Number:10.

PLANNING AND PROGRAMMING COMMITTEE
NOVEMBER 18, 2015

SUBJECT: METRO COUNTYWIDE BIKE SHARE PROGRAM

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

RECOMMENDATION

CONSIDER:

A. APPROVING a fare structure for the **Metro Countywide Bike Share Program** as proposed (Attachment A); and

B. AUTHORIZING the initiation and **implementation of a phased Regional Bike Share Interoperability Strategy** including the following:

   1. Implement Step 1 - Bike Share-enabled TAP card as Bike Share ID and Step 2 - Existing TAP card as Bike Share ID in 2016; and

   2. Continue to collaborate with TAP on an interoperability strategy for Step 3 - Seamless User Interoperability and report back in Spring 2016.

ISSUE

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

DISCUSSION

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Fare Structure Development

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

Fare Structure Objectives

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

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

Fare Structure

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

Bike Share as a Metro Service

- Fare pricing is based on a 30-minute trip equivalent to approximately a 3 mile ride which is the FTA bike-shed for transit.
- Fares look similar to transit or are based on a multiplier of existing transit fares.
    - For walk-up users, the price is 2x the price of a Metro bus/rail ride. This rate is low enough to encourage first-time users to try the system while remaining sustainable enough to foster an appropriate revenue stream. Based on the dynamics of other similar bike share systems, we expect a large percentage of walk-up users to be DTLA visitors or tourists who are not price-sensitive.
    - For Monthly Pass holders, all rides within the 30-minute period are free. Overage charges are equivalent to a Metro bus/rail trip at $1.75 per every additional trip within 30 minutes.
    - Flex Pass fares are equal to a Metro bus/rail trip ($1.75).
    - Similar to transit fares, the proposed fare structure is built on payment per ride or per month.

Equity

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

Customer Friendly/Easy to Understand

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

Bike Share Interoperability Strategy

The Metro Board provided direction through Motion 22.1 to create a “seamless user experience.” Staff has pursued TAP integration as one of element of creating a seamless experience between the Metro Countywide Bike Share Program, transit, and other bike share systems. With two different bike share vendors in the County, physical interoperability between the two proprietary bike share systems can best be addressed through the co-location of stations. Software interoperability for step

3 may be addressed through web and mobile applications, and/or the TAP system. TAP in partnership with Countywide Planning, has worked with BTS's technical team, and CycleHop and its contracted cities' staff to develop interoperability strategies for step 3. Based on the work conducted thus far, staff proposes to implement the following phased approach to achieve countywide bike share interoperability.

Step 1 - Bike Share-enabled TAP card as Bike Share ID
A uniquely branded TAP card will function as a Countywide Bike Share ID to unlock bicycles at each station. Only Countywide Bike Share TAP cards issued by BTS to pass holders will be recognized by the bike share system. Bike share fares are associated with the bike share user's account and not with the TAP card itself. The TAP cards will also be usable on the TAP bus and rail system. Customers using the bikeshare station for the first time and that do not have this special TAP card can still use a valid credit/debit card to check out a bike.
Estimated Implementation Schedule: DTLA launch next summer.

Step 2 - Existing TAP card as Bike share ID
All TAP cards will function as bike share passes to unlock a bicycle at a station. The TAP card number will need to be entered, either by the user or an app, at the time of purchase of a Bike share pass and validated by BTS for the Metro system. This step requires sharing of limited data between TAP and bike share vendor(s). Planning staff is working with TAP and Metro Information Technology Services staff to develop a data exchange tool for this task. Bike share fares are associated with the bike share user's account and not with the TAP card itself. Customers using the bikeshare station for the first time and that do not have a TAP card can still use a valid credit/debit card to check out a bike.
Estimated Implementation Schedule: By the end of calendar year 2016.

Step 3 - Seamless User Interoperability
Create a seamless user experience where the account registration and/or payment for Metro transit services and multiple bike share vendors is linked. Staff anticipates that the development of a regional back-office and clearinghouse and/or the procurement of a third-party intermediary service provider will be required. Staff will continue to work collaboratively between departments to further refine the functions of this service and develop rough order of magnitude costs to inform a recommendation. However, it is anticipated that this clearinghouse and/or third-part intermediary should perform, at a minimum, the following functions and accommodate expansion of functions:

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

Estimated implementation Schedule: Metro Bike share Phase 2 Expansion

DETERMINATION OF SAFETY IMPACT

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

FINANCIAL IMPACT

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

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

Impact to Budget

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

ALTERNATIVES CONSIDERED

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

NEXT STEPS

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

Title Sponsor

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

Cash Payments and Subsidized Reduced Fares

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

Step 3: Seamless User Interoperability

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

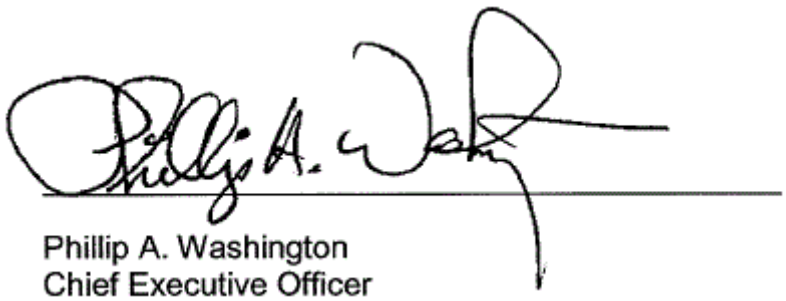
intermediary.

ATTACHMENTS

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

Prepared by: Avital Shavit, Transportation Planning Manager, (213) 922-7518
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Reviewed by: Martha Welborne, FAIA, Chief Planning Officer, (213) 922-7267



Phillip A. Washington
Chief Executive Officer

Attachment A

Metro Bike Share Fare Structure



Metro

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

Metro

Board Report

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

Agenda Number:22.1

PLANNING AND PROGRAMMING COMMITTEE
JULY 15, 2015

Motion by:

Supervisor Ridley-Thomas

July 15, 2015

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

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

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

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

A. Continue to work with the cities of Santa Monica and Long Beach, which have executed a contract and plan to move forward with an alternate bikeshare provider to achieve the Interoperability Objectives as presented at the June 2015 Board meeting, including title sponsorship, branding and marketing, membership reciprocity, reciprocal docks, a unified fare structure and data sharing;

B. Consistent with the Interoperability Objectives, require that any city with an existing bikeshare vendor contract as of June 25, 2015, using a bikeshare system other than Metro's selected system, shall be eligible for up to 35% of operating and maintenance funding support from Metro on condition that the city or cities agree to fully participate in a Metro Countywide Bikeshare Title Sponsorship by reserving on bike title placement and associated branding for

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

C. Proceed with awarding Call for Projects funding to the Cities of Beverly Hills, Pasadena and West Hollywood, consistent with the staff recommendations for the 2015 Call for Projects, for the capital costs associated with their proposed bikeshare programs.

D. Include in the 2015 Call for Projects bikeshare funding contracts, that if any of the cities select a bikeshare system other than Metro's, operations and maintenance funding will not be provided unless each city agrees to the Interoperability Objectives outlined above. All costs associated with providing duplicative dock or other systems within adjacent jurisdictions to enhance interoperability shall be borne by such cities and shall not be funded with Metro funds.

E. Specify in future Call for Projects applications that any city requesting bikeshare funding for either capital and operations and maintenances expenses must commit to using Metro's selected vendor and Title Sponsorship, and other Interoperability Objectives;

F. Engage Bicycle Transit Systems in accelerating the roll out of all identified project phases so that implementation can be accomplished no later than 2017. Staff shall work with each city to secure local funding commitments and report to the Board for specific approval of any expansion beyond the downtown Los Angeles Pilot, together with a proposed funding plan;

G. Conduct additional feasibility studies and preliminary station placement assessments to incorporate the communities of Boyle Heights (centering around the Mariachi Plaza Gold Line Station), El Monte (centering around the Bus Station) and the Westside of Los Angeles (along the Exposition Line as well as Venice), as part of the Bikeshare Program; and

H. Conduct an evaluation of the bike share systems operating within Los Angeles County after 12 months from the downtown Los Angeles Pilot launch date. Evaluation of the systems shall, at a minimum, address operations and user experience, including the following:

1. Timeliness and success of roll-out;

2. Experience of the respective agencies in working with their respective vendors;

3. Ability of bikeshare providers to meet performance criteria including bicycle distribution, removal and replacement of inoperable bicycles and cleanliness of bikeshare facilities;

4. Customer satisfaction as measured by a survey;

5. Fare structure;

6. Equity/effectiveness serving disadvantaged community; and

7. Bicycle use/behavioral change; and

I. Once the independent evaluation of both systems is complete, the Board should consider funding for future bikeshare systems that opt to not use Metro's selected vendor on a case-by-case basis subject to the respective city fulfilling Metro's interoperability objectives.

Attachment C

Other System Fares

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

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

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

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

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

Attachment D

Data Supporting Monthly Pass

Philadelphia Low-Income Focus Group:

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

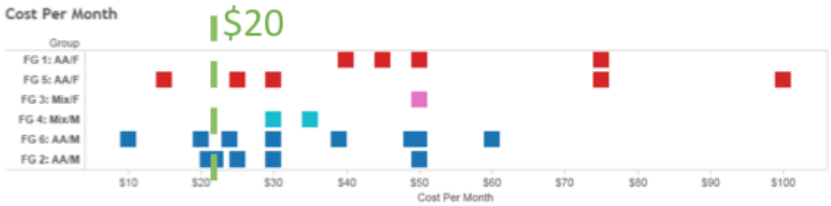
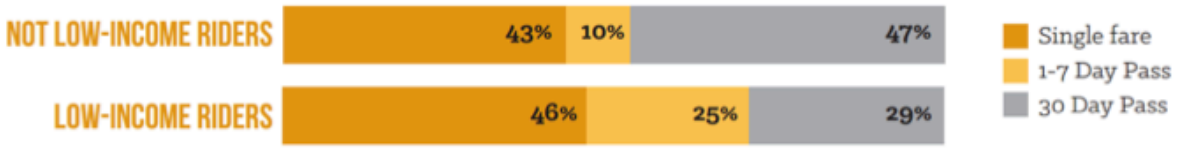


Figure 5. Cost Suggestions by Focus Group

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

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

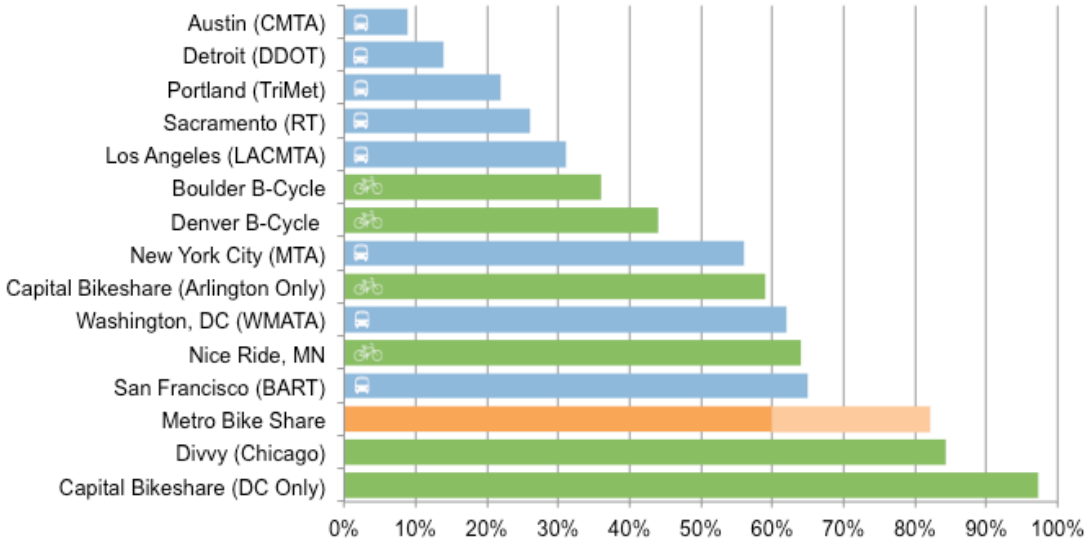


NACTO analysis of CTA, NYC MTA, and MBTA pass sales.

Attachment E

Fare Recovery Estimate

(Excluding Sponsorship & Advertising)



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

ATTACHMENT B

NACTO National Association of City Transportation Officials

NACTO BIKE SHARE EQUITY PRACTITIONERS' PAPER #2
SEPTEMBER 2015



CAN MONTHLY PASSES IMPROVE BIKE SHARE EQUITY?

At pennies per day, bike share in the U.S. is the cheapest form of transit other than walking.[1] However, low-income people are less likely to purchase annual memberships than people in higher income brackets. While a variety of factors impact ridership, including station density and the presence or absence of high-comfort bike lanes, data and marketing psychology suggests that the traditional bike share annual membership pricing may discourage membership among low-income would-be riders. In addition to convenient station spacing, successful, equitable bike share systems require pricing options that are user-friendly for people of all income levels.

Over the past year, a number of cities have taken advantage of backend technology updates to consider how payment structures impact enrollment.[2] Some systems like Philadelphia's Indego have focused extensively on payment options, eliminating the classic annual membership and offering in its place monthly passes, cash payments and pay-per-trip options.[3] These monthly passes are intended to make bike share more convenient and attractive by making the pricing more flexible and highlighting bike share's inherent affordability. The majority of U.S. bike share programs now offer monthly or installment membership options.

While most monthly options are still too new to fully determine their impact, research suggests that monthly options may increase overall enrollment and make bike share more attractive to lower-income riders. This paper uses behavioral pricing research in comparable industries, customer behavior data from rail transit, findings from focus groups and reports from outreach ambassadors to assess potential ridership impacts. In addition, this paper explores the three major aspects of pricing – cost, membership duration, and payment method (credit/debit card vs. cash) and identifies a variety of pricing policy decisions that impact ridership, especially among low-income riders.

Technology, Price or Information?

In the U.S., the conversation around pricing and equity has largely focused along two lines: how much low-income people can pay for a bike share membership, and whether payment technologies (credit and debit cards) limit access to bike share for low-income populations.[4] These discussions have spurred the creation of programs to reach the unbanked and steep discounts (reducing prices to as little as $5/year) for low-income people in systems around the country.[5]

In most cities, however, sales of discounted annual membership have been extremely low, even when reduced to $5/year.[6] In focus group data and anecdotal reports from bike share outreach teams, absolute cost is rarely highlighted as a major barrier. Despite discount programs in most cities, Boston is the only place where subsidized members make up a significant portion (18%) of the overall ridership, a fact largely attributable to Boston's extensive outreach efforts.[7] For most cities, providing steep discounts has not significantly increased the number of low-income riders and may use resources that could be used for other equity interventions.

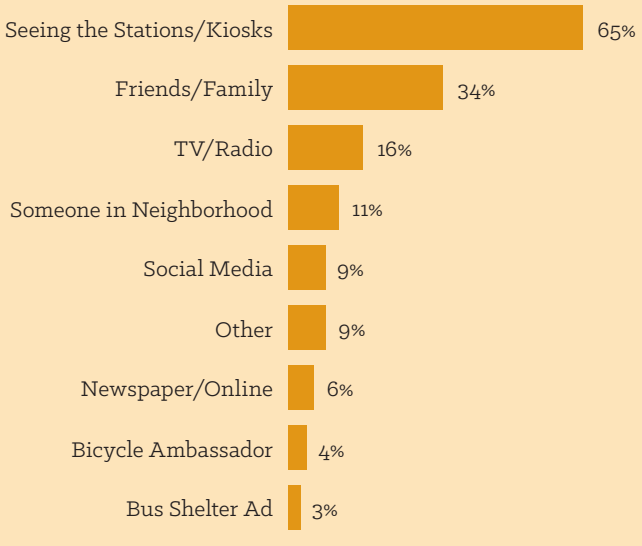
The role of credit cards as a barrier may also be overstated in many cities. To date, programs that provide ways to sign up for bike share other than with a credit/debit card have produced mixed results. The overwhelming majority of Americans have a checking or savings account (92.3%)[8] or a credit card (72.1%).[9] In Boston, a snapshot of Hubway membership sales from 2014 found that 92% of subsidized memberships were purchased with a personal credit card.[10] However, the impact that the credit/debit card requirement may have on access varies greatly by region. The need for alternatives to credit cards may be greater in Southern and Rust-Belt cities which tend to have higher rates of unbanked households than the country at large.[11] In general, unbanked Americans tend to be poorer, less well educated and are less likely to be white.[12] In Chicago, for example, 2009 data shows that the rate of unbanked households ranges from less than 4% in the wealthier north Chicago neighborhoods to as high as 24% in some census tracts on the South Side.[13]

> "THE SENSE WE GET IS THAT MONEY IS NOT REALLY THE ISSUE, ONCE PEOPLE UNDERSTAND THE PRICING. I'M HEARING PEOPLE SAY: IF I CAN AFFORD CABLE AND MY PHONE THEN I CAN FIND THE $15 FOR BIKE SHARE."
>
> YVONNE, BIKE SHARE AMBASSADOR, GREATER PHILADELPHIA BIKE COALITION

Preliminary results from Philadelphia show that the Indego30CASH membership, designed primarily for



I learned about Indego via...



low-income and unbanked Philadelphians, is reaching its target audience: people who buy the Indego30CASH plan tend to have lower incomes than the membership at large. However, even in Philadelphia, which ranks as the 9th most unbanked large city in the United States, about 30% of people who purchased cash memberships renewed with a credit card.[14] Such data suggests that many low-income people both have access to credit cards and prefer their convenience once they have decided that bike share works for them. Cash payment plans may serve two distinct purposes: to provide access to the unbanked and also to get people in the door.

Further compounding the issue, all operators report challenges with accurately conveying pricing information, making it hard to determine if the dollar amount is in fact too high, or if people are wary of joining bike share programs because they are uncertain about the cost. A 2012 focus group of Emerson University students found that "the cost of Hubway is not the factor that limits students from using the service, but rather the confusion and inefficient method of making the payments."[15] A Temple University study of Philadelphia's Indego system and its perception among low-income Philadelphians found that about half the people who said they knew how the pricing worked or how to become a member actually had incorrect information.[16]

Stations are the primary communication platform about price, especially for low-income people. The Temple University study also found that 65% of people learned about Indego by seeing the stations. These findings suggest that clearly articulating pricing information on the kiosks is key, even for membership types that cannot (yet) be purchased at the kiosk.[17] In New York, planners recognize that they missed an opportunity to inform low-income New Yorkers about the $60 membership option by failing to highlight that information on the kiosk, especially in the weeks between station installation and launch.[18] Anecdotes suggest that some low-income New Yorkers thought that the $9.95 day pass, advertised extensively on the kiosk and largely designed for tourists, was the only option for membership. Overall, improving the information presented on the kiosk – both content and graphic layout – is an important and low-cost way to increase ridership.



BOSTON BIKES: SIMPLICITY EQUALS SUCCESS

Boston Bikes, the City of Boston department that oversees bike share in Boston, runs one of the most successful subsidy programs. As of 2014, approximately 18% of Hubway members who live in Boston have purchased $5/year subsidized memberships.[19] Use statistics suggest that many of these low-income Bostonians rely on Hubway for their basic transportation needs. On average, male subsidized users take more trips per year (78 trips/year) than male unsubsidized users (60 trips/year).[20]

The success of Hubway's subsidy programs in Boston is largely due to the extensive resource commitment by the City of Boston. Boston Bikes employs a designated Program Manager who spends 30% of their time on growing Hubway's subsidized membership program. Their efforts are widespread. Rather than focus on a single partnership, the Program Manager works closely with multiple community organizations and reaches out via neighborhood groups. Boston Bikes' efforts are supported by extensive marketing in multiple languages.

Hubway's high percentage of subsidized members can also be attributed to the ease with which memberships can be purchased. While subsidized memberships are restricted by income and place of residence, Hubway assesses eligibility via the honor system.[21] To sign up, people applying for subsidized membership make a phone call, receive a code and proceed to the general online purchase site. The City feels confident that the honor system is working well with minimal if any problems.[22] Demographic data on Boston's subsidized members suggests that these efforts are reaching the target audience: 64% of subsidized members are on public assistance.

Monthly membership plans can increase ridership

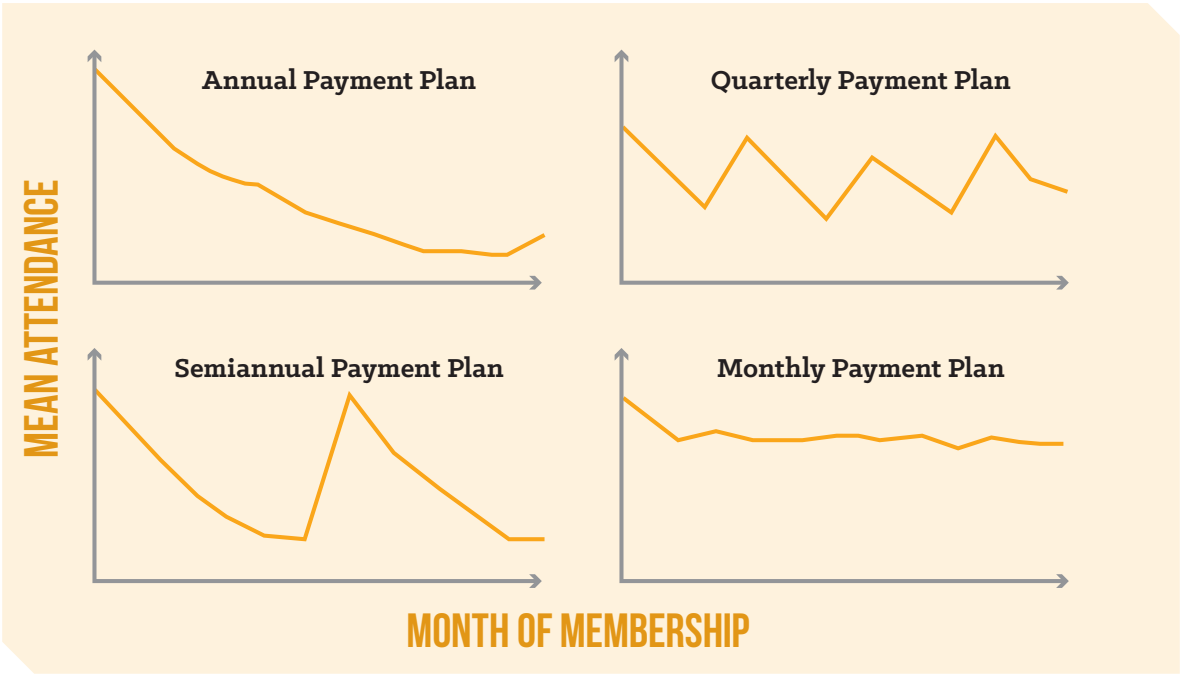
Data from a variety of comparable, user-based services such as cell phones, gyms, and transit suggest that monthly installment options can increase enrollment and use. A 2002 report in the Harvard Business Review found that members who were billed monthly, as opposed to annually, went to the gym more consistently, suggesting that frequent, regularly scheduled payments encouraged them to try to "get their money's worth."[24]

The same report found that more consistent use was associated with higher annual renewal rates; gym members who paid in monthly installments were more likely to renew their membership after a year than those who paid the lump sum. Another study from UC Berkeley found that gym members who chose monthly versus annual contracts were 17% more likely to remain enrolled for longer than one year.[25] Applying these findings to bike share membership may be a way to increase membership and revenue for cities/operators and get more people on bikes.

Low-income users may especially benefit from monthly options

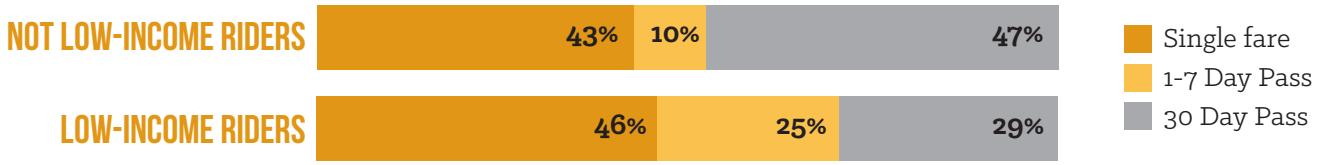
Monthly memberships may also make bike share pricing more attractive to low-income users. Research around travel behavior and transportation expenditures has shown that low-income people prefer to make smaller, more frequent payments, which allow them to make more nuanced budgeting decisions.[26] In bike share focus groups in Boston, paying for an annual membership all at once was cited as a barrier and respondents stated that they would be more likely to use bike share if they could pay smaller amounts more frequently.[27]

In Philadelphia, focus groups explicitly designed to reach lower-income Philadelphians found that people would pay more overall (around $20/month) if they could pay by the month.[28] For some low-income would-be riders, the monthly membership option reduced fears of being locked into a financial commitment they could not keep and made them more willing to try bike share in the first place.



Comparison of program attendance for different types of payment plans.[23]

Low-income transit riders opt for more membership plan flexibility



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

An analysis of data from transit systems also supports offering monthly payment options.[29] In a review of transit pass purchases by income level in Chicago, New York, and Boston, NACTO found that, while rates of purchase of single ride passes remained the same across income levels, low-income people were more likely than higher-income people (25% vs. 10%) to buy short-term transit passes. While some of the variance may be attributable to the fact that low-income people often have less fixed work schedules, this finding corroborates research that suggests that for many low-income people, financial decisions about transportation are highly calibrated to exact need; low-income people in particular do not want to pay for a week they won't use.[30]

Importantly, data from London, Boston, and Philadelphia suggests that when bike share is convenient for low-income people, they rely on it heavily to get around. In London, research on Santander Cycle Hire found that people who purchased annual memberships and lived in low-income neighborhoods took more bike share trips than average.[31] In Boston, 2014 ridership data reveals that men with subsidized memberships took 78 trips per year as opposed to 60 trips per year made by men without subsidized memberships.[32] In Philadelphia, people who purchase memberships in cash represent less than 1% of all members but have taken over 4% of total trips.[33]

Lastly, bike share focus group results suggests that monthly installments may also be good for the bottom line of cities and operators because the monthly payment lowers the sticker shock and encourages more people to try bike share. In the Philadelphia focus groups, when participants were asked what the monthly price should be, they consistently suggested prices that were 50 – 100% higher than current prices. Only 8% of suggestions were below $20/month. The resulting Indego30 pass is $15. In Denver, a University of Colorado Denver study also found that low-income people would be willing to pay around $15 a month for a bike share membership.[34]

In terms of impact on ridership and equity, the difference between monthly installments and monthly memberships is hard to determine. A monthly membership, with no further financial obligations,

"ALL THEY'RE (PEOPLE) GOING TO SEE IS 'LESS THAN $20'. PEOPLE BUY ANYTHING FOR LESS THAN $20. EVEN IF YOU DON'T RIDE A BIKE."

PHILADELPHIA "LOW INCOME FOCUS GROUPS" PARTICIPANT[35]



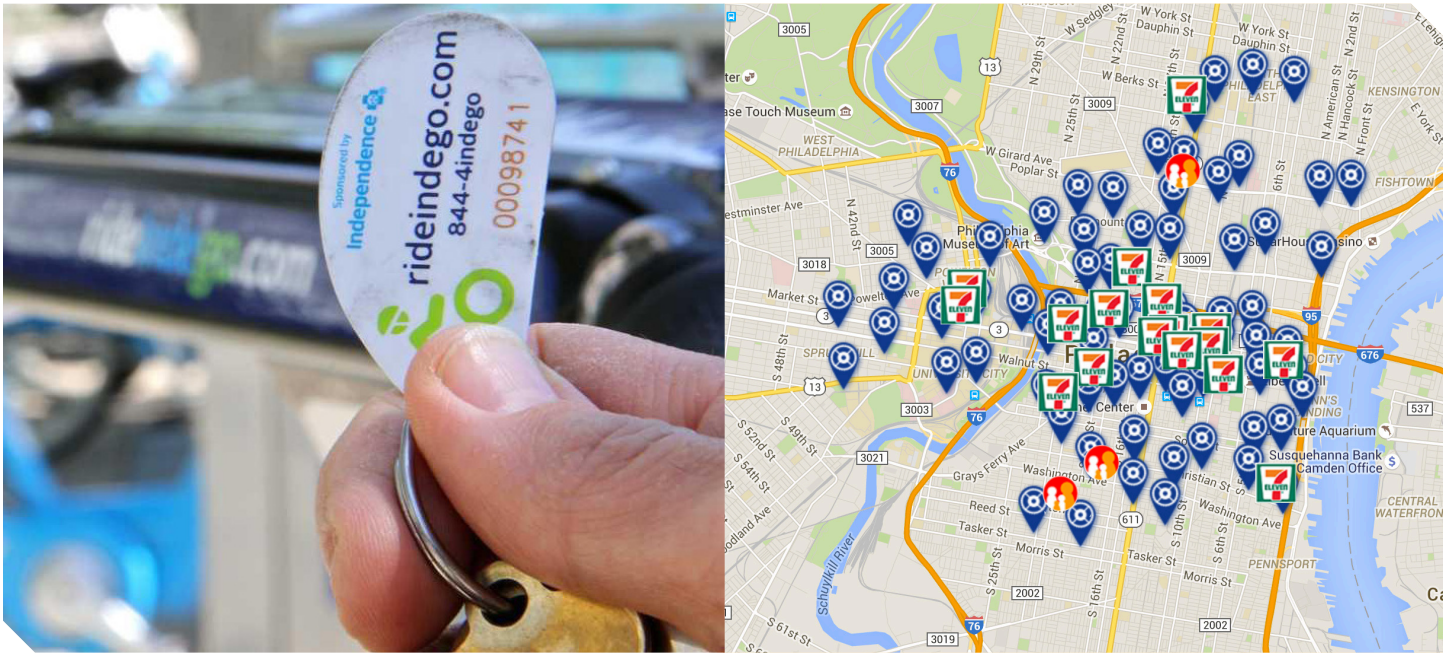
may decrease trepidation about trying bike share and increase sign-ups. Operators, however, may find the financial uncertainty of a month-to-month system hard to manage. Monthly memberships can be made more convenient by offering auto-renewal options. Boston and Minneapolis make auto-renewal particularly attractive to people on tight budgets by connecting auto-renewal to use – membership begins, or renews, when a member swipes their key at any station. Alternatively, monthly installments offer valuable financial predictability for operators and users alike. Promoting the low "sticker price" for the installment payment rather than the total annual cost (e.g. $8/month vs. $96/year) may help encourage use.

Convenience is key

As with all aspects of bike share, convenience is crucial to success. While most monthly payment options are still too young to evaluate, city-specific features, such as issuing keys for monthly membership, options for immediate long-term access, auto-renewal timing, and early cancelation fees may affect sign-up rates, especially among low-income people.

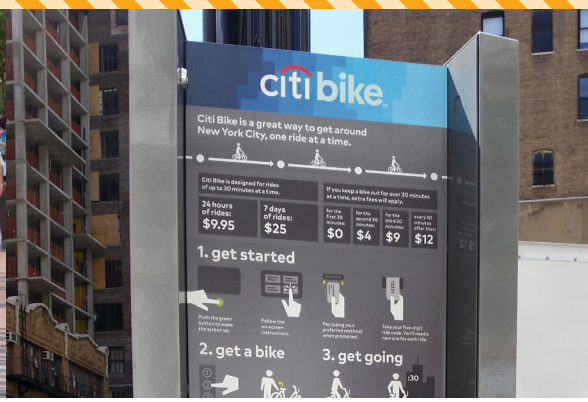
Creating ways for people to get long-term memberships immediately, as opposed to waiting for a key to arrive in the mail, can encourage enrollment. Unlike rail transit, most systems do not allow potential riders to purchase long-term access at the kiosk when they are already thinking about bike share. In Seattle, the Pronto kiosk can dispense physical keys for 1 or 3-day passes, technology that could be extended to long-term access. Ensuring ease of access should also be applied to programs designed for low-income or unbanked populations. Indego's partnership with PayNearMe makes paying with cash particularly easy - members who chose the Indego30CASH plan can go to any of over 25 locations (7-11s and Family Dollar stores) to physically purchase their memberships.

Providing physical bike share keys, regardless of membership duration, may also encourage ridership. The key serves as a physical reminder that bike share is available and shortens time spent getting a bike. In Philadelphia and Austin, users sign up for an automatically renewing 30-day membership online and receive a key for use at any dock. In contrast, in Nashville, users sign up online for 30-day membership but must swipe their credit card at the kiosk each time to access a bike.



PayNearMe locations and Indego stations in Philadelphia.





LESSONS FROM THE CITIES

» Allow people to spread out costs.

Membership plans that allow for installment payments tend to see higher use and better annual retention rates than lump-sum annual memberships. Data from bike share, transit, and other sources suggests that, especially for low-income people, making monthly membership available can decrease trepidation about trying bike share and increase sign-ups.

» Sticker price is more important than cost.

Deep discounts on annual memberships rarely attract significant numbers of low-income people and may tie up money that can be used for other equity initiatives. In focus groups, most low-income people express willingness to pay $10-20 per month for bike share, provided that the payments can be spaced out over the course of the year and that the bike share system meets their mobility needs. Expressing prices in monthly installments may help reduce sticker shock.

» Keep equity initiatives simple.

Adding hoops – multiple steps, complicated verifications, the need to enroll at a limited number of specific locations – will reduce enrollment. Boston has the highest rate of discount membership sales of all U.S. systems, partially because Hubway's administrators keep the subsidized membership process as simple as possible - a phone call with honor-system reporting on income or status.

» Make it easy to join.

In order to increase ridership, especially among low-income populations, make it easy to sign up for bike share. Taking a cue from transit, cities and operators should look toward technology that facilitates spontaneous enrollment, such as being able to buy monthly or annual access at the kiosk, when potential members are thinking about bike share in the first place. Apps that allow for on-the-spot sign up and access should also be explored.

» Measure your impact.

Gather before/after data to make sure programs are having the right impact. Key metrics to consider include: average number of rides per user by membership type, rides per bike per day, and rides from stations in low-income areas. Data from NYC suggests that billing ZIP code is a decent proxy for income if demographic data is unavailable.[36]

» The kiosk is an opportunity.

Especially for potential low-income riders, the physical bike share infrastructure – kiosk and bikes – is the best platform for conveying information about bike share. To bring in low-income riders, make sure that discount programs are listed clearly on the kiosk and that pricing information is clear and simple.

» Pricing alone is not enough.

People use bike share when it is convenient and makes their lives easier. Operators looking to increase ridership, especially among low-income populations, should ensure that low-income areas have a sufficient number of stations, densely placed, to make bike share a good value proposition for would-be riders.

1 Annual membership prices range from $199 in San Diego to $50 in Nashville and Chattanooga (as of summer 2015).

2 Until recently in the U.S., requested modifications to the standard pricing structure – annual membership/casual pass with initial free period and overage fees – were limited by the backend technology. In most systems, options other than the standard annual memberships or non-renewing short term passes required extensive, cost-prohibitive, time-consuming, manual work-arounds.

3 The membership options in U.S. bike share programs were initially modeled on European programs but without the massive European system subsidies that have kept annual prices extraordinarily low.

4 Credit cards were initially seen as essential to bike share security as they linked each trip to a specific rider and allowed operators to assess user and damage/loss fees as necessary. The very low theft rate in U.S. bike share to date has allowed system operators to reconsider this stance.

5 Examples of these programs include Bank on DC in Washington DC, the community development credit union membership discount in New York, cash payment options in the new Indego system in Philadelphia and the Divvy for Everyone program in Chicago.

6 Goddin, Paul, "The Good and the Bad of the Capital Bikeshare Member Survey," Urban-ish Blog, June 11, 2015. http://paulgoddin.com/2015/06/11/the-good-and-the-bad-of-the-capital-bikeshare-member-survey/ (accessed 8/24/15)

7 Data provided by Boston Bikes. In Chicago, heavy promotion of the Divvy For Everyone program has resulted in the sale of over 800 discount $5 memberships in the first two months, but this represents a fraction of the overall Divvy membership.

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14 Interview with Claudia Setubal, Access Manager, Bicycle Transit Systems/Indego, 7/20/15 & CFED, "The Most Unbanked Places in America," http://cfed.org/assets/pdfs/Most_Unbanked_Places_in_America.pdf (accessed 8/24/15)

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16 Institute for Survey Research - Temple University. (2014). Bike Sharing in Low-Income Communities: An Analysis of Focus Group Findings. Philadelphia, PA: Hoe, N.D. & Kaloustian, T.K.

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18 Interview with Kate Fillin-Yeh, former Bike Share Program Director, NYCDOT, 8/24/15

19 Data provided by Boston Bikes.

20 Interview with Kim Foltz, Program Manager, Boston Bikes, 6/22/15. Women take about the same number of trips (~36 trips/year) regardless of subsidy. Subsidized members renew their memberships at roughly the same rate as non-subsidized members.

21 Applicants must be on public assistance or meet income guidelines based on household size; must live in the City of Boston and cannot be full-time students.

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23 Reprinted with permission from "Pricing and the Psychology of Consumption" by John T. Gourville and Dilip Soman. Harvard Business Review, September 2002. Copyright 2002 by Harvard Business Publishing; all rights reserved. See: https://hbr.org/2002/09/pricing-and-the-psychology-of-consumption

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This paper is made possible by a grant from The JPB Foundation to further the conversation around equity in bike share.



Metro Countywide Bike Share Equity Initiatives

Recommendation

Authorize the initiation and implementation of the following Metro Countywide Bike Share equity initiatives:

A. Waive $40 Flex pass fee

1. Apply to Metro Rider Relief customers for 2016 launch
2. Apply to Reduced Fare TAP card-holders as part of Step 3 TAP interoperability

B. Commit a 10% hard local match of $10,000 and a 15% in-kind match of $15,000 to go towards the Better Bike Share Partnership Grant (BBSP) application

C. Authorize the CEO to enter into a partnership with the City of Los Angeles for a Mobility Hubs FTA JARC grant

Metro

$0 Annual Flex Pass

- Waive the $40 annual Flex Pass amount to make a single Bike Share ride cost $1.75 for eligible participants
- Apply to Metro Rider Relief participants for 2016 launch
  - Current Metro Rider Relief participants would receive a coupon code in their June 2016 recertification packet
  - The code could be used to register for the reduced Flex Pass. A credit card will be required for registration
- Apply to Reduced Fare TAP card-holders as part of Step 3 TAP interoperability
  - At registration, TAP card holders will be prompted to enter TAP number. Participation in Reduced Fare program will be recognized and reduced pass amount will be applied
  - A credit card will be required for registration
- Staff is working on a cash payment option to address access for the unbanked community

Metro

Better Bike Share Partnership Grant

- Metro, City of Los Angeles, LACBC and MCM have been invited to jointly apply for the BBSP grant
- Grant will help fund Metro Bike Share outreach efforts to disadvantaged communities in and around the DTLA service area
- A 10% hard local match in the amount of $10,000 and a 15% in kind local match in the amount of $15,000 is requested

Metro

JARC Partnership

- The City of Los Angeles was awarded JARC funding to implement an Integrated Mobility Hubs Project
  - Metro's Countywide Bike Share will be integrated as a component of the Project
- The City of Los Angeles has requested Metro become a partner in order to use JARC funding towards eligible capital and operating costs for the DTLA pilot and future Hollywood expansion

Metro

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

File #: 2016-0121, **File Type:** Agreement **Agenda Number:** 11

PLANNING AND PROGRAMMING COMMITTEE
MARCH 16, 2016

SUBJECT: MEMORANDUM OF UNDERSTANDING WITH CITY OF WEST HOLLYWOOD FOR DIVISION 7

ACTION: AUTHORIZE EXECUTION OF MEMORANDUM OF UNDERSTANDING

RECOMMENDATION

AUTHORIZE the Chief Executive Officer (CEO) to execute a Memorandum of Understanding (MOU) with the **City of West Hollywood for a joint visioning process for Division 7**.

ISSUE

In 2015, the Metro Board directed staff to work with the City of West Hollywood (City) to pursue an MOU to establish a collaborative process and general framework for the planning of any improvements and potential development at Division 7, a Metro maintenance facility with a fleet of 230 buses. Through initial collaboration and study, staff has identified portions of Division 7 that have potential for development that maintains the facility's current operations and meets the City's objective to extend the current retail/commercial frontage along Santa Monica Boulevard, improve neighborhood compatibility and create a more dynamic pedestrian oriented environment for the community.

DISCUSSION

Metro received an unsolicited joint development project proposal for Division 7 in October 2011, from Cohen Brothers Realty Corporation of California (CBRCC). The proposal contemplated using the Division 7 property for a commercial/residential development and rebuilding Metro's bus operations and maintenance facility as an underground facility. A two-year Exclusive Negotiating Agreement (ENA) was entered into between Metro and CBRCC in April, 2013. With the ENA set to expire on April 17, 2015, the West Hollywood City Council took action on February 17, 2015, requesting that Metro allow the ENA to expire due to lack of support for the proposed project from the residents, community and City staff. The City Council also affirmed the need for an MOU with Metro (Attachment B) to establish a collaborative visioning process to explore the potential for development of the site.

Upon expiration of the CBRCC ENA, Metro staff began meeting with City staff to develop the MOU for the Division 7 site. Through this process, Metro staff identified two areas with near and medium term opportunities for development which can both maintain the facility's current operations, and meet many of the City's objective of extending the current retail/commercial frontage along Santa Monica Boulevard. These areas include: a) a narrow strip of landscaped area (approx. 20 feet) between the existing Division 7 building and the sidewalk - Parcel A; and b) the surface parking lot (approx. 20 spaces) located on the eastern portion of the Metro property - Parcel B. (See Attachment A, Exhibits 1, 2, 3).

The MOU includes an outline of the process for working collaboratively to create a joint vision for the site, as well as the respective obligations of each entity and potential future public-benefit opportunities. The parties agree to work together in good faith to:

a. Identify shared values and interests.
b. Identify opportunities for consensus building and collaboration.
c. Establish protocols for ongoing community engagement and interagency communication.
d. Establish a collaborative visioning process for those parcels that:
    i. Advances the parties' objectives.
    ii. Results in formulation of Outreach, Preliminary Concept Development and Feasibility Studies.
    iii. Identifies responsibilities for each party (i.e., facilitation of outreach efforts, rezoning, identification of capital projects and funding, potential RFP for joint development).

Furthermore, the MOU states that:

a. Operational and occupancy cost neutrality must be maintained for Metro in any and all scenarios.
b. No project shall create degradation of service or impact to operations.

Public outreach will be led by the City of West Hollywood with the participation of Metro. Any private/public partnership on Metro land may require an RFP and/or RFQ process for selection of a developer. Additionally, Metro will update its Master Plan for Division 7 as necessary to reflect the outcome of the visioning process. While this MOU is proposed only between Metro and the City, an amendment could be executed in the future to include the County of Los Angeles as a third party. The County may wish to participate in the process since the Sheriff's Station site is located adjacent to the Division 7 site along San Vicente Blvd.

The West Hollywood City Council is set to act on this item in March. City staff has recommended approval.

DETERMINATION OF SAFETY IMPACT

Approval of this item will have no impact on safety. Metro's Facilities' Management staff has participated in the most recent process of identifying portions of property on Division 7 that have the potential for development. Safety, as well as full and continuous operation of Metro's facility, has been established as a priority. Metro's operations staff will continue to review and comment on the proposed development to ensure that any proposal has no adverse impact on the on Metro's operations.

FINANCIAL IMPACT

This project will be managed with existing staff and budget from the Joint Development (cost center 2210) and Strategic Initiatives (cost center 4530) departments in FY16. Financial resources for reviewing any financial analyses, negotiations support and conceptual design review have been requested in the FY2017 budget in the Joint Development cost center, 2210.

As noted above, the MOU requires operational and occupancy cost neutrality for Metro in any new development scenario.

Impact to Budget

The FY16 adopted budget includes funding for this project - 401013 - in cost center 2210 to cover staff costs.

ALTERNATIVES CONSIDERED

The Board could choose not to proceed with the recommended action and could direct staff to (a) not enter into an MOU with the City of West Hollywood; or (b) seek different development options for the site. Staff does not recommend proceeding with these alternatives because the recommended action moves forward the directive by the Board to have an MOU where we can work collaboratively with the City of West Hollywood and engage in a mutually beneficial visioning process.

NEXT STEPS

Upon approval of these recommendations, the MOU will be executed and Metro staff will work with City staff on a schedule of key milestones. The initial steps will include preparing a community outreach plan with the City and creation of conceptual site plans and development alternatives/scenarios by the City's consultant.

ATTACHMENTS

Attachment A - Area Site Maps
Attachment B - Memorandum of Understanding

Prepared by: Vivian Rescalvo, Director, (213) 922-2563
Jenna Hornstock, Deputy Executive Officer, (213) 922-7437

Reviewed by: Cal Hollis, Interim Chief Planning Officer, (213) 922-7319



Phillip A. Washington
Chief Executive Officer

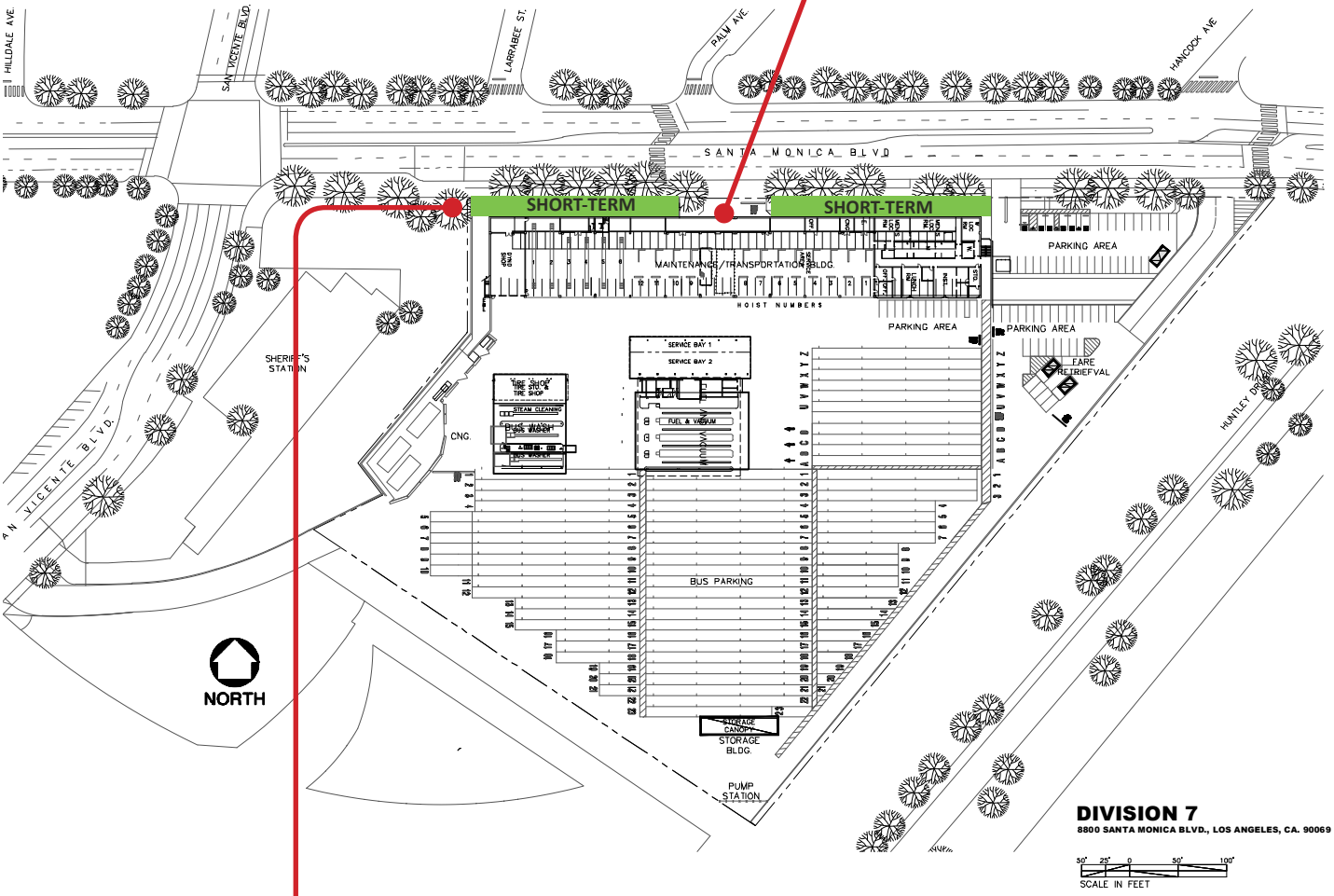
ATTACHMENT A - AREA SITE MAPS
EXHIBIT 1 - DIVISION 7 MAP



EXHIBIT 2 -
PARCEL A

EXISTING DIVISION 7 BUILDING

- 24’ tall at Santa Monica Boulevard
- 36’ tall at bus yard
- ±80’ long and ±500’ wide
- Built in 1976



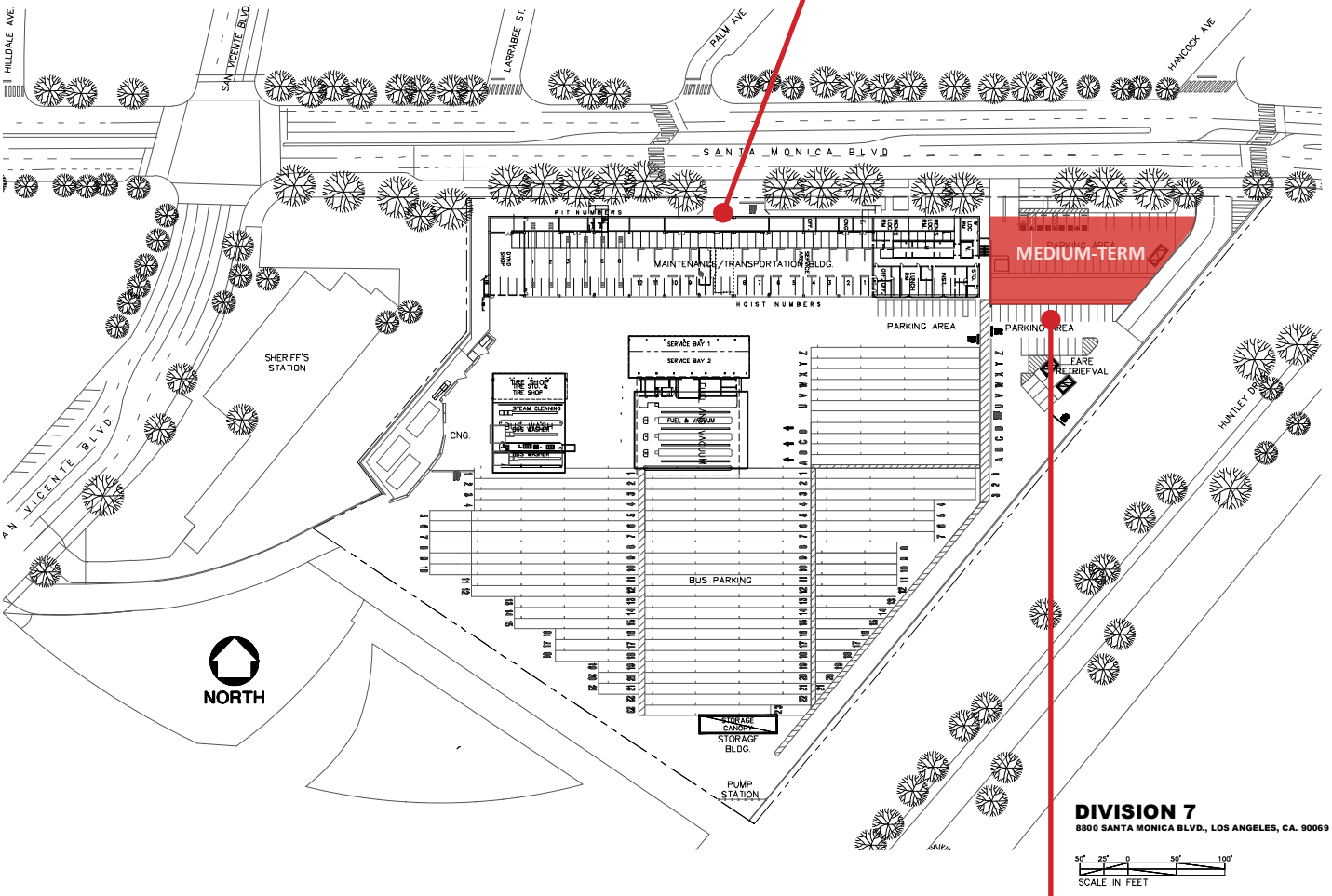
SHORT-TERM OPPORTUNITY

Activate the 20’ setback from the back of the sidewalk to the (e) building edge.

EXHIBIT 3 - PARCEL B

EXISTING DIVISION 7 BUILDING

- 24’ tall at Santa Monica Boulevard
- 36’ tall at bus yard
- ±80’ long and ±500’ wide
- Built in 1976



MEDIUM-TERM OPPORTUNITY

Activate the parking lot at the eastern edge of the site.

ATTACHMENT B

MEMORANDUM OF UNDERSTANDING

This Memorandum of Understanding ("MOU") is entered into as of _____2016, by and between the Los Angeles County Metropolitan Transportation Authority, a _____ ("Metro") and the City of West Hollywood ("City"), a California municipal corporation (hereinafter together occasionally referred to as "the parties").

R E C IT A L S

A. Metro's Division 7 transit facility (the "facility"), a map of which is attached hereto as Exhibit A, located at the intersection of Santa Monica and San Vicente Boulevards within the territorial boundaries of the City West Hollywood is a critical component of Metro's countywide bus service operations, with 230 buses and serving the western region of Los Angeles County.

B. The facility occupies an 8.5 acre property (the "property") in a strategic location within one of the City's pedestrian friendly and vibrant commercial shopping districts.

C. The parties have mutual interests in identifying opportunities for development on Metro's property that would both maintain the facility's current operation, and extend the current retail/commercial frontage along Santa Monica Boulevard in order to create a more dynamic and pedestrian oriented environment for the community, and improve neighborhood compatibility.

D. Metro has identified two areas within the property which may possibly accommodate pedestrian orientation improvements along Santa Monica Boulevard, a near term development option along the narrow strip of land between the existing building and sidewalk along Santa Monica Boulevard, Parcel A (Exhibit B), as well as a potential mid/long term development option within the surface parking lot along Santa Monica Boulevard, Parcel B (Exhibit C).

E. As the government entity with land use jurisdiction over the property, the City seeks to play a role in planning for any future improvements and potential development to assure neighborhood compatibility, pedestrian orientation, mitigation of impacts, optimal activation of the streetscape, and enhanced transit connectivity.
NOW, THEREFORE, in consideration of the foregoing, the parties hereto agree as follows:

1. <u>Purpose of the MOU</u>

   The purpose of this MOU is to establish a collaborative process and general framework for the planning of improvements and future potential development of Parcels A and B.

The parties intend for this MOU to provide an understanding as to their respective obligations and potential future public-benefit opportunities regarding the collaborative process. The parties agree to work together in good faith to:

a. Identify shared values and interests.

b. Identify opportunities for consensus building and collaboration.

c. Establish protocols for ongoing community engagement and interagency communication.

d. Establish a collaborative visioning process for these parcels that:
    i. Advances the parties' objectives.
    ii. Results in formulation of Outreach, Preliminary Concept Development and Feasibility Studies.
    iii. Identifies responsibilities for each party (i.e., facilitation of outreach efforts, rezoning, identification of capital projects and funding, potential RFP for joint development).

2. <u>Priorities and Requirements for the Property</u>

    a. City priorities:
        i. Identify project(s) of mutual interagency benefit and interest.
        ii. Activate street frontage along Santa Monica and San Vicente within Parcel A.
        iii. Respect the unique contributions of the site(s) and Santa Monica/San Vicente intersection to the community and City history.
        iv. Retain but screen the existing Division 7 bus facility with active uses appropriate to scale/uses in the area.
        v. Consider potential near and long term development scenarios for Parcel B that are appropriate regarding existing scale, uses, traffic congestion, and established community priorities; Santa Monica is a vibrant pedestrian-oriented mixed use corridor that would benefit from expanded transit service.
    b. Metro requirements for any potential project:
        i. Operational and occupancy cost neutrality must be maintained for Metro in any and all scenarios.
        ii. No project shall create degradation of service or impact to operations.

3. <u>Protocols of Visioning Process</u>

    a. Public outreach will be led by the City of West Hollywood with participation from Metro (and the County of Los Angeles if the Sheriff Station site is included in the plan).

b. Any Private/Public Partnership on Metro land will require an RFP and/or RFQ process for selection of a developer.

c. Third party exclusive development negotiating rights shall not be granted during the term of the MOU.

d. Short, Middle and Long Term Scenarios for improvements and potential development will be studied in relation to Priorities and Requirements for the Property (Item 2 above). Studies could include:
    i. Conceptual Site Plans, Elevations and Renderings of Potential Development Alternatives/Scenarios on Parcels A and B, including land uses, heights and densities.
    ii. Financial Feasibility Proformas, including funding sources assumptions, for potential improvements and development alternatives.
    iii. Traffic and Site Circulation Studies.
    iv. Long Term Scenarios could be further studied in future master plan updates, capital improvement plans, and specific plans, for example.
    v. Other studies that would support joint pursuit of funding opportunities such as federal and state grants, or would support an RFP or RFQ process for selection of a developer if a joint development is pursued.

e. For long term visioning, an Interagency Team of City staff and Metro staff will collaborate between Transit Corridors/System Planning (David Mieger's Team), Real Estate/Joint Development (Vivian Rescalvo's Team) and Facilities/Capital Projects (Tim Lindholm's Team).

4. <u>CITY'S Responsibilities</u>

a. City's consultant will create a Base Map of the Metro Site and Buildings and draw short/mid/long term concepts for discussion and brainstorming for Parcels A and B.

b. City staff will collaborate with Metro on the Metro site and on light rail transit feasibility studies.

c. City staff will arrange bi-monthly meetings, or as needed, with the Interagency Team.

d. City staff, in coordination with Metro staff, will adhere to the schedule (Attachment B) proposed for activities identified in the MOU and will, in coordination with Metro, periodically update the schedule based on progress and key milestones.

e. City staff will initiate a General Plan amendment and specific plan for the site to reflect the outcome of the visioning process, in as much as the outcome is consistent with the Priorities and Requirements for the Property (Item 2 above).

f. The City will coordinate with Metro on a Metro RFP or RFQ for improvements and/or future development of Parcels A and B.

g. The City will consider the outcome of the visioning process in future Capital Improvement Plan Budgeting and Funding Identification regarding potential joint improvement and/or development opportunities on the Metro site – Parcel A and B.

5. METRO'S Responsibilities

a. Metro will update Metro Master Plan for Division 7 as necessary to reflect the outcome of the visioning process, in as much as the outcome is consistent with the Priorities and Requirements for the Property (Item 2 above).

b. In coordination with the City, Metro may, subject to Metro Board approval, develop and issue an RFQ or RFP for improvements and/or future development of the property, consistent with the outcome of the visioning process and the Priorities and Requirements for the Property (Item 2 above).

c. Metro will consider the outcome of the visioning process in future Capital Improvement Plan Budgeting / Funding Identification regarding potential improvement and/or development opportunities on the Metro site, and may be recommended as part of Metro's "Transit Oriented Communities" program.

d. Metro staff will attend bi-monthly meetings, or as needed, with the Interagency Team.

Metro staff, and City staff, will adhere to the schedule (Attachment B) proposed for activities identified in the MOU.

6. Term

This MOU shall commence on _____, 2016 and remain in effect until the actions contemplated herein have been fully consummated or unless earlier terminated by either party with thirty (30) days' written notice of termination.

7. Binding Effect

This MOU is binding on the parties in accordance with its terms. The parties signing below represent and warrant that they have the legal authority to bind the party for whom they are signing but subject to any discretionary action of the West Hollywood City Council and Metro's Board of Directors.

8. Indemnity

Each party agrees to indemnify, defend, and hold harmless the other party, its officers, agents and employees from any and all liabilities, claims, or losses of any nature, including reasonable attorneys' fees and costs of suit, to the extent caused by, arising out of, or in connection with, the indemnifying party's negligent or wrongful acts or omissions arising from its respective activities pursuant to this MOU.

9. Governing Law

This MOU shall be governed by the laws of the State of California.

10. Notices.

All notices permitted or required under this MOU shall be in writing, and shall be deemed made when delivered to the applicable party at the following addresses either by first class mail postage prepaid, facsimile, electronic mail or personal delivery:

If to City:

City of West Hollywood
8300 Santa Monica Boulevard
West Hollywood, CA 90069
Attention: City Manager

If to Metro:

Metro
One Gateway Plaza
Los Angeles, CA 90012-2952
Attention: _____

11. Relationship of the Parties.

Nothing contained in this MOU shall be deemed or construed to create a partnership, agency, tenancy in common, joint tenancy, joint employer liability, joint venture or co-ownership by or between City and Metro.

12. Entire Agreement.

This MOU and all exhibits, if any, thereto contain all of the agreements of the parties with respect to the transaction contemplated hereby, and no prior agreements or understandings pertaining any such transaction shall be effective for any purpose and all preliminary negotiations and agreements of whatsoever kind or nature are merged herein. No oral agreement or implied covenant shall be held to

vary the provisions herein. This MOU may be amended only by a written instrument signed by the parties. In the event that the County of Los Angeles seeks to participate in this MOU as regards to the Sheriff station site located adjacent to the property, this may be accomplished by an amendment to this MOU executed by the parties and the County.

13. Counterparts.

This MOU may be executed in any number of counterparts, each of which, when executed and delivered, shall be deemed to be an original, and all of which, taken together, shall be deemed to be one and the same instrument.

IN WITNESS WHEREOF, the parties have executed this Memorandum of Understanding as of the date and year first written above.

Dated: _____, 2016

CITY OF WEST HOLLYWOOD,

By: _____
Paul Arevalo
City Manager

ATTEST:

_____
City Clerk

METRO,

By: _____
Calvin E. Hollis
Interim Chief Planning Officer

ATTEST:

_____
County Counsel

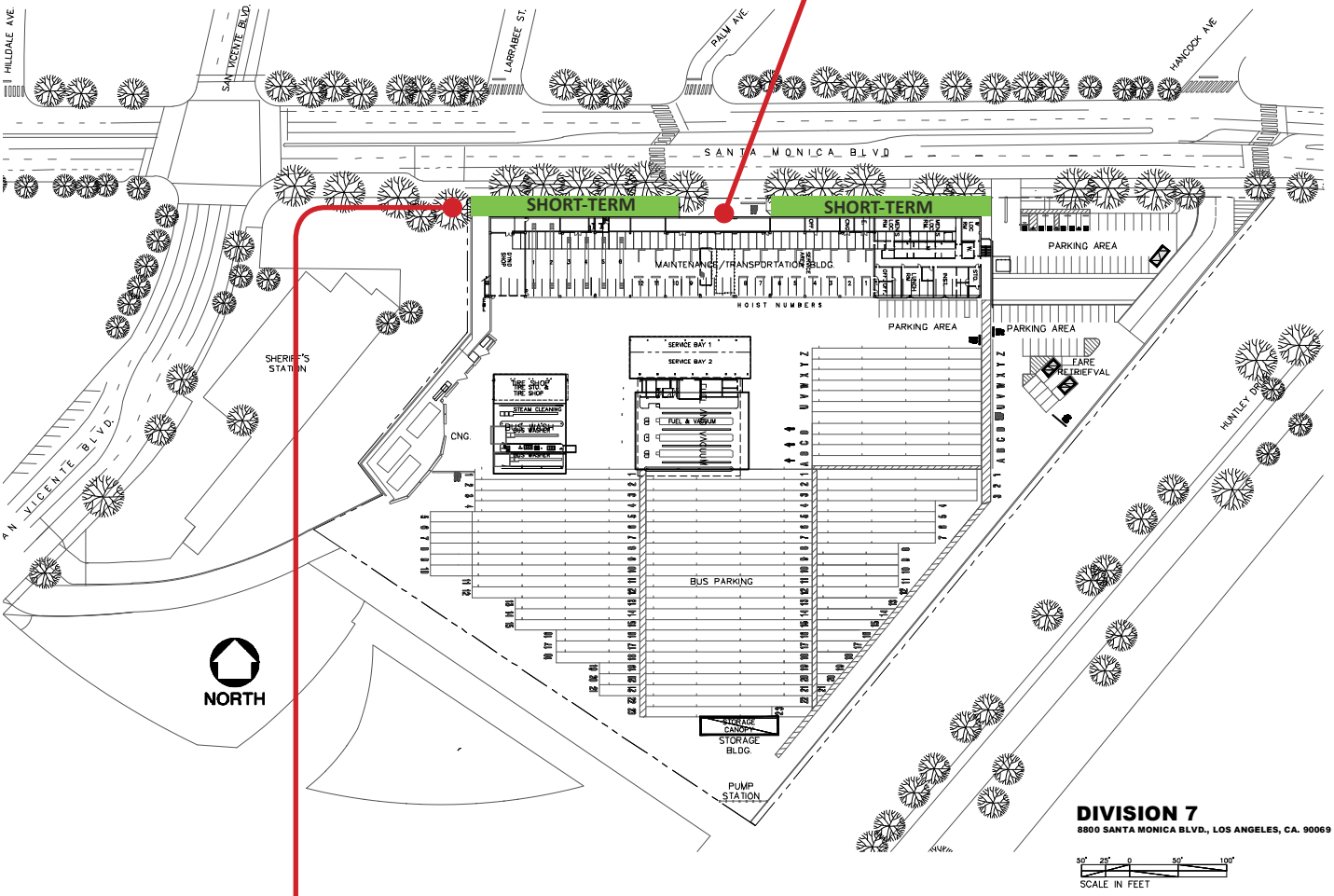
ATTACHMENT A - AREA SITE MAPS
EXHIBIT 1 - DIVISION 7 MAP



EXHIBIT 2 -
PARCEL A

EXISTING DIVISION 7 BUILDING

- 24’ tall at Santa Monica Boulevard
- 36’ tall at bus yard
- ±80’ long and ±500’ wide
- Built in 1976



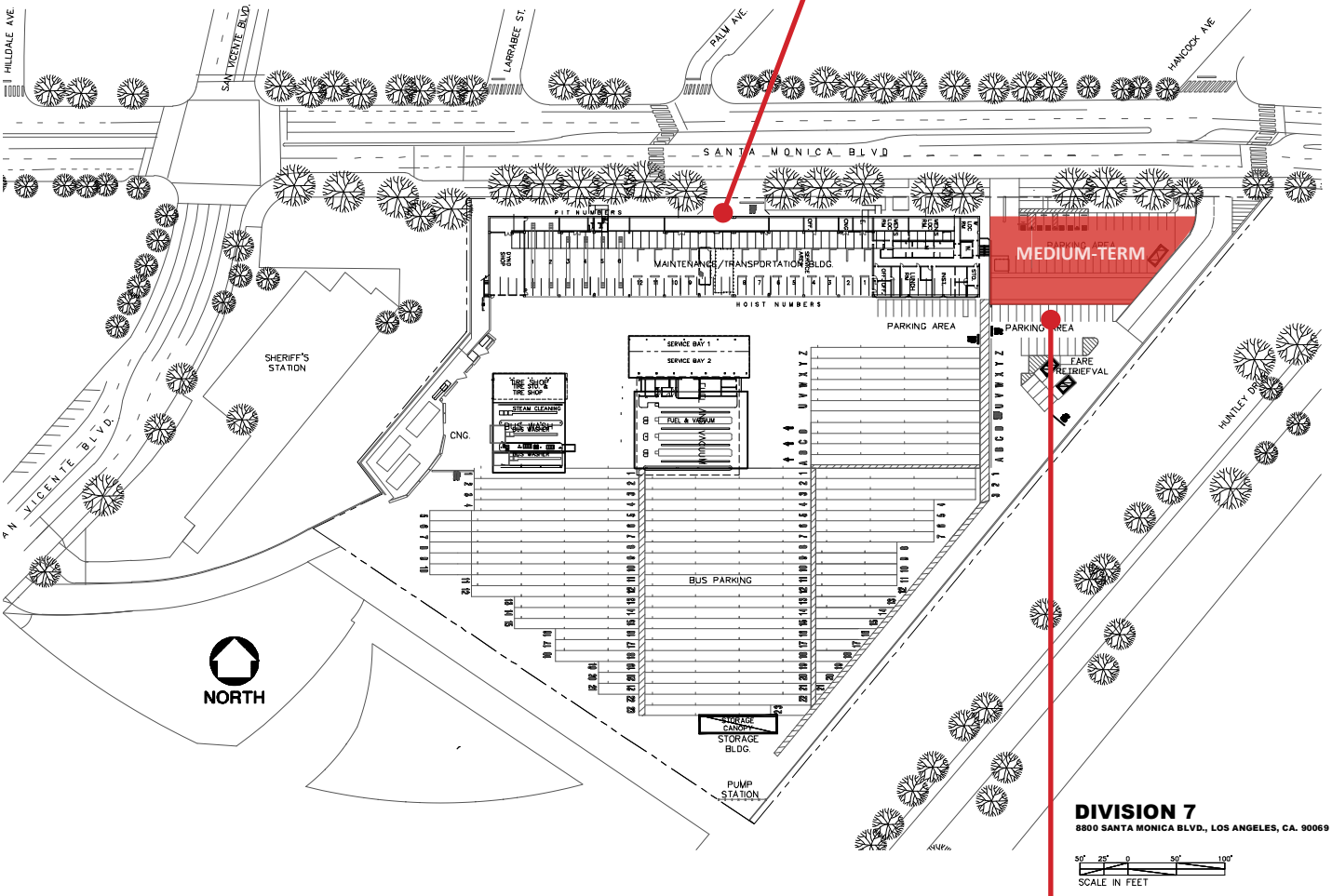
SHORT-TERM OPPORTUNITY

Activate the 20’ setback from the back of the sidewalk to the (e) building edge.

EXHIBIT 3 - PARCEL B

EXISTING DIVISION 7 BUILDING

- 24’ tall at Santa Monica Boulevard
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- ±80’ long and ±500’ wide
- Built in 1976



MEDIUM-TERM OPPORTUNITY

Activate the parking lot at the eastern edge of the site.

File #: 2016-0141, **File Type:** Policy **Agenda Number:** 12

PLANNING AND PROGRAMMING COMMITTEE
MARCH 16, 2016

SUBJECT: REAL ESTATE AGREEMENT WITH EQR-4TH & HILL, LP FOR JOINT USE OF TRANSIT PLAZA AT 4TH & HILL METRO RED LINE STATION AND CHANGES TO METRO-CLARK CONTRACT C1073

RECOMMENDATION

CONSIDER:

A. AUTHORIZING the Chief Executive Officer (CEO) to execute an **agreement (Master Agreement) with EQR-4th & Hill LP (EQR)** in which the Los Angeles County Metropolitan Transportation Authority (METRO) agrees to grant to EQR, and take all necessary steps to record, certain "Real Estate Interests" in the METRO owned property located at the northeast corner of 4th and Hill, subject to all conditions as set forth in the Master Agreement. On the terms set forth in the Master Agreement and ancillary agreements, EQR will (1) pay an agreed upon fair market value of the easements, (2) regrade and install, **operate and maintain "Enhanced Plaza Improvements" on the Metro Plaza (at the northeast 4th/Hill portal)** pursuant to a design approved by METRO, and (3) pay for changes required to mitigate impacts to Metro-Clark Contract C1073 due to EQR Project; and

B. DELEGATING to the CEO the authority to approve the fair market value of the various temporary and permanent easements and lease agreement up to the amount of $1,000,000.

BACKGROUND AND DESCRIPTION OF PROJECT

The former Southern California Rapid Transit District ("SCRTD") acquired certain property interests at the northeast corner of 4th and Hill ("Portal Property") in April 1987 from System Parking Investment, Inc. et.al. ("System"), as necessary to construct and operate the Metro Red Line 4th and Hill Street northeast station and portal. The Portal Property is comprised of a fee simple interest to approximately 8,645 square feet of subsurface, surface and airspace up to an upper limit of 298.0 feet above mean sea level (i.e. approximately 20 feet above current grade). METRO has previously constructed, and continues to operate the following improvements at the Portal Property: (a) an underground passenger loading and unloading station including a tunnel and pedestrian portal beneath and adjacent to the Portal Property, (b) a blast relief shaft and vent shaft on the Portal Property, (c) emergency exit, and (d) various above and below grade improvements on the Portal Property to provide access to the Station, including: (i) a pedestrian plaza at the current grade ("Metro Plaza") and (ii) an escalator and staircase from the Metro Plaza to the Station. A picture of

the Portal Property as currently improved is attached as Attachment “A”.

At the time of SCRTD’s acquisition of the Portal Property from System, System was also the owner of approximately 32,467 square feet of land located adjacent to the Portal Property, north along Hill Street (which, along with the airspace above the Portal Property retained by System, may be referred to in this report as the “EQR Property”). During negotiations between SCRTD and System for acquisition of the surface and air rights, SCRTD agreed to the future grant of column easements on the Portal Property as needed to support a future development that may be constructed on the EQR Property. However, at the time of the SCRTD acquisition, the easements were not transferred, and the exact location of the column easements and their value were not determined. The site of the Portal Property and EQR Property are depicted on Attachment “B”.

The EQR Property was recently purchased by EQR’s parent company, Equity Residential. Equity Residential is a member of the S&P 500, a publicly traded real estate investment trust based in Chicago, Illinois. EQR is currently seeking entitlements from the City of Los Angeles (“City”) to construct and operate a new development on the EQR Property (“EQR Project”), including construction in the airspace lying above the uppermost limit of the Portal Property (the “Airspace Area”). The EQR Project includes mixed use residential/retail uses in a building containing 33 floors consisting of approximately 428 residential units, 10,900 square feet of residential amenities, 2,900 leasable square feet of retail space and 410 parking spaces along with an outdoor plaza (“Building Improvements”). The EQR Project as proposed will create a permanent overhang (“Building Overhang”) above portions of the Metro Plaza and requires a number of permanent and temporary easements in order to construct and operate. A depiction of the proposed EQR Project, including the Building Overhang over the Portal Property, is attached as Attachment “C”.

Impact on Metro Plaza

METRO previously entered into that certain METRO Red Line Pershing Square Canopy Addition and Escalator Replacement Contract No. C1073 (“Metro-Clark Contract”) with Clark Construction Group-California, LP, by its general partner, Clark Construction Group-California, Inc. (“Metro Contractor”) which includes the design and the replacement of all five escalators located between the mezzanine level and the plaza level of three portals at the Metro Red Line Pershing Square Station (“Station”). At the subject Portal Property, the Contract C1073 work includes design and replacement of the existing escalator with a new escalator (“New Escalator”) and construction over the New Escalator of a permanent canopy (“Permanent Canopy”). As discussed in this section, certain aspects of the EQR Project impact the Contract C1073 work. METRO and EQR (the “Parties”) have agreed to work together to coordinate the performance and timely completion of the Contract C1073 work on the Portal Property with EQR’s performance of work on and over the Portal Property as needed for the EQR Project.

The construction of the Building Overhang by EQR for the EQR Project would have required that EQR remove the Permanent Canopy should METRO proceed with the construction of the Permanent Canopy in accordance with the Metro-Clark Contract. As a result of negotiations between METRO and EQR (the “Parties”), METRO agreed to have EQR construct and use the Building Overhang to function as a permanent cover for the New Escalator in lieu of the Permanent Canopy. METRO agreed to modify the Metro-Clark Contract to delete the Permanent Canopy, thereby precluding the need to have the Metro Contractor build the Permanent Canopy, only to have EQR remove such

canopy in order to construct the Building Overhang. The Parties have agreed that EQR will complete construction of an overhead protection structure ("Overhead Protection Structure") in accordance with METRO's requirements and prior to public operation of the New Escalator, in order to protect transit patrons from falling construction debris during the construction of the Building Improvements, and allow for opening of the Station portal prior to EQR's completion of the Building Overhang.

As part of the column touchdown and foundation work that EQR will be performing for its project, and in connection with the construction of the Building Improvements, EQR will be required to remove and replace portions of the Metro Plaza and therefore, to comply with the Americans with Disabilities Act ("ADA") requirements in the restoration of the Metro Plaza. Compliance with ADA requirements will require lowering the grade of the Metro Plaza by approximately one foot and establishing new grade elevation and control points for the Metro Plaza and EQR Property. As a result of negotiations between the Parties, EQR will carry out the grading work and METRO agreed to modify the Metro-Clark Contract to revise the design and construction of the New Escalator to match the proposed new grades. Increase costs, if any, to the Metro-Clark Contract resulting from such EQR Project-related changes are borne by EQR.

METRO is planning for an estimated 9 month closure of the Portal Property ("Portal Property Closure Period"), during which time the Contract C1073 work would be completed, as well as certain components of the EQR Project occurring on the Portal Property. During such closure period, there are two other portals/station entrances that will remain open to serve the Station. Any EQR Project construction work necessitating use of the Portal Property that is not completed during the Portal Property Closure Period will be performed pursuant to a right-of-entry permit to be granted to EQR, subject to METRO's terms and conditions.

The above agreements will be set forth in the Master Agreement.

Description of Permanent and Temporary Easements to be Granted to EQR

As a result of negotiations between the Parties, EQR is seeking, in exchange for value to be paid by EQR to METRO, the following Real Estate Interests (as will be set forth in the Master Agreement):

1. **Right of Entry and Construction Permit ("ROE Permit")**. A Right of Entry and Construction Permit ("ROE") to be issued to EQR to cover the time periods that are required to perform the Metro Plaza grading work, remove and replace the Metro Plaza with the Enhanced Plaza Improvements, construct the columns and foundation that will support the Building Improvements and Building Overhang in the Airspace Area over the Portal Property, construct the Overhead Protection Structure, the Building Overhang, and such Building Improvements work for which access to the Portal Property is necessary. The ROE(s) will be granted in coordination with EQR's proposed work schedule, and will be subject to METRO's terms and conditions.

2. **Foundation Touchdown and Maintenance Easement.** An easement in, or, across and through the Portal Property for construction and maintenance of foundations, columns soldier piles and underground foundation structures ("Foundation Improvements") for support of the Building Improvements on the Metro Plaza and in the Airspace Area and for maintenance of the Building Overhang and other Building Improvements in the Airspace Area.

3. **Non-Exclusive Access and Maintenance Easement.** A non-exclusive easement for (i) pedestrian ingress/egress to and from the EQR Project and (ii) EQR's continued maintenance, repair and replacement of the landscaping and hardscaping upon the surface of the Metro Plaza, including the Enhanced Plaza Improvements with a reservation of rights for uninterrupted access to the Metro Plaza by (x) transit patrons for use of the Station and (y) METRO for Station operations or other METRO activities at the Portal Property. The "Enhanced Plaza Improvements" are comprised of: enhanced paving materials, new lighting, signage, landscaping, and other improvements in and on the Metro Plaza, in locations and in accordance with plans and specifications to be agreed between the Parties.

4. **A No-Build Covenant.** A no-build covenant recorded against the Portal Property with respect to an area that varies within 9 to 13.5 feet of the face of the Building Improvements. City fire, life and safety standards require that such area remain open and unobstructed. By recording such a covenant, METRO is agreeing not to build in the designated area.

5. **Lease for Outdoor Seating Area**. The Parties will enter into a long term lease covering a specified area for outdoor restaurant seating in the Metro Plaza. The fair market rental of the space will be determined by appraisal of the Portal Property. Other terms of the lease will be negotiated and included in the lease document.

FINANCIAL IMPACT

METRO is in the process of obtaining an appraisal of the Portal Property to establish the value of the various easements and lease area described above. Upon completion and review of the appraisal, the amount recommended as the value of the easements will be submitted to the Chief Executive Officer or the METRO Board of Directors for approval pursuant to the level of approval authority required.

METRO and EQR have previously entered into a Funds Disbursement Agreement ("FDA") dated September 15, 2015, which sets forth a process for the issuance of one or more change orders to the Metro-Clark Contract due to the EQR Project. After METRO and EQR review and approve such change work and costs, EQR will be responsible for the funding of the approved change order. The Parties are currently negotiating an amendment and restatement of the FDA in order to account for contingencies that may occur in the forthcoming months with respect to the continued coordination of the Parties' respective projects. There are no negative financial impacts to Metro-Clark Contract as EQR has agreed to fund the changes caused by the EQR Project. In order to provide METRO with additional security, the Parties are also negotiating an agreement by which EQR will deliver to METRO an irrevocable standby letter of credit to secure costs and expenses that METRO may incur in the event EQR defaults on its obligations under the FDA or EQR abandons the EQR Project.

ALTERNATIVES CONSIDERED

The Board could direct that in lieu of the comprehensive solution proposed and the granting of easements required to implement this solution that the staff negotiate a more limited agreement that

would provide the minimum rights contemplated in the original acquisition of the station property by METRO. Staff does not recommend this limited solution .At the time of the acquisition of the Portal Property in 1986, the former SCRTD committed to permit the owners of the EQR Property to exercise the right to install column touchdown points. EQR, as the current owner of the EQR Property, has demonstrated a willingness and commitment to work with METRO in preserving the public nature of the Metro Plaza with Enhanced Plaza Improvements and to assume financial responsibility for maintaining the plaza in a first class condition. Transfer of this responsibility to EQR will ultimately result in an overall savings to METRO's maintenance costs and should result in an overall improvement in the transit experience of our passengers. The location of the transit plaza adjacent to a transit oriented development meets METRO's development goals without the necessity of the capital investment by METRO. EQR has committed to provide a permanent cover to the Station escalator, meet ADA requirements, maintain the Metro Plaza, and provide fair compensation for the real estate interest they are required to obtain to fulfill their entitlements from the City of Los Angeles.

NEXT STEPS

Once EQR has obtained its entitlement and permits to construct the EQR Project, the appraisal of the various easements to be granted by METRO to EQR is completed, and subject to the authority delegated to the CEO as recommended in No. 2 above, the instruments conveying Items 2, 3, 4 and 5 of the Real Estate Interests will be finalized, executed, and (where applicable) recorded. As discussed above, the ROE(s) described in Item 1 of the Real Estate Interests will be granted in coordination with EQR's construction schedule.

ATTACHMENTS

Attachment A - Site Map of Portal Property and EQR Property
Attachment B - Portal Property with Current Improvements
Attachment C - Depiction of Proposed EQR Project (with Building Overhang over Metro's Portal Property)

Prepared by: Velma C. Marshall, Deputy Executive Officer-Real Estate
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(213) 922-7212

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

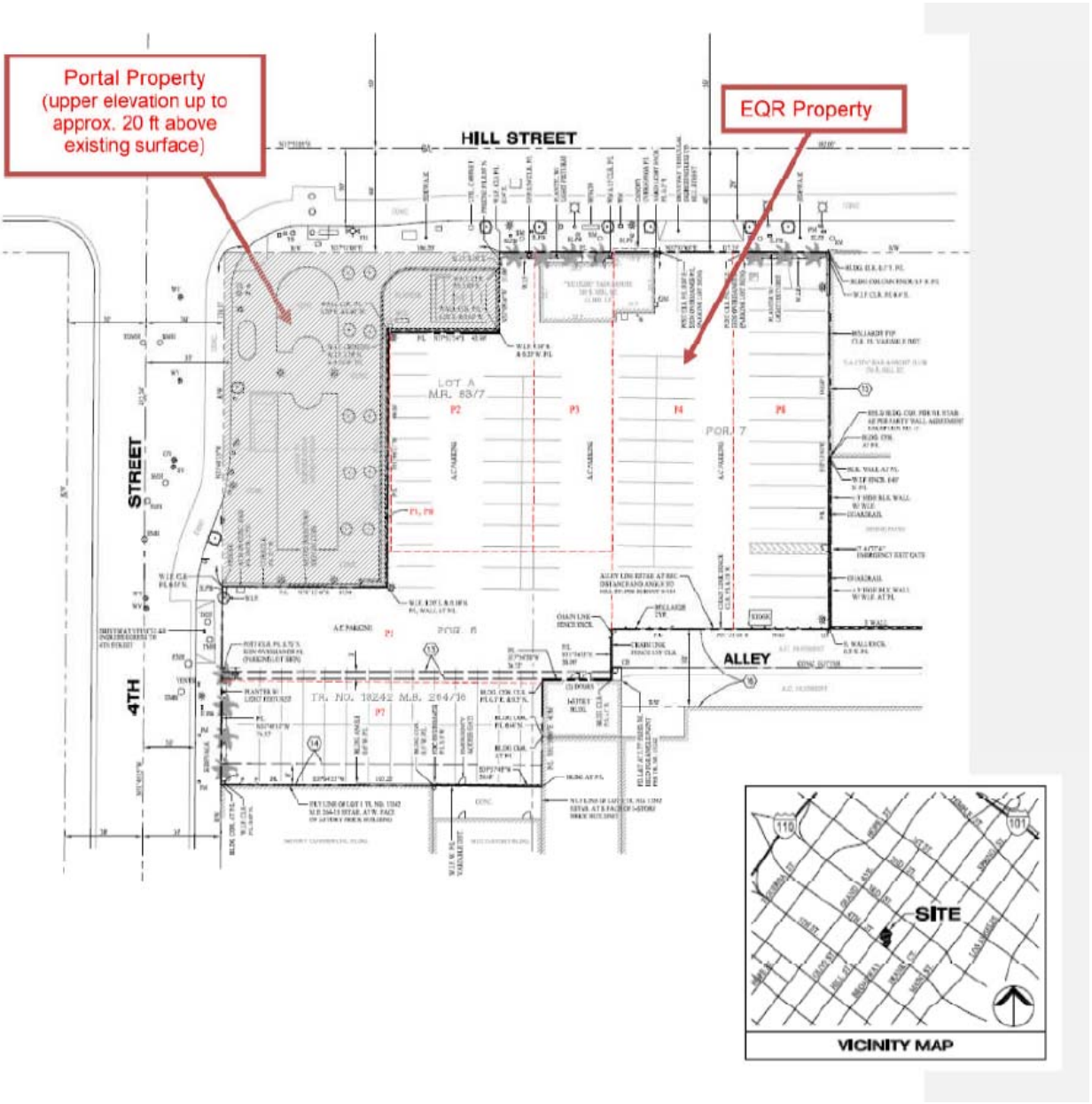


Phillip A. Washington
Chief Executive Officer

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ATTACHMENT “A”

Site Map of Portal Property and EQR Property



ATTACHMENT “B”

Portal Property with Current Improvements



ATTACHMENT “C”

Depiction of Proposed EQR Project
(with Building Overhang over Metro’s Portal Property)



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

File #: 2016-0154, **File Type:** Program **Agenda Number:** 16

PLANNING AND PROGRAMMING COMMITTEE
MARCH 16, 2016

SUBJECT: CAP-AND-TRADE TRANSIT AND INTERCITY RAIL CAPITAL PROGRAM

ACTION: APPROVE PROJECT APPLICATION PRIORITIZATION AND SUBMITTAL

RECOMMENDATION

AUTHORIZE the Chief Executive Officer (CEO) to submit project applications for grant funds from **California's Cap-and-Trade Transit and Intercity Rail Capital program**.

ISSUE

Applications for grant funds from California's Cap-and-Trade Transit and Intercity Rail Capital Program (TIRCP) are due to Caltrans' Office of Mass Transit Programs by the deadline of April 5, 2016. Metro will develop applications for up to four projects that were identified as potential candidates as a result of preliminary staff-level screenings (in alphabetical order):

- Airport Metro Connector;
- Division 20 Portal Expansion/Turnback Facility;
- Gold Line Foothill Extension Phase 2B; and
- Orange Line Electric Bus Purchase.

Following is a discussion of the evaluation process used to select the final grant fund candidates and the criteria used to prioritize the projects as required by TIRCP Guidelines.

DISCUSSION

At the February 2016 Board meeting, approval was granted to develop applications for candidate projects to Caltrans for potential receipt of Cap-and-Trade TIRCP grant funds. Board Report Item #19 (Attachment A) discussed the Program's eligibility criteria and identified potential Metro projects. Attachment A to Item #19 was a matrix of the criteria and of several candidate projects considered as the most competitive for the first cycle of the program at that time. The Board report also identified that staff would return to the Board in March to approve final application submittals.

As indicated in Attachment A, primary goals for TIRCP are greenhouse gas emissions (GHGe) reduction and maximization of benefits to disadvantaged communities. These goals can be met by improving accessibility to economic opportunities, integrating transit operations, creating a new or increasing the capacity of an existing transit system, and/or increasing transit ridership. One of the primary quantifications required by the Guidelines is the GHGe reduction stated as a ratio of metric emissions reductions to dollar of TIRCP grant request.

In this Cycle 2, the TIRCP guidelines impose no limit on the number of applications submitted by any one applicant, nor on the amount of funds requested for any or all of the projects. Current FY 2015-16 estimate for revenue generated from the auction of emissions credits to be continuously appropriated to the TIRCP program is $200 million. Funds from Cycle 1 auction revenues that were not awarded will be added to this Cycle 2 amount, and the Governor's budget proposes additional funding sources; however the total amount is indeterminate at this time in the State's budget process. At this time we anticipate requesting funding in the range of $50 million to $300 million for each of the projects, depending upon each project's financial plan requirements and the relative value of the project.

Priority Setting Process and Recommendations

The guidelines continue to require applicants to prioritize projects if more than one application is submitted. We will prioritize the applications based on their competitiveness in the TIRCP criteria, but the GHGe screenings and comprehensive cost benefit analyses will not be completed prior to the due date of this board report. Therefore, the projects identified herein are stated in alphabetical order:

Airport Metro Connector
The Metro Airport Connector environmental clearance is anticipated for early 2017 and preliminary design work needs to proceed steadily to coincide with improvements planned for the Los Angeles International Airport, which are being undertaken by Los Angeles World Airports.

Division 20 Portal Expansion/Turnback Facility
Constructing the Division 20 improvements will enable Metro to attain needed headway improvements once the Section 2 project is completed. Faster headways will vastly improve passenger capacity and travel times on both the Metro Red and Purple Lines.

Gold Line Foothill Extension Phase 2B Project
This project is an extension of the Gold Line Foothill Light Rail System from Azusa to Claremont. The Gold Line Foothill Construction Authority will be ready to issue design/build construction contracts for this extension in 2017, if the potential ballot measure prioritizes this project and is successful. Applications for TIRCP funds for this project will be submitted subject to anticipated local funding availability.

Orange Line Electric Bus Purchase Project
Metro is proposing to install electrification capabilities on the Metro Orange Line and operate electric buses on this dedicated bus rapid transit (BRT) roadway. If successful, the Orange

Line would be the first all-electric bus BRT in the nation. This project is suitable for several greenhouse gas emissions reduction programs and staff have already prepared applications for other state and federal funds that are directed to promoting the use of zero emission vehicles. A successful TIRCP application will enable Metro to operate this line exclusively with zero emission buses.

In coordination with Metro's Regional Rail department, we have determined that no joint Metrolink projects are ready for consideration at this time. We will continue to explore this opportunity in future funding cycles. Attachment B to this report is an updated version of the February 2016 matrix, populated with results of the preliminary staff-level screenings undertaken for selection of the projects.

DETERMINATION OF SAFETY IMPACT

The requested actions will have no impact on the safety of our customers or employees.

FINANCIAL IMPACT

Funding required for preparation of project applications was included in cost center 4420 budget for FY 2016.

Impact to Budget

Preparation of project applications will have no impact on the FY2016 budget.

ALTERNATIVES CONSIDERED

The Board could choose not to approve selection candidate projects as set forth herein and instead identify different candidates for application. Staff does not recommended this alternative as the listed projects have the potential to meet the criteria set forth in the Guidelines and should represent the strongest applications on behalf of Metro.

NEXT STEPS

Upon approval, staff will submit the project applications and prioritization, due to Caltrans by April 5, 2016. CalSTA will publish the list of approved projects by August 1, 2016 and the list will be presented to the California Transportation Commission on August 17, 2016. We anticipate funds will be available for allocation by September 1, 2016.

Multi-Year Cap-and-Trade Strategy

Pursuant to Director Butts' Amendment to Item No. 28 on October 22, 2015, Attachment C to Board Report Item #19 (Attachment A), that requested a comprehensive Cap-and-Trade strategy and action plan (Plan), staff has been developing an overall approach for identifying potentially competitive candidate capital transit expansion projects that are in the adopted 2009 Long Range Transportation Plan and that realize a nexus with the Cap-and-Trade Program priorities. The Cycle 2 nominated

projects have been identified as a result of our efforts to develop the requested Plan. Inasmuch as the Plan should also consider the draft expenditure plan for the potential ballot measure currently in development, we will respond to Director Butts' Motion at the April 2016 Board meeting to ensure that all priorities are considered and measured against the Program criteria.

As the GGRF grows and the Cap-and-Trade Program matures to a five-year cycle in FY 2018, we will likely see significant possibilities to strategically apply for funds using a multi-year strategy to compliment the funding profiles of our larger transit projects.

ATTACHMENTS

Attachment A - February 2016 Board Report Item #19
Attachment B - Proposed Metro TIRCP Projects Decision Matrix

Prepared by: Kathleen Sanchez, Regional Programming Manager, (213) 922-2421
Wil Ridder, Executive Officer, (213) 922-2887

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



Phillip A. Washington
Chief Executive Officer

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

Metro

Metro

Board Report

File #:2015-1712, **File Type:**Program Agenda Number:19.

PLANNING AND PROGRAMMING COMMITTEE
FEBRUARY 17, 2016

SUBJECT: CAP-AND-TRADE PROGRAM

ACTION: APPROVE CANDIDATE TRANSIT AND INTERCITY RAIL CAPITAL PROGRAM PROJECTS

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to approve the **development of project applications for grant funds from California's Cap-and-Trade Program's Greenhouse Gas Reduction Fund (GGRF) through the Transit and Intercity Rail Capital Program (TIRCP)**.

ISSUE

The second cycle of GGRF programming for the Cap-and-Trade's TIRCP is underway; the State's call for projects occurred on February 5, 2016, and grant applications will be due to Caltrans by April 5, 2015. In order to meet this timeline, staff seeks Board approval to develop grant applications for identified candidate projects considered as the most competitive for this program. Staff will return to the Board in March for action on the submission of final project applications and prioritization.

The California State Transportation Agency (CalSTA), the administrator of TIRCP, intends to adopt a two-year program of projects, which in this Cycle 2 will be FY 2016-17 and 2017-18. Attachment A identifies the major capital project candidates nominated by various Metro departments to be evaluated in accordance with the rigorous evaluation criteria provided in the draft TIRCP Guidelines, illustrating graphically which projects evolved as the most viable for an award of grant funds. As with the last cycle, project readiness continues to be a major consideration, as allocations must be requested in the fiscal year of project programming. The projects that staff are considering as potentially competitive candidates for this cycle, in no order of priority, are the Airport Metro Connector; Division 20 Portal Expansion/Turnback Facility for the Red/Purple Line; Gold Line Foothill Extension Phase 2B; potential joint Metrolink projects; Orange Line Electric Bus Purchase; and the Westside Purple Line Extension Section 2.

DISCUSSION

The TIRCP was created by California State Legislature to provide grants to fund capital improvements and operational investments specifically designed to reduce greenhouse gas

emissions by reducing vehicle miles traveled throughout California. The grant funds are derived from California's Cap-and-Trade Program and are the result of quarterly auctions of emission credits for greenhouse gas emitters regulated under Assembly Bill (AB) 32. Auction proceeds are then reinvested in various projects to further reduce emissions. No fund estimate has yet been determined for Cycle 2, however the Governor's draft FY 2016-17 budget recommends that approximately $600 million be invested in the TIRCP program.

Unlike the first cycle, where applicants were limited to an award of approximately $40 million for any one major capital project per applicant agency, Cycle 2 draft Guidelines are silent on both award limits and the number of applications that can be submitted by any one agency. However, as could be expected, the selection process promises to be rigorous.

Cycles 1 and 2 have been two-year programs; starting in FY 2018 CalSTA will move to five-year program cycles with the first year being FY 2018-19. Additional five year programs will be approved by April 1st of each even-numbered year thereafter, adopting a program for the allocation and expenditure of moneys during those five fiscal years.

TIRCP Goals and Objectives

The goals of the TIRCP are to provide monies to fund transformative capital improvements that modernize California's intercity rail, bus, ferry, and rail transit systems to achieve all of the following objectives:

- Reduce greenhouse gas emissions;
- Expand and improve rail service to increase ridership;
- Integrate the rail service of the State's various rail operations, including integration with the high-speed rail system;
- Improve safety; and
- Provide a benefit to disadvantaged communities, and address a community need.

Project Eligibility Criteria

CalSTA intends to fund a small number of transformative projects that will significantly reduce vehicle miles traveled, congestion, and greenhouse gas emissions by creating a new transit system, increasing the capacity of an existing transit system, or otherwise significantly increasing the ridership of a transit system, linking key destinations and improving accessibility to economic opportunities.

Project application evaluations will focus on the above objectives, as well as secondary evaluation criteria that consider the co-benefits of support for sustainable communities strategies, collaboration between rail operators, geographic equity, consistency with an adopted Sustainable Communities Strategy, leveraged supplemental funding (including from other GGRF programs), integration across other transportation modes and, if applicable, a financial plan that evidences support for service expansion. Those projects that score highly on multiple secondary evaluation criteria, with clear documentation of claimed benefits, demonstration of a high degree of project readiness, with few risks related to completion and achievement of the proposed benefits, will be highly rated by CalSTA.

Maximizing benefits to disadvantaged communities (DAC) continues to be a legislatively-mandated goal of Cap-and-Trade Program. Attachment B uses California Environmental Protection Agency's (CalEPA) environmental health screening tool information as a background to Metro's existing and planned transportation projects and illustrates that the DACs, as defined, are disproportionately located in Los Angeles County and served by Metro's transit system.

CalSTA continues to give priority to applications which fund construction or implementation and expresses a preference for projects with clear phases or scalability. Multiple applications from the same agency must be prioritized. Consideration will be given to proposals to fund only preconstruction components for a project, but a full funding plan must be provided to assure construction of a useable segment. In all scenarios, a project or project elements will be considered only if fully funded. While a local funding match is not required, a highly rated project will clearly indicate the acceleration of project delivery made possible due to the inclusion of TIRCP funds to complete the funding package.

Potential Metro Projects

Because the TIRCP application deadline is April 5 and applicants have only 60 days to prepare and submit funding applications, it is necessary to consider potential candidates for Cycle 2 funding in advance of completion of a draft expenditure plan for the potential ballot measure and an updated Long Range Transportation Plan (LRTP). Based on the draft Guidelines criteria and Metro's current project development schedules, staff has preliminarily identified the six above-referenced projects as having the potential to meet the Guidelines criteria. Staff developed the matrix shown in Attachment A and recommends further analysis be undertaken with the goal of submitting one or several applications to CalSTA.

To ensure competitiveness of Metro's applications, initial additional analysis to focus our field of candidates will include a preliminary screening of potential greenhouse gas emissions reductions that a project could provide, as well as a refining of project schedules to ensure award of construction contracts could be accomplished within the time frame provided by CalSTA, which is within six months of a request for allocation of the awarded funds from the California Transportation Commission, but no later than the Commission's June 2018 meeting.

The Board will be requested to approve final application submittals and project prioritization at the March Board meeting, prior to the April 5 application deadline.

Multi-Year Cap-and-Trade Strategy

Pursuant to Director Butts' Amendment to Item No. 28 on October 22, 2015 (Attachment C) that requested a comprehensive Cap-and-Trade strategy and action plan (Plan), staff has been developing an overall approach for identifying potentially competitive candidate capital transit expansion projects that are in the adopted 2009 Long Range Transportation Plan and that realize a nexus with the Cap-and-Trade Program priorities. The Cycle 2 nominated projects have been identified as a result of our efforts to develop the requested Plan. Inasmuch as the Plan should also consider the draft expenditure plan for the potential ballot measure currently in development, we will respond to Director Butts' Motion at the April 2016 Board meeting to ensure that all priorities are

considered and measured against the Program criteria.

As the GGRF grows and the Cap-and-Trade Program matures to a five-year cycle in FY 2018, we will likely see significant possibilities to strategically apply for funds using a multi-year strategy to compliment the funding profiles of our larger transit projects.

DETERMINATION OF SAFETY IMPACT

The requested actions will have no impact on the safety of our customers or employees.

FINANCIAL IMPACT

Funding required for preparation of project applications has been included in cost center 4420 budget for FY 2016.

Impact to Budget

Preparation of project applications will have no impact on the FY2016 budget.

ALTERNATIVES CONSIDERED

The Board could choose not to approve the candidate projects contained in Attachment A and instead select one or more other projects considered for application. Staff does not recommended this alternative as the listed projects have the potential to meet the criteria set forth in the Guidelines and should represent at least one competitive application on behalf of Metro.

NEXT STEPS

Upon approval, staff will prepare the project applications, due to Caltrans by April 5, 2016. The Board will be requested to approve final application submittals and project prioritization at the March Board meeting. CalSTA will publish the list of approved projects by August 1, 2016 and the list will be presented to the California Transportation Commission on August 17, 2016. We anticipate funds will be available for allocation between September 1, 2016 and June 30, 2018.

Staff will present the projects for which TIRCP applications are being submitted, and recommended priorities, at the March 2016 Board meeting and will provide the requested Plan at the April 2016 meeting.

ATTACHMENTS

Attachment A - Proposed Metro TIRCP Projects Decision Matrix
Attachment B - Disadvantaged Communities Map
Attachment C - Amendment to Item No. 28 by Director Butts, dated October 22, 2015

Prepared by: Kathleen Sanchez, Regional Programming Manager, (213) 922-2421
Wil Ridder, Executive Officer, (213) 922-2887

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



Phillip A. Washington
Chief Executive Officer

ATTACHMENT A

TRANSIT AND INTERCITY RAIL CAPITAL PROGRAM

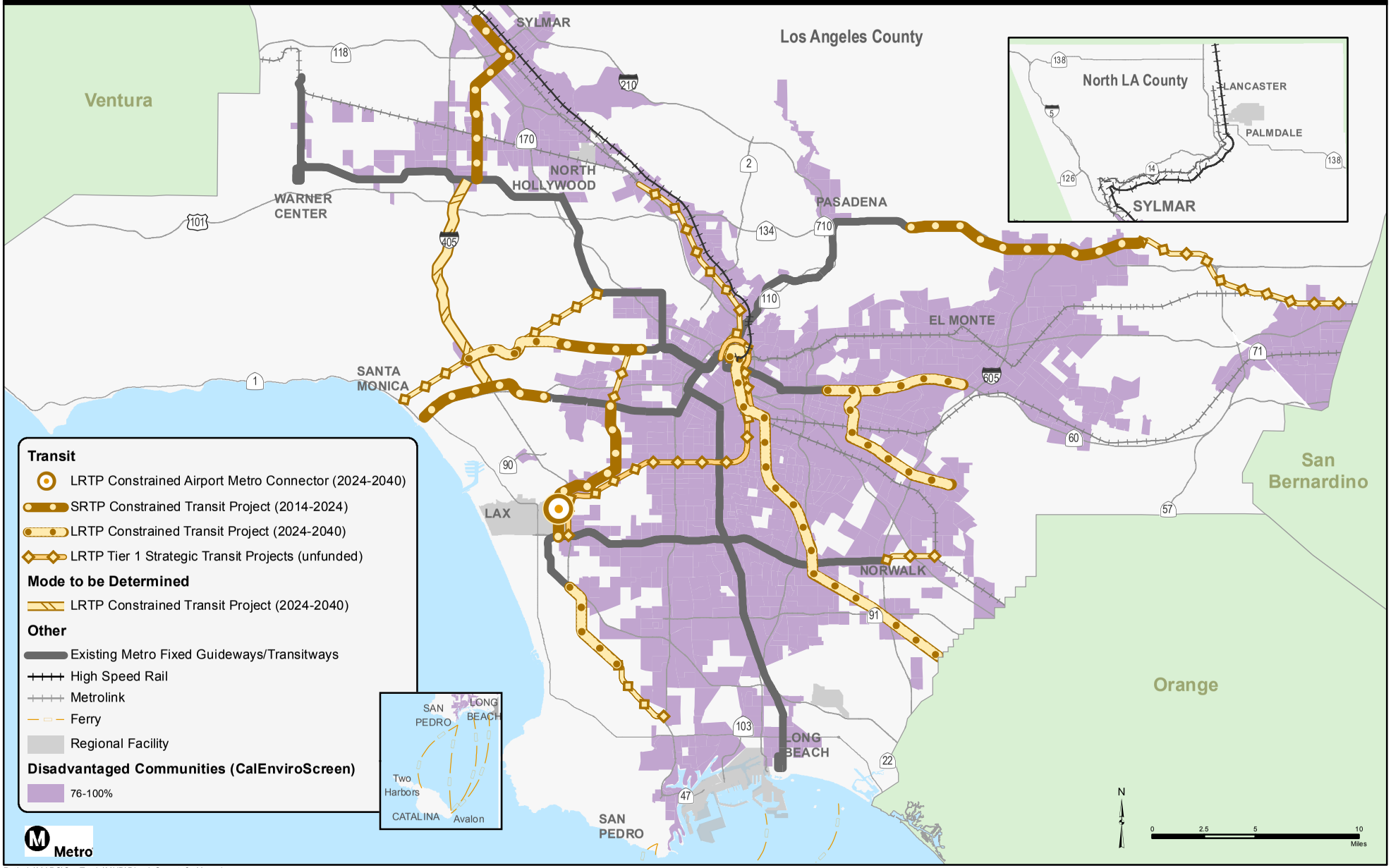
Greenhouse Gas Reduction Fund

Evaluation Criteria

	Metro Priority Criteria				Cal STA Primary Criteria				Cal STA Secondary Criteria					
	Project readiness (allocation by June 2018)	Construction or implementation	Leverage other funds	Scope, cost, and schedule available	Reduce greenhouse gas emissions	Increase ridership	Integrate service	Improve safety	Support Sustainable Communities Strategies (SCS)	Benefit disadvantaged communities	Support collaborative priorities	Geographic equity	Consistent with related SCS plans	Integration across transport modes
PROPOSED SECOND CYCLE PROJECTS														
Airport Metro Connector	Yes	X	X	X	X	X	X	X	X	X	X	X	X	X
Division 20 Portal Expansion/Turnback Facility for Red/Purple Line	Yes	X	X	X	X	X		X		X	X	X		
Gold Line Foothill Extension Phase 2B	Yes	X	X	X	X	X			X	X		X		X
Joint Metrolink Projects	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD
Orange Line Electric Bus Purchase	Yes	X	X	X	X	X			X	X				
Westside Purple Line Section 2	Yes	X	X	X	X	X		X		x	X		X	X

Note: Proposed projects are listed in alphabetical, not priority, order.

LRTP Transit Projects



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ATTACHMENT B

ATTACHMENT C

Amendment to Item No. 28 by Director Butts **October 22, 2015**

Consistent with the state statute AB 32, the Air Resources Board (ARB) established a Cap and Trade (C&T) program. In 2012 SB 535 was enacted and requires that 25 percent of C&T auction revenue be used to **benefit** disadvantaged communities and 10 percent of auction revenue **be invested** in disadvantaged communities.

Starting in 2015-16 and beyond, the Legislature and Governor agreed to a continuous appropriation of 60 percent of cap-and-trade revenues for specific programs; including: high–speed rail, affordable housing and sustainable communities, transit and intercity rail capital, and low–carbon transit operations. **The remaining 40 percent of unspent revenue—estimated to be about $1.5 billion by the end of 2015–16—is available to be allocated in near future legislation.**

Availability of the Cap and Trade auction revenues presents an unprescidented funding opportunity for Metro to aggressively pursue a "fair-share" of revenues, from both the 60 percent continuous appropriation supported programs, as well as the 40 percent--$1.5 billion—of funds yet to be appropriated by the Legislature. These funds should be a Metro priority to benefit the large number of "Disadvantaged Communities" in Los Angeles County. But outside of using the 2009 LRTP as a template, Metro lacks a comprehensive strategy, including numerical revenue targets, serving as framework for the Metro Board to join with key non-profit stakeholders, sub regional COGs, SCAG, labor, and private sector partners in securing our fair-share of Cap and Trade revenues. In order for Metro to be competitive and demonstrate strong leadership in securing a substantial amount of future Cap and Trade revenues, we need a plan of action.

I, Therefore, Move that the Board direct the CEO to develop a comprehensive Cap and Trade strategy and action plan, including annual numerical revenue targets, for consideration by the Board for the January 2016 Planning and Programming Committee.

I further Move that the strategy should:

1. Identify the potential role of the Cap and Trade funds as part of the proposed Expenditure Plan being developed for consideration as part of sales tax development process; and

2. include a legislative component identifying specific policy and programmatic recommendations on the projected $1.5 billion of un-appropriated auction revenues to be considered by the Legislature during the 2016 session.

Additionally, the strategy and action plan should focus on all of the transportation related categories of Cap and Trade funding and be developed in direct consultation with sub regional COGs.

ATTACHMENT B

TRANSIT AND INTERCITY RAIL CAPITAL PROGRAM

Greenhouse Gas Reduction Fund

Evaluation Criteria

	Metro Priority Criteria				Cal STA Primary Criteria				Cal STA Secondary Criteria					
	Project readiness (allocation by June 2018)	Construction or implementation	Leverage other funds	Scope, cost, and schedule available	Reduce greenhouse gas emissions	Increase ridership	Integrate service	Improve safety	Support Sustainable Communities Strategies (SCS)	Benefit disadvantaged communities	Support collaborative priorities	Geographic equity	Consistent with related SCS plans	Integration across transport modes
PROPOSED SECOND CYCLE PROJECTS														
Airport Metro Connector	Yes	X	X		X	X	X		X		X	X		X
Division 20 Portal Expansion/Turnback Facility and Westside Purple Line Section 2	Yes	X	X	X	X	X		X	X	x	X	X	X	X
Gold Line Foothill Extension Phase 2B	Yes	X	X	X	X	X			X	X		X		X
Orange Line Electric Bus Purchase	Yes	X	X	X	X	X			X	X		X	X	X

Note: Proposed projects are listed in alphabetical, not priority, order.

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

File #: 2016-0061, **File Type:** Contract **Agenda Number:** 17

PLANNING AND PROGRAMMING COMMITTEE
MARCH 16, 2016

SUBJECT: PARKING MANAGEMENT PILOT PROGRAM - PHASE I

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

CONSIDER:

A. AUTHORIZING implementation of the first phase of the **Parking Management Pilot Program at three (3) Metro Parking Facilities along the Expo II extension**, pursuant to the Operating Plan (Attachment D) for one (1) year;

B. AMENDING Metro's Parking Rates and Fee Resolution (Attachment E) to allow for the fee structure proposed in the Parking Management Pilot Program; and

C. AUTHORIZING the Chief Executive Officer (CEO) to execute Modification No. 1 to Contract No. PS4313200 for Permit Parking Management Program with iNet, Inc., doing business as (dba) iParq, increasing the total contract value by $353,350 from $432,220 to $785,570 to allow for implementation of the first phase of the Parking Management Pilot Program as a revenue generating contract where the contractor will be compensated the total value of the contract from the parking revenue collected by the contractor and Metro will receive the net revenue amount collected.

AMENDMENT by BONIN to allow no parking by non-transit users during Phase 1.

ISSUE

At the February 2016 Planning and Programming Committee, staff introduced the Parking Management Pilot Program ("Pilot Program") to the Board. Staff is proposing to implement the Pilot Program for two years, in two phases, and is seeking authorization to implement the first phase of the Pilot Program at the three (3) parking facilities along the Expo II extension opening in May 2016. The recommendations in this report support implementation of the Pilot Program, and include: authorization to amend Metro's Parking Rates and Permit Fee Resolution (Attachment E) to reflect the parking rates at the pilot locations; and a modification to the contract with iParq, the current permit parking processor, to absorb from parking revenues the set-up and on-going operating cost for implementation of Phase I. Parking Management staff will work with Vendor/Contract Management staff to procure a revenue contract with the parking operator. The new contract will cover additional

equipment, set up and on-going operating costs for all nine (9) locations during the two (2) years of the Pilot Program. If the Pilot Program is approved, Phase I will begin in May 2016 and staff will update the Board every three months regarding results.

DISCUSSION

Staff introduced the Pilot Program through a Receive and File report at the February 2016 meeting of the Planning and Programming Committee. The Pilot Program identified nine (9) locations, along with a pricing schedule, as described below:

Station	Rail Line	Transit Use Daily Rate	Transit Use Monthly Ra	Carpool Monthly Ra	Non-Transi Rider Daily Rate	# of Parkin Spaces
Expo/Bundy	Expo II	$2	$39	$25	$20	250
Expo/Sepulveda	Expo II	$2	$39	$25	$15	260
17th St/SMC	Expo II	$2	$39	$25	$20	67
La Cienega/Jefferson	Expo I	$2	$39	$25	$17	485
Culver City	Expo I	$2	$39	$25	$17	586
Sierra Madre Villa	Gold	$2	$29	$20	$17	965
Atlantic	Gold	$2	$29	$20	$15	284
Universal	Red	$3	$55	$45	$25	546
North Hollywood	Red	$3	$59	$45	$25	1,310
					Tota	**4,753**

Since February staff has presented the Pilot Program to Metro's Technical Advisory Committee, Regional Service Councils and other stakeholder groups and met with County Counsel and Vendor/Contract Management regarding implementation. This resulted in the development of a two-phased approach to implementation. Phase I is described in more detail in the Operating Plan (Attachment D). Details for Phase II will be brought to the Board in Fall 2016, with the recommendation for award of a parking operator contract to take over the operation of the entire Pilot Program.

Phase I Pilot Program

Phase I is proposed to be implemented at the three transit parking locations along the Expo II extension opening in May 2016: Expo/Bundy, Expo/Sepulveda and 17th Street/Santa Monica College. This will include 577 spaces.

The Pilot Program will offer a discounted daily parking rate to parkers that can verify use of the Metro system as well as related municipal providers within a 96-hour period. Verification will be provided by linking the automobile to a valid TAP card. Non-transit riders will pay a much higher daily parking rate, set to be higher than any surrounding parking lots to discourage non-transit use.

The costs associated with Phase I implementation include labor (parking attendants), equipment,

supplies, parking tax (if applicable), and credit card transaction costs. For Phase I, the equipment investment is primarily handheld devices to be used for TAP verification. The budget for Phase I Implementation is below:

Labor Cost	Equipment & Supplies	Parking Tax	Credit Card & Transaction Processing	Total
$192,570	$27,520	$42,260	$91,000	$353,350

Phase II Preparation

Concurrent with implementation of Phase I, staff is recommending procuring a new parking operator contract to implement Phase II and manage the entire Pilot Program. This will be a revenue contract that includes more sophisticated parking equipment (multi-space pay machines), additional labor, parking tax (if applicable), credit card and transaction processing as well as supervision. It is anticipated that the Phase I locations will transition into this new contract once executed. The contract shall allow reduction or expansion in the number of locations to accommodate flexibility of the Pilot Program. An operating expense budget summary for Phase II of the Pilot Program, assuming the nine (9) locations, is as follows:

	Labor Cost	Equipment & Supplies	Parking Tax	Credit Card and Transaction Processing	Total Operating Cost
Year 1	$1,879,740	$457,475	$257,430	$88,724	$2,683,369
Year 2	1,788,300	70,372	264,237	85,532	2,208,441
Total	**$3,668,040**	**$527,847**	**$521,667**	**$174,256**	**$4,891,810**

Staff anticipates completing the Phase II procurement and bringing a contract to the Board for consideration in Fall 2016. At that time, staff will also provide an Operating Plan for Phase II and recommend implementation in Winter 2016.

Pricing Schedule

The initial pricing schedule was described in the table above. Daily parking rates will be available at all Pilot Program locations, and spaces will be available on a first come, first served basis. Of the 250 on-street parking spaces at Expo/Bundy, 75 spaces will be available on a daily basis and 150 will require a monthly parking permit. Non-transit riders will pay a much higher daily parking rate, set to be higher than any surrounding parking lots. The intent is to discourage parking by non-transit riders in order to preserve parking spaces for transit riders that depend on it for first/last mile connections.

Monthly parking permits will be available for patrons that maintain a minimum of ten (10) daily ridership transactions per month, using their TAP card. The monthly parking permit differs from the Preferred Parking Permit in that there are no reserved spaces. Monthly parking permits customers that have six (6) or less daily ridership transactions at the fifteenth (15th) of the month will be notified via email reminder that they must maintain the minimum of ten (10) daily transactions to purchase the

monthly parking permit for the following month. Customers can complete the minimum transactions requirement through the last day of each month. If the minimum ridership transaction requirement is not met, the parking permit will be invalid the following month.

The goal of the Pilot Program is to operate the parking facilities at 85% to 90% occupancy levels. These occupancy levels are cited by parking management experts and academics as the level that maximizes utilization while allowing for customers to be able to find parking at any given time.

Staff will assess the results of the program every two (2) months and adjust the parking rates pursuant to the Operating Plan and the targeted occupancy levels. The Pilot Program Operating Plan provides a maximum daily parking fee of $5.00 daily, requires 30 days' notice for pricing changes (increase or decrease), and only allows for price adjustments every two months. Transit rider parking rates will also apply to non-Metro public transit agencies that accept Metro's TAP Card as a fare payment.

Implementation of the Pilot Program requires an amendment to the Parking Rates and Permit Fee Resolutions to reflect the new rates proposed at participating locations (Attachment E). The amendment to the fee resolution includes all nine (9) locations in Phase I and Phase II. However, the resolution is enabling language for charging the rates; the Pilot Program rates will only apply to the three (3) Phase I locations beginning May 2016. Fees at the six (6) Phase II locations would not go into effect until further Board action adopting Phase II of the Pilot Program.

Civil Rights Considerations

There is no Disparate Impact and no Disproportionate Burden for minority and poverty riders associated with the proposed Parking Management Pilot Program. Based on data collected through Metro's Spring 2015 Customer Satisfaction Survey, both the minority and poverty shares of Metro's impacted riders (Park and Ride users) is lower than Metro's system wide minority and poverty shares. Specifically:

- The minority share for System wide Bus users is 92% compared to 90% for Bus Park and Ride users. The minority share for Rail System Wide users is 87% and the minority share for Rail Park and Rider users is 71%.
- The poverty share for System Wide Bus users is 63% and poverty share for Park and Ride users is 22%. The Poverty Share for Rail System Wide users is 48% and the Poverty Share for Rail Park and Ride Users is 9%.

Permit Parking Program

Stations that currently offer reserved parking through monthly paid permit parking will continue to offer that program and the rates will remain the same. These stations include North Hollywood, Universal, Atlantic and Sierra Madre. Monthly permit holders will continue to utilize the designated reserved parking areas during the restricted hours at no additional cost.

Carpool Monthly Rate

The Pilot Program includes introduction of a monthly carpool parking program. Participants in the carpool program will pay a discount, as listed in the pricing schedule above, at the selected locations. The program will require registration of a minimum of three (3) TAP card users with vehicles/ license plates and will only allow for one vehicle to be parked at a time. If more than one vehicle of the three

(3) registered vehicles is identified to be parked at the same time, the regular daily transit rider rate will be applied to their monthly parking charges.

Operation Plan - Summary

Phase I of the Pilot Program will operate as a pay upon entry model where the customer pays for parking when entering the parking facility. Parking attendants will be scheduled during peak hours, generally from 5am to 2pm on weekdays to identify transit users and process parking payment. They will also be available to answer general customer service questions and help patrons. Parking attendants will also inventory the parking facilities at the beginning and the end of their shift to ensure all parked vehicles have paid and are billed properly. All parking rates and permit fees are applied 24 hours a day, 7 days a week. Transit rider verification will be based on use of the system within the 96 hours prior to or after entering the parking facilities. If the transit rider enters prior to purchasing a TAP card, the system will issue an “exception transaction” ticket and can provide the transit rate once the rider can verify purchase of transit fare or use their TAP card. Customers can pay through their phone, online or upon exiting the station with the parking attendant. Monthly parking permit and mobile payment will be the only options for the on-street parking spaces at the Bundy Station.

Parking Management staff has been working collaboratively with TAP staff to develop the card reader and data requirements to allow the parking system to verify proof of fare payment and determine if the parker utilized transit.

Parking access control systems and multi-space pay machines which are able to accept cash, credit cards and mobile payments will be installed as part of Phase II of the Pilot Program. Once the parking access control system and pay machines are in operation, payments can be made on site 24 hours per day, per 7 days a week. Devices capable of reading TAP Cards will be installed on the multi-space pay machines and will verify ridership by determining use of the TAP card within 96 hours of parking the vehicle. Customers can opt to pay for their parking when they return to pick up their vehicles or upon entry to the parking facilities.

No changes to any existing shared use agreements are recommended at this time.

Labor Relations

Staff has met with Labor Relations to discuss any potential labor issues associated with implementation of the Pilot Program through the iParq contract and has drafted a protocol letter for the Pilot Program. The protocol letter states that, for the duration of the Pilot Program (minimum 2 years), Parking Management staff and iParq and/or the newly procured parking operator will handle all aspects of implementation, including installation and maintenance of the equipment and providing parking attendants. Labor Relations staff has determined there is no conflict with this approach since Metro does not have ATU parking attendants.

Outreach Program

The Operation Plan includes an outreach and communication strategy. Upon approval of the Pilot Program, staff will launch a stakeholder and transit user outreach program in conjunction with the Community Relations and Communications Departments and in concurrence with communication regarding the opening of the Expo II extension. Outreach efforts will include:

- Signage at Parking Management Pilot Program Stations.
- Direct email blast notifications.
- Information messages at Metro.net website.
- Social Media
- Windshield Flyers

Once the Pilot Program is implemented and in case there is a price adjustment on monthly and daily rates, staff will utilize email, distribute windshield flyers, signage and social media to inform patrons. Patrons in the monthly permit program will be given 30-day notice prior to adjustment. Patrons in the daily program will receive a fourteen (14) day notice.

DETERMINATION OF SAFETY IMPACT

Piloting the Parking Management Pilot Program will not create any safety impacts because it will operate within the existing infrastructure. The implementation of this program will only require the purchase and installation of equipment, including multi-space meters, and signage. The presence of parking attendants at Metro's parking facilities will provide additional assistance to transit patrons during operating hours. Attendants will be able to report incidents and crime at each of the locations.

FINANCIAL IMPACT

Implementation of the Parking Management Pilot Program will not have an impact on Metro's budget. Staff anticipates the Pilot Program will generate $3.2 million in gross revenue and $2.6 million in operating costs in the first year after all nine (9) locations are in operation. These first year operating costs are primarily equipment and labor, and will allow for anticipated net revenue of $400,000. Staff anticipates the Pilot Program Phases I and II will generate $3.3 million in gross revenue and $2.3 million in operating costs in year two (2). Contract No. PS4313200 with iParq is a net revenue generating contract. Metro will not pay out any funds for this contract. The contractor will cover all operating costs and be compensated through the parking revenues collected for Metro. Metro will only receive the net revenues collected from the contractor. There will be no impact to any local, state or federal to pay out any expenses.

Impact to Budget

Staff anticipates generating approximately $400,000 in net revenue to be deposited in Account 40707 for Parking Revenue in FY17 and $1 million in FY18 which includes deductions for equipment and labor costs. Funds generated by this program will contribute to the RAM Internal savings accounts.

ALTERNATIVES CONSIDERED

The Board may choose not to authorize staff to move forward with Phase I of the Pilot Program and related implementation activities. This is not recommended as it is a large component of the Supportive Transit Parking Program (STPP) Master Plan and the examination of a longer-term strategy for managing parking demand and creating a self-sustaining parking program. Implementation of the Pilot Parking Program will support the final STPP Master Plan, to be presented

to the Board in winter 2016. The Pilot Program is also part of the Board-adopted RAM Initiative.

The Board may choose to implement a Pilot Program in a different manner such as setting a nominal charge for all parking spaces at selected facilities. Staff does not recommend this approach because it lacks flexibility to adjust to demand at different stations and may not include TAP integration.

NEXT STEPS

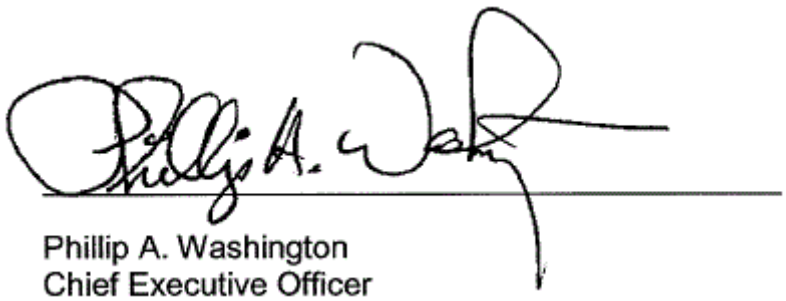
Upon approval of Phase I of the Pilot Program, staff will begin the public outreach process immediately and implement Phase I at the three Metro parking facilities along Expo II extension in May 2016. Concurrently, staff will procure a parking operator for Phase II and bring to the Board a contract and Phase II Operational Plan in Fall 2016. Implementation at all nine (9) proposed locations is expected by the fourth (4th) quarter of 2016. Staff will monitor and evaluate the Pilot Program every three months. The first update will be provided to the Board in September 2016, focusing on the Expo II Station results.

ATTACHMENTS

Attachment A - Procurement Summary
Attachment B - Contract Modification/Change Order Log
Attachment C - DEOD Summary
Attachment D - Parking Management Pilot Program - Phase I Operating Plan
Attachment E - Metro Parking Rates and Permit Fee Resolution

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Phillip A. Washington
Chief Executive Officer

PROCUREMENT SUMMARY

PARKING MANAGEMENT PILOT PROGRAM / PS4313200

1.	**Contract Number**: PS4313200			
2.	**Contractor**: iNet, Inc., doing business as (dba) iParq			
3.	**Mod. Work Description**: Modification No. 1 implements the first phase of the Parking Management Pilot Program at the three parking facilities along the Expo II extension opening on May 20, 2016.			
4.	**Contract Work Description**: Permit Parking Management Program			
5.	**The following data is current as of**: 03/09/16			
6.	**Contract Completion Status**		**Financial Status**	
	Contract Awarded:	02/08/16	**Contract Award Amount:**	$432,220
	Notice to Proceed (NTP):	02/08/16	**Total of Modifications Approved:**	$0
	Original Complete Date:	02/08/19	**Pending Modifications (including this action):**	$353,350
	Current Est. Complete Date:	02/08/19	**Current Contract Value (with this action):**	$785,570
7.	**Contract Administrator**: Jesse Zepeda		**Telephone Number**: (213) 922-4156	
8.	**Project Manager**: Frank Ching		**Telephone Number**: (213) 922-3033	

A. Procurement Background

This Board Action is to approve Contract Modification No. 1 to implement Phase 1 of the Parking Management Pilot Program (Pilot Program) at three parking facilities along the Expo II extension for the grand opening on May 20, 2016. The additional locations are Expo/Bundy, Expo/Sepulveda and 17th Street/Santa Monica College for a total of 577 parking spaces. This modification is the result of staff introducing the Pilot Program to the Board at the February 2016 Planning and Programming Committee meeting.

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

Contract No. PS4313200 with iNet, Inc. dba iParq, was issued on February 8, 2016 to manage Metro's Permit Parking Management Program. The period of performance is for three years. This Modification is for Phase I of the Pilot Program which will operate as a pay upon entry model where the customer pays for parking when entering the parking facility.

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

B. Cost Analysis

The recommended price has been determined to be fair and reasonable based upon an independent cost estimate (ICE), technical analysis and cost analysis. iParq's unit rates remain unchanged from the basic contract PS4313200 awarded on February 8, 2016. The cost of labor for parking attendants, equipment, supplies, applicable parking taxes and credit card transactions are the same as the basic contract. Therefore, in order not to duplicated costs, it is more cost effective and beneficial to modifiy this contract in support of the Phase 1 Pilot Program.

Proposal Amount	Metro ICE	Negotiated Amount
$353,350	$363,350	$353,350

ATTACHMENT B

CONTRACT MODIFICATION/CHANGE ORDER LOG

PARKING MANAGEMENT PILOT PROGRAM/PS4313200

Mod. No.	Description	Status (approved or pending)	Date	Amount
1	Implementation of the Phase I of the Parking Management Pilot Program	PENDING	PENDING	$353,350
	Modification Total:	**PENDING**	**PENDING**	**$353,350**
	Original Contract:	**APPROVED**	**02/08/2016**	**$432,220**
	Total:			**$785,570**

DEOD SUMMARY

PERMIT PARKING MANAGEMENT PROGRAM/PS4313200

A. Small Business Participation

The Diversity and Economic Opportunity Department (DEOD) did not establish a goal for this procurement. This is a revenue generating procurement and does not utilize local, state, and/or federal funding.

B. Living Wage and Service Contract Worker Retention Policy Applicability

The Living Wage and Service Contract Worker Retention Policy (LW/SCWRP) is applicable to this Contract Modification. Metro staff will monitor and enforce the policy guidelines to ensure that applicable workers are paid at minimum, the current Living Wage rate of $16.04 per hour ($11.17 base + $4.87 health benefits), including yearly increases. In addition, contractors will be responsible for submitting the required reports for the Living Wage and Service Contract Worker Retention Policy and other related documentation to staff to determine overall compliance with the policy.

C. Prevailing Wage Applicability

Prevailing wage is not applicable to this modification.

D. Project Labor Agreement/Construction Careers Policy

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

ATTACHMENT D

METRO PARKING MANAGEMENT PILOT PROGRAM
PHASE I OPERATING PLAN

1.0 OBJECTIVE

The objective of the Pilot Program is to implement a self-sustaining parking solution to retain and improve parking resources for Metro transit patrons. The first phase of the Pilot Program will focus on three locations along the Expo II extension and test approaches to a fee structure, fee collection, facilities management and enforcement. The locations are Expo/Sepulveda, Expo/Bundy and 17th St/SMC. This program will consist of daily and monthly fee based parking for 577 parking spaces. The first phase of the Pilot Program will be in place until the second phase of the Pilot Program is ready for implementation, anticipated within one year of implementation. The maximum time for Phase I is two years.

2.0 PARKING PAYMENT PROCESS

2.0.1 Overview

The Pilot Program will offer a discounted daily parking rate to parkers that can verify use of the Metro system as well as other providers using TAP cards, within a 96-hour period. Verification will be provided by linking the automobile to a valid TAP card. Non-transit riders will pay a much higher daily parking rate. Daily and monthly parking fees will be available as well as a Carpool Program. The Pilot Program will not replace the existing Preferred Permit Parking program, which provides reserved spaces for a daily or monthly fee. A summary fee table for initial implementation of the Pilot Program is below; the fee options are described in more detail below and fees may be adjusted pursuant to the process described in Section 2.0.5.

Station	Rail Line	Transit User Daily Rate	Transit User Monthly Rate	Carpool Monthly Rate	Non-Transit Rider Daily Rate	Attended or Permit Facility	# of Parking Spaces
Expo/Bundy	Expo II	$2	$39	$25	$20	Permit	250
Expo/Sepulveda	Expo II	$2	$39	$25	$15	Attended	260
17th St / SMC	Expo II	$2	$39	$25	$20	Attended	67
Total							**577**

2.0.2 Payment Processing Equipment

Payment processing devices, TAP Card/ridership verification and revenue processing handheld devices will be purchased to implement the first phase of the Pilot Program. This equipment will have the capability of reading TAP cards and accepting cash, credit card and mobile payments. Parking attendants will use the devices in order to process payments and notate customer information, including linking TAP cards to users for future verification purposes.

2.0.3 Transit User Identification

A parking patron is considered a transit user if they use the system, or transit provided by other systems using a TAP card, within 96 hours of parking at a Metro Transit Parking facility. The time period of 96 hours can occur prior to or after the patron parks their vehicle. The TAP card reader will allow the parking attendant to verify transit versus non-transit riders. TAP card readers will be installed on the parking attendant's handheld devices.

Once the TAP card is read, the last transaction will be identified. If that transaction happened within the last 96 hours, the patron is eligible for the discounted transit patron parking rate. Transit patrons without a TAP card or without a transaction in the prior 96 hours can still qualify for the discounted transit patron parking fee. The parking attendant will issue an "exception transaction" ticket for the patron. The patron must use the transit system within 1 hour of parking their vehicle. After using the transit system, the patron can verify ridership and secure the discounted transit parking fee by linking their TAP card to their license plate notated on the exception ticket. This process can occur either online, through mobile payment, or with the on-duty parking attendant within the next 96 hours.

Any un-identifiable parking customers or unpaid transactions will be submitted to DMV through Metro's Parking Permit Processor (iParq). The registered owner of the vehicle will be billed for collection of the non-transit user parking rate.

2.0.4 Parking Payment Process

There are 3 options for parking payment: Daily Parking, Monthly Permit Parking and Carpool

Daily Parking Transactions

Parking attendants will be scheduled at each entrance to the parking facility. The attendants will be equipped with handheld devices to verify transit ridership and process payments. Vehicles will pay the appropriate parking fee upon entry to the parking facility. The parking fee will be determined by the Transit User Identification Process described above. Once the parking rate is determined, the patron's license plate will be notated and their payment (cash or credit card) will be processed. The patron will then park their vehicle. Their license plate will be entered into the system and serve as proof of payment. A receipt will be given but is not required to be displayed as proof of payment.

Any intended transit users without a TAP card or prior ridership transaction within 96 hours will be issue an exception ticket and their license plate will be notated upon

entering the parking facility. The patron can settle the parking fee payment after completing the ridership transaction. (See section 2.0.3)

Monthly Permit Parking Transactions
The patron will arrive at the parking facility and show their permit to the parking attendant. The parking attendant will verify that the parking permit is valid. Once verified, the patron may park their vehicle without accruing any additional parking fees.

If the patron's permit is not valid, they will be responsible for paying the appropriate daily parking fee per the processes described above.

Monthly Parking Permits will be sold on a monthly basis and will be available for online purchase. These permits will require transit users to provide their TAP card number in order to be eligible for the permit. Once issued, the patron must maintain a minimum of ten (10) daily transactions using their TAP card, per month, in order to renew their permit for the following month.

Monthly Carpool Program
A Monthly Carpool Parking Program will be implemented at all three (3) pilot locations. In order to be eligible for this program, a minimum of 3 patrons must register their TAP card numbers and license plate numbers through the online customer portal. In order to retain eligibility, each registered TAP card must maintain a minimum of ten (10) daily transactions, per month.

Once registered and paid, a Monthly Carpool Permit will be issued. This permit must be displayed in the windshield of the vehicle used for the carpool. Only one of the registered vehicles will be able to enter the parking facility with the Carpool Permit. If another vehicle that is registered to the Carpool Permit enters the parking facility, they will be expected to pay the prevailing daily parking rate.

2.0.5 Parking Rates and Permit Fee

All parking rates and permit fees will be collect according to the adopted Metro Parking Rates and Permit Fee Resolution without exceptions. The Daily Parking rate calculation is based on a 24 hour cycle. Monthly Permit Parking is based on the first day to the last day of the calendar month cycle. All parking rates and permit fees are applied 24 hours a day, 7 days a week.

Pricing Adjustments
Staff will assess the impacts of the Pilot Program every two (2) months, identifying occupancy levels (targeted at 85%), any impacts on ridership and other factors based

on feedback from transit patrons and the parking attendants. Based on these factors, parking rates may be adjusted. The Pilot Program will have a maximum parking fee of $5.00 daily and any pricing adjustments will require 30 days' notice (both increases and decreases). Pricing adjustments shall not occur more frequently than every two months.

3.0 OPERATIONAL PLAN

3.0.1 Parking Facilities

Each facility can be described as either an Attended Parking Facility or a Permit Only Parking Facility. Attended parking facilities will have parking attendants available to process transactions during operating hours, generally from 5:00am to 2:00pm. Permit Only Parking Facility will be depend on permit enforcement operation.

Attended Parking Facilities

The Expo/Sepulveda and 17th St/SMC facilities will be attended parking facilities during the first phase of the Pilot Program. Parking attendants will be available during operating hours, between 5:00am to 2:00pm to identify transit users and process parking payment. They will also be available to answer general customer service questions and help patrons.

Parking attendants will also inventory the parking facilities at the beginning and the end of their shift to ensure all parked vehicles have paid and are billed properly. Please refer to section 2.0.3 for the process of handling un-identifiable parking customers and the unpaid transaction process.

Permit Only Parking

The Expo/Bundy parking facility consists of 250 on-street parking spaces. For the Pilot Program, 175 of these spaces will be available only through Monthly Parking Permits. The remaining 75 will be daily permit parking. Patrons can pay for their monthly or daily permit parking fee either through a mobile application, by dial-in to a customer service provider or online. These parking spaces will be patrolled by officers of Metro-authorized parking enforcement agencies. Any violators will be subject to issue a citation or tow.

3.0.2 Budget

The costs associated with Phase I implementation include labor (parking attendants), equipment, supplies, parking tax (if applicable), and credit card transaction costs. For Phase I, the equipment investment is primarily handheld devices to be used for TAP verification. The budget for Phase I Implementation is below:

Labor Cost	Equipment & Supplies	Parking Tax	Credit Card & Transaction Processing	Total
$192,570	27,520	$42,260	$91,000	$353,350

In order to implement Phase I of the Pilot Program simultaneous with the opening of the Expo II, staff will use the existing contract with iParq, Metro's new permit processing operator. Implementation costs will be paid from the gross revenue generated during the first year of the program, thus requiring no cash outlay from Metro. Anticipated net revenues for the first year of implementation are $400,000.

4.0 OUTREACH & COMMUNICATION

Internal and external stakeholder outreach is critical to the success of the Parking Management Pilot Program. Parking Management staff will work with Metro's Marketing and Communications departments to design outreach plans for the communities and facilities involved in the Pilot Program, as well as through messages for internal Metro communications.

4.0.1 External Stakeholder Outreach

Several different channels will be used to ensure that the participating communities are informed about the Parking Management Pilot Program. Starting in February 2016, Regional Service Council meetings, Technical Advisory Committee (TAC), as well as other appropriate subcommittees were visited by Parking Management staff to explain the Pilot Program and respond to any questions that may arise. These meetings will be visited again after implementation of the Pilot Program to address any follow up questions or issues.

Outside of the Service Council and Advisory Committee meetings, the general public will be informed of the Pilot Program through emails, social media, news outlets, the Metro website, Metro TPIS monitors and signage and flyers at the participating parking facilities. Public communications will be created in early April 2016, including instructions for parking and a Frequently Asked Questions document, with a full launch to the public after Board adoption of the Pilot Program.

4.0.2 Metro Internal Department Communications

Meetings will be coordinated with the departmental staff and appropriate personnel of Parking Enforcement, Transit Court, Community Relations and Customer Relations in order to explain details of the Parking Management Pilot Program. A Frequently Asked Question document will be created and distributed to these departments for reference when they receive questions about the Pilot Program. Parking Management staff will also offer training sessions for any department that requests training.

5.0 REPORTING AND PHASE II

5.0.1 Reporting

Parking Management staff will provide updates on the Pilot Program to the Board every 3 months, with the first report in September 2016.

5.0.2 Phase II

A Phase II Operations Plan will be presented to the Board for consideration in Fall 2016, and will include 6 additional stations. A new parking operator will be procured for implementation of Phase II as well as to purchase additional equipment. A key component to Phase II will be implementation of multi-space parking machines to simplify and facilitate the payment process. A list of parking facilities for Phase II and a preliminary pricing table are provided below.

Station	Rail Line	Transit User Daily Rate	Transit User Monthly Rate	Carpool Monthly Rate	Non-Transit Rider Daily Rate	# of Parking Spaces
Expo/Bundy	Expo II	$2	$39	$25	$20	250
Expo/Sepulveda	Expo II	$2	$39	$25	$15	260
17th St/SMC	Expo II	$2	$39	$25	$20	67
La Cienega/Jefferson	Expo I	$2	$39	$25	$17	485
Culver City	Expo I	$2	$39	$25	$17	586
Sierra Madre Villa	Gold	$2	$29	$20	$17	965
Atlantic	Gold	$2	$29	$20	$15	284
Universal	Red	$3	$55	$45	$25	546
North Hollywood	Red	$3	$59	$45	$25	1,310
					Total	**4,753**

ATTACHMENT E

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

WHEREAS, the Los Angeles County Metropolitan Transportation Authority (Metro) operates parking facilities throughout the Los Angeles County in the City of Los Angeles, Pasadena, Long Beach, North Hollywood, Culver City, Norwalk, Downey, Lynwood, Hawthorne, Inglewood, El Segundo, Redondo Beach, Compton, El Monte and Gardena. At Metro Blue Line Stations at: Florence, Willowbrook, Artesia, Del Amo Willow and Wardlow Stations. Metro Gold Line Stations at: Atlantic, Indiana, Heritage, Lincoln Heights and Sierra Madre and Metro Red Line Stations at: Universal, North Hollywood and MacArthur Park. Metro Expo Line Stations at Expo/Crenshaw, La Cienega/Jefferson and Culver City. Metro Orange Line Stations at: Van Nuys, Sepulveda, Balboa, Reseda, Pierce College, Canoga, Sherman Way and Chatsworth Stations. Metro Silver Line Stations at: Slauson, Manchester, Rosecrans, Harbor Freeway, Harbor Gateway Transit Center and El Monte. Metro also operates the parking at Los Angeles Union Station.

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

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

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

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

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

SECTION 1. The parking rates established in this Resolution are effective as of September 24, 2015 at all Metro Parking Facilities.

SECTION 2. As used in this Resolution, the term “daily” means a consecutive 24-hour period commencing upon the time of entry of a vehicle into a parking facility.

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

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

Parking rates shall be as follows:

a. Parking prior to 11am will require a $25.00 flat rate at designated preferred parking spaces on a monthly basis.
b. Parking prior to 11am will require a $4.00 flat rate at designated preferred parking spaces on a daily basis.
c. After 11am all parking spaces become available to all transit patrons.
d. Parking on weekends is free to all transit users.
e. Parking is available on a first come first serve basis.

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

Parking rates shall be as follows:

a. Parking is available free of charge seven days a week.
b. Parking is available on a first come first serve basis.

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

Parking rates shall be as follows:

a. Parking prior to 11am will require a $25.00 flat rate at designated preferred spaces on a monthly basis.
b. Parking prior to 11am will require a $4.00 flat rate at designated preferred parking spaces on a daily basis.
c. After 11am all parking spaces become available to all transit patrons.
d. Parking on weekends is free to all transit users.
e. Parking is available on a first come first serve basis.

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

Parking rates shall be as follows:

a. Parking prior to 11am will require a $25.00 flat rate at designated preferred parking spaces on a monthly basis.
b. Parking prior to 11am will require a $4.00 flat rate at designated preferred parking spaces on a daily basis.
c. After 11am all parking spaces become available to all transit patrons.

d. Parking on weekends is free to all transit users.
e. Parking is available on a first come first serve basis.

SECTION 8. The following fees are established at the Metro Wardlow Blue Line Station:

a. Parking rates shall be as follows:
b. Parking prior to 11am will require a $25.00 flat rate at designated preferred parking spaces on a monthly basis.
c. Parking prior to 11am will require a $4.00 flat rate at designated preferred parking spaces on a daily basis.
d. After 11am all parking spaces become available to all transit patrons.
e. Parking on weekends is free to all transit users.
f. Parking is available on a first come first serve basis.

SECTION 9. The following fees are established at the Metro Willow Blue Line Station:

Parking rates shall be as follows:

a. Parking prior to 11am will require a $25.00 flat rate at designated preferred parking spaces on a monthly basis.
b. Parking prior to 11am will require a $4.00 flat rate at designated preferred parking spaces on a daily basis.
c. After 11am all parking spaces become available to all transit patrons.
d. Parking on weekends is free to all transit users.
e. Parking is available on a first come first serve basis.

SECTION 10. The following fees are established at the Metro Norwalk Green Line Station:

Parking rates shall be as follows:

a. Parking is available free of charge seven days a week.
b. Parking is available on a first come first serve basis.

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

Parking rates shall be as follows:

a. Parking is available free of charge seven days a week.
b. Parking is available on a first come first serve basis.

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

Parking rates shall be as follows:

a. Parking is available free of charge seven days a week.
b. Parking is available on a first come first serve basis.

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

Parking rates shall be as follows:

a. Parking is available free of charge seven days a week.
b. Parking is available on a first come first serve basis.

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

Parking rates shall be as follows:

a. Parking is available free of charge seven days a week.
b. Parking is available on a first come first serve basis.

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

Parking rates shall be as follows:

a. Parking is available free of charge seven days a week.
b. Parking is available on a first come first serve basis.

SECTION 16. The following fees are established at the Metro Crenshaw Green Line Station:

Parking rates shall be as follows:

a. Parking is available free of charge seven days a week.
b. Parking is available on a first come first serve basis.

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

Parking rates shall be as follows:

a. Parking is available free of charge seven days a week.
b. Parking is available on a first come first serve basis.

SECTION 18. The following fees are established at the Metro Aviation Green Line Station:

Parking rates shall be as follows:

a. Parking is available free of charge seven days a week.
b. Parking is available on a first come first serve basis.

SECTION 19. The following fees are established at the Metro El Segundo Green Line Station:

Parking rates shall be as follows:

a. Parking is available free of charge seven days a week.
b. Parking is available on a first come first serve basis.

SECTION 20. The following fees are established at the Metro Redondo Beach Green Line Station:

Parking rates shall be as follows:

a. Parking is available free of charge seven days a week.
b. Parking is available on a first come first serve basis.

SECTION 21. The following fees are established at the Metro MacArthur Park Red Line Station:

Parking rates shall be as follows:

a. Parking is available free of charge seven days a week.
b. Parking is available on a first come first serve basis.

SECTION 22. The following fees are established at the Metro Universal Red Line Station:

Parking rates shall be as follows:

a. Permit parking at designated preferred parking spaces will require a $55.00 flat rate at designated preferred parking spaces on a monthly basis. User must maintain a minimum of ten (10) daily ridership transactions using their TAP card, per month, in order to renew their permit for the following month.
b. Daily parking rates for transit users with verified use of TAP Card within 96 hours of parking their vehicle will require $3.00 flat rate per 24 hours.
c. Daily parking rate for non-transit users without ridership verification by TAP Card within 96 hours of parking their vehicle will require $25.00 flat rate per 24 hours.
d. Carpool permit parking will require a $45.00 flat on a monthly basis. A minimum of three (3) TAP card users is required with registered vehicles/license plates. Only one (1) vehicle will be allowed to be parked at a time. If more than one vehicle is identified to be parked at the same time, the regular daily transit rider rate will be applied to their monthly parking charges.
e. Metro staff shall review and authorize to adjust the parking rates pursuant to the paid parking program and the targeted occupancy levels. Parking rate adjustment only allow not to exceed a maximum daily parking fee of $5.00 per day, requires 30 days' notice for pricing changes (increase or decrease), and only allows for price adjustments less frequent than every two months.
f. Transit rider parking rates will also apply to non-Metro public transit agencies that accept Metro's TAP Card as a fare payment.
~~a. Parking prior to 11am will require a $55.00 flat rate at designated preferred parking spaces on a monthly basis.~~
~~b. Parking prior to 11am will require a $4.00 flat rate at designated preferred parking spaces on a daily basis.~~
~~c. After 11am all parking spaces become available to all transit patrons.~~
~~d. Parking on weekends is free to all transit users.~~
~~e.~~g. Parking is available on a first come first serve basis.

SECTION 23. The following fees are established at the Metro North Hollywood Red Line Station:

Parking rates shall be as follows:

a. Permit parking at designated preferred parking spaces will require a $59.00 flat rate at designated preferred parking spaces on a monthly basis. User must maintain a minimum of ten (10) daily ridership transactions using their TAP card, per month, in order to renew their permit for the following month.
b. Daily parking rates for transit users with verified use of TAP Card within 96 hours of parking their vehicle will require $3.00 flat rate per 24 hours.
c. Daily parking rate for non-transit users without ridership verification by TAP Card within 96 hours of parking their vehicle will require $25.00 flat rate per 24 hours.
d. Carpool permit parking will require a $45.00 flat on a monthly basis. A minimum of three (3) TAP card users is required with registered vehicles/license plates. Only one (1) vehicle will be allowed to be parked at a time. If more than one vehicle is identified to be parked at the same time, the regular daily transit rider rate will be applied to their monthly parking charges.
e. Metro staff shall review and authorize to adjust the parking rates pursuant to the paid parking program and the targeted occupancy levels. Parking rate adjustment only allow not to exceed a maximum daily parking fee of $5.00 per day, requires 30 days' notice for pricing changes (increase or decrease), and only allows for price adjustments less frequent than every two months.
f. Transit rider parking rates will also apply to non-Metro public transit agencies that accept Metro's TAP Card as a fare payment.
~~a. Parking prior to 11am will require a $59.00 flat rate at designated preferred parking spaces on a monthly basis.~~
~~b. Parking prior to 11am will require a $4.00 flat rate at designated preferred parking spaces on a daily basis.~~
~~c. After 11am all parking spaces become available to all transit patrons.~~
~~d. Parking on weekends is free to all transit users.~~
~~e.~~g. Parking is available on a first come first serve basis.

SECTION 24. The following fees are established at the Metro Atlantic Gold Line Station:

Parking rates shall be as follows:

a. Permit parking at designated preferred parking spaces will require a $29.00 flat rate at designated preferred parking spaces on a monthly basis. User must maintain a minimum of ten (10) daily ridership transactions using their TAP card, per month, in order to renew their permit for the following month.
b. Daily parking rates for transit users with verified use of TAP Card within 96 hours of parking their vehicle will require $2.00 flat rate per 24 hours.
c. Daily parking rate for non-transit users without ridership verification by TAP Card within 96 hours of parking their vehicle will require $15.00 flat rate per 24 hours.
d. Carpool permit parking will require a $20.00 flat on a monthly basis. A minimum of three (3) TAP card users is required with registered

vehicles/license plates. Only one (1) vehicle will be allowed to be parked at a time. If more than one vehicle is identified to be parked at the same time, the regular daily transit rider rate will be applied to their monthly parking charges.

e. Metro staff shall review and authorize to adjust the parking rates pursuant to the paid parking program and the targeted occupancy levels. Parking rate adjustment only allow not to exceed a maximum daily parking fee of $5.00 per day, requires 30 days' notice for pricing changes (increase or decrease), and only allows for price adjustments less frequent than every two months.

f. Transit rider parking rates will also apply to non-Metro public transit agencies that accept Metro's TAP Card as a fare payment.

~~a. Parking prior to 11am will require a $29.00 flat rate at designated preferred parking spaces on a monthly basis.~~

~~b. Parking prior to 11am will require a $4.00 flat rate at designated preferred parking spaces on a daily basis.~~

~~c. After 11am all parking spaces become available to all transit patrons.~~

~~d. Parking on weekends is free to all transit users.~~

~~e.~~g. Parking is available on a first come first serve basis.

SECTION 25. The following fees are established at the Metro Indiana Gold Line Station:

Parking rates shall be as follows:

a. Parking prior to 11am will require a $29.00 flat rate at designated preferred parking spaces on a monthly basis.
b. Parking prior to 11am will require a $4.00 flat rate at designated preferred parking spaces on a daily basis.
c. After 11am all parking spaces become available to all transit patrons.
d. Parking on weekends is free to all transit users.
e. Parking is available on a first come first serve basis.

SECTION 26. The following fees are established at the Metro Lincoln/Cypress Gold Line Station:

Parking rates shall be as follows:

a. Parking prior to 11am will require a $25.00 flat rate at designated preferred parking spaces on a monthly basis.
b. Parking prior to 11am will require a $4.00 flat rate at designated preferred parking spaces on a daily basis.
c. After 11am all parking spaces become available to all transit patrons.
d. Parking on weekends is free to all transit users.
e. Parking is available on a first come first serve basis.

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

Parking rates shall be as follows:

a. Parking prior to 11am will require a $20.00 flat rate at designated preferred parking spaces on a monthly basis.

b. Parking prior to 11am will require a $4.00 flat rate at designated preferred parking spaces on a daily basis.
c. After 11am all parking spaces become available to all transit patrons.
d. Parking on weekends is free to all transit users.
e. Parking is available on a first come first serve basis.

SECTION 28. The following fees are established at the Metro Fillmore Gold Line Station:

Parking rates shall be as follows:

a. Parking will require a $29.00 flat rate at designated preferred parking spaces on a monthly basis.
b. Parking is only available Monday through Friday.
c. Parking is available on a first come first serve basis.

SECTION 29. The following fees are established at the Metro Sierra Madre Gold Line Station:

Parking rates shall be as follows:

a. Permit parking at designated preferred parking spaces will require a $29.00 flat rate at designated preferred parking spaces on a monthly basis. User must maintain a minimum of ten (10) daily ridership transactions using their TAP card, per month, in order to renew their permit for the following month.
b. Daily parking rates for transit users with verified use of TAP Card within 96 hours of parking their vehicle will require $2.00 flat rate per 24 hours.
c. Daily parking rate for non-transit users without ridership verification by TAP Card within 96 hours of parking their vehicle will require $17.00 flat rate per 24 hours.
d. Carpool permit parking will require a $20.00 flat on a monthly basis. A minimum of three (3) TAP card users is required with registered vehicles/ license plates. Only one (1) vehicle will be allowed to be parked at a time. If more than one vehicle is identified to be parked at the same time, the regular daily transit rider rate will be applied to their monthly parking charges.
e. Metro staff shall review and authorize to adjust the parking rates pursuant to the paid parking program and the targeted occupancy levels. Parking rate adjustment only allow not to exceed a maximum daily parking fee of $5.00 per day, requires 30 days' notice for pricing changes (increase or decrease), and only allows for price adjustments less frequent than every two months.
f. Transit rider parking rates will also apply to non-Metro public transit agencies that accept Metro's TAP Card as a fare payment.
~~a. Parking prior to 11am will require a $29.00 flat rate at designated preferred parking spaces on a monthly basis.~~
~~b. Parking prior to 11am will require a $4.00 flat rate at designated preferred parking spaces on a daily basis.~~
~~c. After 11am all parking spaces become available to all transit patrons.~~
~~d. Parking on weekends is free to all transit users.~~
~~e.~~g. Parking is available on a first come first serve basis.

SECTION 30. The following fees are established at the Metro Expo/Crenshaw Expo Line Station:

Parking rates shall be as follows:

a. Parking is available free of charge.
b. Parking is only available from Monday at 2 am through Sunday at 2am.
c. Parking is available on a first come first serve basis.

SECTION 31. The following fees are established at the Metro La Cienega/Jefferson Expo Line Station:

Parking rates shall be as follows:

a. Permit parking at designated preferred parking spaces will require a $39.00 flat rate at designated preferred parking spaces on a monthly basis. User must maintain a minimum of ten (10) daily ridership transactions using their TAP card, per month, in order to renew their permit for the following month.
b. Daily parking rates for transit users with verified use of TAP Card within 96 hours of parking their vehicle will require $2.00 flat rate per 24 hours.
c. Daily parking rate for non-transit users without ridership verification by TAP Card within 96 hours of parking their vehicle will require $17.00 flat rate per 24 hours.
d. Carpool permit parking will require a $25.00 flat on a monthly basis. A minimum of three (3) TAP card users is required with registered vehicles/ license plates. Only one (1) vehicle will be allowed to be parked at a time. If more than one vehicle is identified to be parked at the same time, the regular daily transit rider rate will be applied to their monthly parking charges.
e. Metro staff shall review and authorize to adjust the parking rates pursuant to the paid parking program and the targeted occupancy levels. Parking rate adjustment only allow not to exceed a maximum daily parking fee of $5.00 per day, requires 30 days' notice for pricing changes (increase or decrease), and only allows for price adjustments less frequent than every two months.
f. Transit rider parking rates will also apply to non-Metro public transit agencies that accept Metro's TAP Card as a fare payment.
~~a. Parking is available free of charge seven days a week.~~
~~b.~~g. Parking is available on a first come first serve basis.

SECTION 32. The following fees are established at the Metro Culver City Expo Line Station:

Parking rates shall be as follows:

a. Permit parking at designated preferred parking spaces will require a $39.00 flat rate at designated preferred parking spaces on a monthly basis. User must maintain a minimum of ten (10) daily ridership transactions using their TAP card, per month, in order to renew their permit for the following month.
b. Daily parking rates for transit users with verified use of TAP Card within 96 hours of parking their vehicle will require $2.00 flat rate per 24 hours.

c. Daily parking rate for non-transit users without ridership verification by TAP Card within 96 hours of parking their vehicle will require $17.00 flat rate per 24 hours.
d. Carpool permit parking will require a $25.00 flat on a monthly basis. A minimum of three (3) TAP card users is required with registered vehicles/ license plates. Only one (1) vehicle will be allowed to be parked at a time. If more than one vehicle is identified to be parked at the same time, the regular daily transit rider rate will be applied to their monthly parking charges.
e. Metro staff shall review and authorize to adjust the parking rates pursuant to the paid parking program and the targeted occupancy levels. Parking rate adjustment only allow not to exceed a maximum daily parking fee of $5.00 per day, requires 30 days' notice for pricing changes (increase or decrease), and only allows for price adjustments less frequent than every two months.
f. Transit rider parking rates will also apply to non-Metro public transit agencies that accept Metro's TAP Card as a fare payment.
~~a. Parking is available free of charge seven days a week.~~
g. Parking is available on a first come first serve basis.

SECTION 33. The following fees are established at the Metro Expo/Sepulveda, Expo Line Station:

Parking rates shall be as follows:

a. Permit parking at designated preferred parking spaces will require a $39.00 flat rate at designated preferred parking spaces on a monthly basis. User must maintain a minimum of ten (10) daily ridership transactions using their TAP card, per month, in order to renew their permit for the following month.
b. Daily parking rates for transit users with verified use of TAP Card within 96 hours of parking their vehicle will require $2.00 flat rate per 24 hours.
c. Daily parking rate for non-transit users without ridership verification by TAP Card within 96 hours of parking their vehicle will require $15.00 flat rate per 24 hours.
d. Carpool permit parking will require a $25.00 flat on a monthly basis. A minimum of three (3) TAP card users is required with registered vehicles/ license plates. Only one (1) vehicle will be allowed to be parked at a time. If more than one vehicle is identified to be parked at the same time, the regular daily transit rider rate will be applied to their monthly parking charges.
e. Metro staff shall review and authorize to adjust the parking rates pursuant to the paid parking program and the targeted occupancy levels. Parking rate adjustment only allow not to exceed a maximum daily parking fee of $5.00 per day, requires 30 days' notice for pricing changes (increase or decrease), and only allows for price adjustments less frequent than every two months.
f. Transit rider parking rates will also apply to non-Metro public transit agencies that accept Metro's TAP Card as a fare payment.
g. Parking is available on a first come first serve basis.

SECTION 34. The following fees are established at the Expo/Bundy Expo Line Station:

Parking rates shall be as follows:

a. Permit parking at designated preferred parking spaces will require a $39.00 flat rate at designated preferred parking spaces on a monthly basis. User must maintain a minimum of ten (10) daily ridership transactions using their TAP card, per month, in order to renew their permit for the following month.
b. Daily parking rates for transit users with verified use of TAP Card within 96 hours of parking their vehicle will require $2.00 flat rate per 24 hours.
c. Daily parking rate for non-transit users without ridership verification by TAP Card within 96 hours of parking their vehicle will require $20.00 flat rate per 24 hours.
d. Carpool permit parking will require a $25.00 flat on a monthly basis. A minimum of three (3) TAP card users is required with registered vehicles/ license plates. Only one (1) vehicle will be allowed to be parked at a time. If more than one vehicle is identified to be parked at the same time, the regular daily transit rider rate will be applied to their monthly parking charges.
e. Metro staff shall review and authorize to adjust the parking rates pursuant to the paid parking program and the targeted occupancy levels. Parking rate adjustment only allow not to exceed a maximum daily parking fee of $5.00 per day, requires 30 days' notice for pricing changes (increase or decrease), and only allows for price adjustments less frequent than every two months.
f. Transit rider parking rates will also apply to non-Metro public transit agencies that accept Metro's TAP Card as a fare payment.
g. Parking is available on a first come first serve basis.

SECTION 35. The following fees are established at the 17th St/SMC Expo Line Station:

Parking rates shall be as follows:

a. Permit parking at designated preferred parking spaces will require a $39.00 flat rate at designated preferred parking spaces on a monthly basis. User must maintain a minimum of ten (10) daily ridership transactions using their TAP card, per month, in order to renew their permit for the following month.
b. Daily parking rates for transit users with verified use of TAP Card within 96 hours of parking their vehicle will require $2.00 flat rate per 24 hours.
c. Daily parking rate for non-transit users without ridership verification by TAP Card within 96 hours of parking their vehicle will require $20.00 flat rate per 24 hours.
d. Carpool permit parking will require a $25.00 flat on a monthly basis. A minimum of three (3) TAP card users is required with registered vehicles/ license plates. Only one (1) vehicle will be allowed to be parked at a time. If more than one vehicle is identified to be parked at the same time, the regular daily transit rider rate will be applied to their monthly parking charges.
e. Metro staff shall review and authorize to adjust the parking rates pursuant to the paid parking program and the targeted occupancy levels. Parking rate

adjustment only allow not to exceed a maximum daily parking fee of $5.00 per day, requires 30 days' notice for pricing changes (increase or decrease), and only allows for price adjustments less frequent than every two months.

f. Transit rider parking rates will also apply to non-Metro public transit agencies that accept Metro's TAP Card as a fare payment.

g. Parking is available on a first come first serve basis.

SECTION ~~33~~36. The following fees are established at the Metro Van Nuys Orange Line Station:

Parking rates shall be as follows:

a. Parking is available free of charge seven days a week.
b. Parking is available on a first come first serve basis.

SECTION ~~34~~37. The following fees are established at the Metro Sepulveda Orange Line Station:

Parking rates shall be as follows:

a. Parking is available free of charge seven days a week.
b. Parking is available on a first come first serve basis.

SECTION ~~35~~38. The following fees are established at the Metro Balboa Orange Line Station:

Parking rates shall be as follows:

a. Parking prior to 11am will require a $20.00 flat rate at designated preferred parking spaces on a monthly basis.
b. Parking prior to 11am will require a $4.00 flat rate at designated preferred parking spaces on a daily basis.
c. After 11am all parking spaces become available to all transit patrons.
d. Parking on weekends is free to all transit users.
e. Parking is available on a first come first serve basis.

SECTION ~~36~~39. The following fees are established at the Metro Reseda Orange Line Station:

Parking rates shall be as follows:

a. Parking is available free of charge seven days a week.
b. Parking is available on a first come first serve basis.

SECTION ~~37~~40. The following fees are established at the Metro Pierce College Orange Line Station:

Parking rates shall be as follows:

a. Parking is available free of charge seven days a week.
b. Parking is available on a first come first serve basis.

SECTION ~~38~~41. The following fees are established at the Metro Canoga Orange Line Station:

Parking rates shall be as follows:

a. Parking is available free of charge seven days a week.
b. Parking is available on a first come first serve basis.

SECTION ~~39~~42. The following fees are established at the Metro Sherman Way Orange Line Station:

Parking rates shall be as follows:

a. Parking is available free of charge seven days a week.
b. Parking is available on a first come first serve basis.

SECTION 4~~0~~3. The following fees are established at the Metro El Monte Silver Line Station:

Parking rates shall be as follows:

a. Parking is available free of charge seven days a week.
b. Parking is available on a first come first serve basis.

SECTION 4~~1~~4. The following fees are established at the Metro Slauson Silver Line Station:

Parking rates shall be as follows:

a. Parking is available free of charge seven days a week.
b. Parking is available on a first come first serve basis.

SECTION ~~42~~45. The following fees are established at the Metro Manchester Silver Line Station:

Parking rates shall be as follows:

a. Parking is available free of charge seven days a week.
b. Parking is available on a first come first serve basis.

SECTION ~~43~~46. The following fees are established at the Metro Rosecrans Silver Line Station:

Parking rates shall be as follows:

a. Parking is available free of charge seven days a week.
b. Parking is available on a first come first serve basis.

SECTION ~~44~~47. The following fees are established at the Metro Harbor Gateway Transit Center Silver Line Station:

Parking rates shall be as follows:

a. Parking is available free of charge seven days a week.
b. Parking is available on a first come first serve basis.

SECTION ~~45~~48. The following fees are established at Los Angeles Union Station Gateway:

Parking rates shall be as follows:

a. Each 15 minutes is $2.00.
b. Daily Maximum shall be $8.00 per entry per every 24 hour stay.
c. Monthly fees for the general public are $110.00
d. Event parking fees can be established based on market rate conditions.
e. Special monthly parking rates may be negotiated between Metro and tenant, government, or business entity.
f. Metro is hereby authorized to adjust parking rates at Union Station for special events in the area based on parking demand.
g. Parking is available on a first come first serve basis.
h. All rates apply seven days a week.

SECTION ~~46~~49. The following fees are established at Los Angeles Union Station West:

Parking rates shall be as follows:

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

SECTION ~~47~~50. All parking fees and rate structures, including hourly, daily, weekly, and monthly parking shall be approved and established by resolution of the METRO Board. METRO Staff shall review and recommend parking fee adjustments to the METRO Board based on parking demand.

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

SECTION ~~48~~51. The following fees shall be established for all preferred parking zones:

1. Initiation fee shall be $7.00.
2. Replacement of a lost or stolen preferred parking permit shall be $7.00.

SECTION ~~49~~52. Short-term reserved parking may be purchased by phone or by internet web-page.

SECTION ~~50~~53. All parking rates and permit fees shall be per vehicle for the specified period and non-refundable once issued.

SECTION ~~51~~54. Parking passes or permits that are issued via access cards shall require payment of an initial non-refundable fee of $25.00.

SECTION ~~52~~55. All parking rates set forth in this Resolution include city's parking tax if applicable.

SECTION ~~53~~56. The following fees are established for each type of violation:

1. Failure to Obey Signs shall be $63.00.
2. Non-Parking Activities are Prohibited shall be $63.00.
3. Vehicles parked longer than seventy-two (72) hours shall be $53.00.
4. Temporary No Parking shall be $53.00.
5. Illegal Parking Outside of Defined Space or Parking Space Markings shall be $63.00.
6. Parking in a Restricted Parking Space area shall be $38.00.
7. Parking within a Marked Bicycle Lanes shall be $48.00.
8. Illegal Parking in a Bus Loading Zone shall be $263.00.
9. Illegal Parking in a Loading Zone shall be $53.00.
10. Illegal Parking in a Commercial Loading Zone shall be $78.00.
11. Vehicles Exceeding Posted Weight Limits shall be $53.00.
12. Parking a Disconnected Trailer shall be $53.00.
13. Vehicle Parking in Alleys shall be $53.00.
14. Illegal Parking in Red Zones shall be $53.00.
15. Failure to pay for adopted parking fees at Metro Park and Ride Facilities shall be $55.00.
16. Parking in an Accessible Parking Space without a valid placard or Authorization and Misuse of the Placard or Parking in a Crosshatched Accessible Area shall be $338.00.
17. Parking on Grades shall be $48.00.
18. Angled Parking shall be $48.00.
19. Double Parking shall be $53.00.
20. No Parking Anytime shall be $53.00.
21. Parking on the Wrong Side of the Street shall be $53.00.
22. Blocking Street or Access shall be $53.00.
23. Improper Parking of a Vehicle causing a Special Hazard shall be $53.00.
24. Parking at/blocking a Fire Hydrant shall be $68.00.
25. Parking at Assigned / Reserved Space without a valid permit or permission shall be $53.00.
26. Non Taxi Vehicle Parked in a Taxicab Assigned Stand shall be $33.00.
27. Parking At/Adjacent to a Landscape Island or Planter shall be $53.00.
28. Permit Provisions Violation shall be $63.00.
29. Expired Meter or Pay Station shall be $53.00.
30. Illegal Parking during Facilities Cleaning, Maintenance and Capital Projects areas $53.00.
31. Non Electric Vehicle Parked in an Electrical Vehicle Assigned Parking Space shall be $53.00.
32. Parking on Sidewalk/Parkway shall be $53.00.

33. Parking in Peak Hour Traffic Zones shall be $53.00.
34. Parking Prohibited for Vehicles over Six (6) Feet High, Near Intersections shall be $53.00.
35. Non Car Share or Vanpool Vehicle Parked in a Car Share or Vanpool Assigned Space shall be $53.00.
36. Exceeding Posted Speed Limit shall be $35.00.
37. Operating a Vehicle in a Non-Vehicular Access location shall be $63.00.
38. Bicycle Violations shall be $38.00.
39. Parking of Motorized Bicycles, Motorcycles and Mopeds Violations shall be $38.00.

SECTION ~~54~~57. The Parking Fee Resolution adopted by the Metro Board of Directors on, September 24, 2015, is repealed as of the effective date of the parking rates set forth in this Resolution.

SECTION ~~55~~58. If there are any conflicts between the parking rates adopted in this Resolution and any parking rates adopted by prior resolution, the rates adopted in this Resolution shall take precedence.

SECTION ~~56~~59. The Metro Board shall certify to the adoption of this Resolution, which shall become effective at such time as appropriate signs notifying the public of the provisions herein have been posted by the Metro Parking Management unit.

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

Metro

Board Report

File #: 2016-0098, **File Type:** Contract **Agenda Number:** 22

CONSTRUCTION COMMITTEE
MARCH 17, 2016

SUBJECT: COUNTYWIDE SOUNDWALL IMPLEMENTATION PROGRAM

ACTION: AWARD AND EXECUTE CONTRACT FOR CONSTRUCTION MANAGEMENT SUPPORT SERVICES

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to:

A. AWARD a cost-plus fixed fee Contract No. AE4569400 for **Construction Management Support Services for Soundwall Package No. 11 with Ghirardelli Associates**, Inc. in the amount of $6,820,334.32 for the four-year base period effective April 1, 2016 through March 31, 2020, plus $89,832.84 for the first option year, and $89,832.84 for the second option year, for a combined total of $7,000,000; and

B. EXECUTE individual Tasks Orders within the Board approved authority.

ISSUE

The Los Angeles County Metropolitan Transportation Authority (LACMTA) requires the professional services from a qualified Construction Management Support Services (CMSS) firm to support the design review, construction management, and administration of the Highway Construction Contracts for Soundwall Package No. 11 to ensure compliance with contract requirements and government regulations.

DISCUSSION

Sound Wall Package No. 11 is located on Route 170 from Route 101 Separation to Sherman Way Overcrossing and Route 405 from 0.2 mile North of Saticoy Street Undercrossing to 0.6 Mile South of Roscoe Blvd Undercrossing. This construction project consists of approximately eight bridge widening and 28,592 linear feet of sound wall and retaining walls.

The primary roles of the CMSS is to provide highly skilled and qualified individuals to support and assist Metro as part of the Construction Management and administration of construction of Soundwall

Package No. 11. The CMSS staff will be part of a fully integrated Construction Management team working with Metro in the project and field offices. The CMSS Contract is for a term of 4 years with two, one year options. Rates for the option years will be negotiated prior to the end of the base contract period. Option 1 will be to extend the CMSS services and option 2 will be for contract closeout.

The CMSS Contract will be a cost plus fixed fee contract, meaning the consultant services will be performed using Annual Work Plans (AWP). Each AWP will include (AWPs) negotiated direct labor, overhead rates, general and administrative expenses, fee, and negotiated hours for the level of effort to match the work. The AWPs will be funded from the existing project budget with consideration of any information available at the time of planning and applicable time constraints on performance of the work. LACMTA shall ensure that strict project controls are in place prior to approving each AWP to closely monitor the Consultant's budget and AWP schedules. No funds are obligated until the AWP is approved against the Soundwall Package No. 11 project.

We estimate the CMSS for the Soundwall Package No. 11 will be required starting the spring of 2016.

Contract No. AE4569400 includes a 35% Small Business Enterprise goal. SBE attainment is based on the anticipated aggregate value of all task orders issued.

DETERMINATION OF SAFETY IMPACT

This Board action will not have an adverse impact on safety standards for Metro.

FINANCIAL IMPACT

The FY 16 budget of $1.1 million in cost center 8510 for the Soundwall Package 11 Project No. 460324 includes the funding of Contract No. AE 4569400. The approved LOP budget of $89,183,000 for the Soundwall Package No. 11 includes the cost of the planned Construction Management Support Services.

Since this is a multi-year contract, the Cost Center Manager and the Executive Director of Program Management will be responsible for budgeting future year expenses.

IMPACT TO BUDGET

The Measure R Expenditure Plan designates a total of $250 million for countywide sound walls. The source of funds of $7,000,000 for the CMSS contract for sound wall Package No. 11 will be Measure R 20% Highway. These funds are not eligible for bus and rail operations. Since these funds have been identified for this project, no other sources of funds were considered for this activity.

ALTERNATIVES CONSIDERED

The Board may reject the recommendation. Staff does not recommend this alternative, as rejection will require an extensive hiring effort to provide permanent staff to fill the required positions. This would not be cost effective and could cause delays, since many of the CMSS staff are only required on a periodic basis for peak workloads and specific tasks over the life of the project.

NEXT STEPS

After Board approval of this CMSS Contract, the Contracting Officer will award contract in accordance with Metro Procurement Policies and Procedures to allow the continuation of the County Wide Soundwall Implementation Program.

ATTACHMENTS

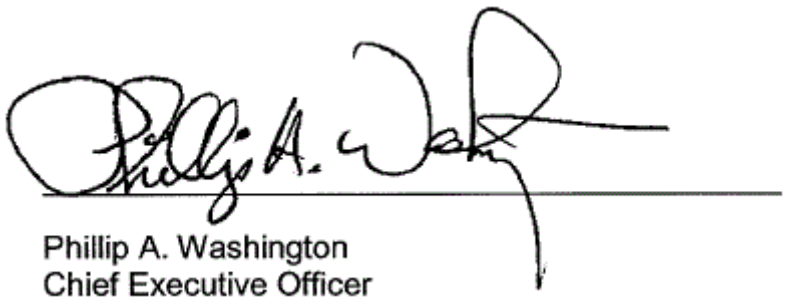
Attachment A - Procurement Summary
Attachment B - Funding/Expenditure Plan
Attachment C - DEOD Summary

Prepared by:

James Gleig, Deputy Executive Officer, Construction Management (213) 922-7453

Reviewed by:

Ivan Page, Interim Executive Director, Vendor/Contract Management, (213) 922-6383
Richard Clarke Executive Director, Program Management (213) 922-7447



Phillip A. Washington
Chief Executive Officer

PROCUREMENT SUMMARY

CONSTRUCTION MANAGEMENT SUPPORT SERVICES FOR SOUNDWALL NO. 11/ CONTRACT NUMBER AE4569400

1.	**Contract Number**: AE4569400	
2.	**Recommended Vendor**: Ghirardelli Associates, Inc.	
3.	**Type of Procurement (check one):** ☐ **IFB** ☐ **RFP** ☒ **RFP–A&E** ☐ **Non-Competitive** ☐ **Modification** ☐ **Task Order**	
4.	**Procurement Dates**:	
	A. Issued: May 4, 2015	
	B. Advertised/Publicized: May 5, 2015	
	C. Pre-proposal Conference: May 14, 2015	
	D. Proposals Due: June 19, 2015	
	E. Pre-Qualification Completed: February 9, 2016	
	F. Conflict of Interest Form Submitted to Ethics: February 5, 2016	
	G. Protest Period End Date: March 23, 2016	
5.	**Solicitations Picked up/Downloaded**: 117	**Bids/Proposals Received**: 9
6.	**Contract Administrator**: Nicole Dang	**Telephone Number**: 213-922-7438
7.	**Project Manager**: James Gleig	**Telephone Number**: 213-922-7453

A. Procurement Background

This Board Action is to approve Contract no. AE4569400 issued in support of the design review, construction management, and administration of Soundwall No. 11 to ensure that the construction of the project is completed in compliance with contract requirements and government regulations.

The RFP was issued in accordance with Metro's Acquisition Policy and the contract type is a cost-plus fixed fee.

Five amendments were issued during the solicitation phase of this RFP:

- Amendment No. 1, issued on May 5, 2015 revised the RFP's Submittal Requirements, Evaluation Criteria, and Form 60;
- Amendment No. 2, issued on May 22, 2015 revised the proposal due date;
- Amendment No. 3, issued on June 1, 2015 clarified the RFP's prevailing wage requirements and Form 60;
- Amendment No. 4, issued on June 11, 2015 revised the proposal due date;
- Amendment No. 5, issued on August 8, 2015 after receipt of proposals clarified the RFP's contract type, Form of Contract, and Compensation & Payment Provisions;

LACMTA held a Pre-Proposal conference on May 14, 2015, in the Palisades

Conference room on the 8th floor. There were approximately 34 representatives from numerous firms that signed-in at the pre-proposal conference. Nine proposals were received on June 19, 2015.

The proposal evaluation period was extended due to unforeseen circumstances related to one of the Proposal Evaluation Team member choosing retirement during the evaluation process. To maintain the integrity of the evaluation of all proposals Metro reengaged the retiree in November 2015, after a three months suspension of the evaluation process.

B. Evaluation of Proposals/Bids

A Proposal Evaluation Team (PET) consisting of staff from Metro's Construction Management department and Metro's Engineering Department was convened and conducted a comprehensive technical evaluation of the proposals received.

The proposals were evaluated based on the following evaluation criteria and weights:

- Experience and Capabilities of Firm on the CMSS' Team 20%
- Staff Skills and Experience 50%
- Management Plan and Control 30%

The evaluation criteria are appropriate and consistent with criteria developed for other similar A&E procurements. Several factors were considered when developing these weights, giving the greatest importance to staff skills and experience.

This is an Architect and Engineers, qualifications based procurement. Price cannot be used as an evaluation factor pursuant to state and federal law.

Of the nine proposals received, all nine were determined to be within the competitive range. The nine firms within the competitive range are listed below in alphabetical order:

1. Athalye Consulting Eng. Services
2. Ghirardelli Associates
3. Kal Krishnan Consulting Services
4. MARRS Falcon JV
5. Michael Baker
6. Pre Science Corporation
7. Psomas
8. S2 Engineer
9. SYRUSA

From November 17, 2015, through November 19, 2015, the evaluation committee met and interviewed the firms. The firms' Project Manager, Resident Engineer, and

a maximum of 2 additional individuals from each firm were invited to attend the oral presentation. The firms were limited to present their Organizational Chart and Management Plan from their proposal. Each team was asked questions relative to their Organizational Chart and Management Plan.

Qualifications Summary of Firms Within the Competitive Range:

Athayle Consulting Services, Inc.:
The PET determined that Athalye's proposal significantly exceeded the RFP's requirements based on its Management Plan. The Management Plan was comprehensive by providing a risk assessment of four issues and discussed its approach to implement the work process by creating a written Project Management Plan (PMP). The PET determined that based on Athalye's experience and insight to risks, that "risk" on this project will be extremely low and the probability of completing this project successfully is high by pointing out 4 risks this project may have: 1) efficiency and cost savings through Plan Certification and detail, 2) change order avoidance through Constructability review, 3) Utility conflicts along Project Critical Path, and 4) public convenience and safety. In addition, they proposed a written PMP which included 1) Project Work Plan/Staffing plan, 2) Project Organization and Control, 3) Contract Budget and Cost Control, 4) Construction Budget and Cost Control/ Risk Management, 5) Schedule Control, and 6) Consultant Services Quality Control. Athalye's proposal demonstrated its competence and knowledge of soundwall projects by listing examples of projects it has worked on, such as "Soundwall No. 5 and 7" with LACMTA. Ashok Athalye, proposed Principal in Charge, provided CMSS for Soundwall No. 5 and 7 on time and within budget. Nahro Saoud, proposed Resident Engineer, worked on a similar soundwall project on the "Muscat Expressway Sections 3 and 4", which was comprised of a 6-lane highway with 13 interchanges, 6 flyovers, 4 underpasses, 11 roundabouts, 133 box culverts, and 7 tech spans. The PET determined that Athalye's proposed staff for bridge widening field engineering and inspection services exceeded the RFP requirements by proposing staff that have been trained in Caltrans Office of Structure Construction (OSC) Policies and Procedures. Athalye performed satisfactory during the oral presentation by highlighting its Organization Chart and Management Plan, which were well developed and addressed. LACMTA's staff observed that the team members understand that communication is the key element. In addition, during the oral presentation, Athalye team members stressed the importance of partnering with all stakeholders to prevent adversarial atmosphere from developing in the project and to resolve issues quickly.

Ghirardelli Associates:
The PET determined that Ghirardelli's significantly exceeded the contract requirements based on its methods of delivering its services. Ghirardelli was comprehensive and thorough, addressing all contract requirements. Its Resident Engineer has extensive past experience with LACMTA soundwall projects, specifically Soundwall Nos. 6 and 8, and is thoroughly familiar with LACMTA and Caltrans policies and procedures. Ghirardelli demonstrated its abilities to assist

LACMTA in the timely completion of projects such as “Soundwall No. 6 at the I-405/I-605” interchange where it coordinated efforts between LACMTA, Caltrans, and the Contractor to develop a work plan where the staged work could be done during a weekend closure to minimize delays to the traveling public. Ghirardelli’s identified key elements to successfully complete projects on time and those elements are: 1) quality control testing/assurance; 2) readiness reviews as a tool before moving to the next phase of work; 3) fiber optic/utility coordination between Caltrans, LA County Department of Water and Power, LA County Department of Public Works, Southern California Gas, Edison, Verizon, and Sprint; 4) addressing long lead items and performing source inspections; 5) resourcing and inspection scheduling; 6) traffic control (COZEEP); and 7) safety.

Ghirardelli also provided examples of how it would assist LACMTA through its experience on completed “LACMTA Soundwall No. 6 and 8” and “Plant Maintenance”. During the pre-construction period, Ghirardelli noted its experience in performing constructability reviews, overseeing permits coordination, assisting in performing bid-opening services and assisting in reviewing bid packages in accordance with LACMTA, Caltrans LAPM, and funding requirements. During the construction phase, Ghirardelli conducted source inspection, maintained project files, oversaw contractors Quality Control plan in accordance with LACMTA Quality Assurance Plan, assisted with administrative change orders, and coordinated with designers and Caltrans oversight. After construction, Ghirardelli provided post-construction assistance by preparing semi and final payment estimates, finalized as-builts, closeout of Contract from Caltrans, and completed final documents and assistance in plant establishment. Moreover, Ghirardelli’s staff possesses soundwall construction management experience.

Ghirardelli oral presentation demonstrated the firm’s thorough understanding and approach of the project. During the oral presentation, Ghirardelli presented specific issues pertaining to Soundwall Package No. 11 such as its recommendation on fiber optics, 3rd party coordination and communication, Quality Assurance (Q/A) and Quality Control (Q/C) program, safety plan , and its source inspection approach to mitigate defective or non-confirming materials. In addition, the team presented a good Organization Chart that meets the Scope of Services requirements with additional staff requirement for source inspection and Q/A and Q/C. Additionally, LACMTA staff observed that the dynamic between the team members exceeded expectations as each member answered questions pertaining to their expertise and understood their roles.

Kal Krishnan Consulting Services, Inc.:

The PET determined that KKCS’s proposal substantially meets the RFP’s requirements. KKCS’s proposal demonstrated its competence and knowledge of CMSS by highlighting experiences on projects such as “Alameda Corridor Grade Separation Projects spanning between 1999 through 2001” and “As Needed Resident Engineers and Scheduler for LA County Department of Public Works in

2013". Its proposed subcontractor, AECOM worked on such projects as – Caltrans OSC On-Call Structure Construction and – SE-91 Westbound Improvements between SR-57 and I-5. These projects demonstrated AECOM's ability to coordinate between LACMTA, Caltrans, the Contractor, and local agencies. Based on KKCS's Management Plan, risk of unsuccessful contract performance is very low and there is a high probability of success.

MARRSFALCON JV:

The PET determined that MARRSFALCON JV's proposal substantially meets the RFP's requirements. Their proposed approach indicates a thorough understanding of the project. MARRSFALCON JV's proposal demonstrated competence and knowledge on CMSS by listing projects such as "The Patreo Canyon Project" for City of LA in 2015 and "Metro Bus Facilities Projects" for LACMTA through 2016. MARRSFALCON JV oral presentation both verbally and story boards were well prepared. Their Management Plan was concise. They were knowledgeable of the specifics of Soundwall Package No. 11 and discussed critical issues pertaining to this project.

RBF Consulting, a Michael Baker Company:

The PET determined that Michael Baker's proposal substantially meets the RFP's requirements. Michael Baker's proposed staff is technically qualified. Michael Baker has a record of successfully completing projects such as "SR-57 Northbound Widening Final PS&E" to provide final design for highway, bridge, retaining wall, soundwall, drainage, signing, stripping, electrical and fiber optic communication design elements along SR-57 for OCTA between 2008 through 2014 and currently working on "Caltrans District 12 On-Call Engineering Services" to provide on-call design, construction support services, land surveying and intelligent transportation systems support for LA County through 2016. Michael Baker has worked with agencies such as OCTA, City of Los Angeles, and Caltrans. Michael Baker's proposal demonstrates competence and knowledge of CMSS. Based on Michael Baker's Management Plan, risk of unsuccessful contract performance is very low and there is a high probability of success. Michael Baker oral presentation was good. They provided a thorough Organization Chart and Management Plan. The team presented its approach for pre-construction, construction, and post construction CMSS support work.

S2 Engineering, Inc.:

The PET determined that S2 Engineering's proposal substantially meets the RFP's requirements. S2 Engineering's proposal demonstrated it has reasonable experience for CMSS highway and soundwall projects. Additionally, S2 Engineering worked on "SANBAG I-215 Segment 1 & 2 Widening Project" in San Bernardino, CA which contains soundwall elements. The risk of unsuccessful contract performance is low based on their experience.

Pre Science Corporation:
The PET determined that Pre Science's proposal meets the RFP's requirements. The proposed approach indicates an adequate and sound understanding of the project. Pre Science's written proposal demonstrated it has experience in highway soundwall projects. In addition, the proposed Project Manager worked on railroad projects. During the oral presentation, PreScience presentation was thorough and discussed their Organization Chart and Management Plan well. They presented the team's role well and LACMTA staff observed a great working dynamics between the team members.

Psomas:
The PET determined that Psomas' proposal meets the RFP's requirements. Psomas' proposed Management Plan is thorough and the firm has a great understanding of the RFP's Work requirements. Psomas proposed staff has experience in management and engineering.

SYRUSA:
SYRUSA's proposal demonstrated its ability to resolve construction problems during performance. Their proposed staff has good experience in construction management and has a strong technical background.

Evaluation Summary:

The PET ranked the proposals and assessed strengths, weaknesses and associated risks of each of the Proposers to determine the most qualified firm. The evaluation performed by the PET determined Ghirardelli Associates as the most qualified firm to provide the services as required in the RFP.

Evaluation Summary - November 20, 2015

1	Firm	Average Score	Factor Weight	Weighted Average Score	Rank
2	**Ghirardelli Associates**				
3	Experience & Capabilities of Firms on the CMSS's Team	93.33	20.00%	18.50%	
4	Staff Skills & Experience	94.00	50.00%	47.17%	
5	Management Plan & Control	95.00	30.00%	28.64%	
6	**Total**		**100.00%**	**94.31%**	**1**
7	**Athalye Consulting Engineering Services**				
8	Experience & Capabilities of Firms on the CMSS's Team	89.00	20.00%	17.81%	

9	Staff Skills & Experience	91.00	50.00%	45.67%	
10	Management Plan & Control	91.00	30.00%	27.43%	
11	**Total**		**100.00%**	**90.91%**	**2**
12	**Kal Krishnan Consulting Services**				
13	Experience & Capabilities of Firms on the CMSS's Team	81.00	20.00%	16.29%	
14	Staff Skills & Experience	87.00	50.00%	43.71%	
15	Management Plan & Control	87.00	30.00%	26.04%	
16	**Total**		**100.00%**	**86.04%**	**3**
17	**Michael Baker**				
18	Experience & Capabilities of Firms on the CMSS's Team	84.00	20.00%	16.85%	
19	Staff Skills & Experience	86.00	50.00%	43.08%	
20	Management Plan & Control	82.00	30.00%	24.47%	
21	**Total**		**100.00%**	**84.40%**	**4**
22	**MARRS Falcon JV**				
23	Experience & Capabilities of Firms on the CMSS's Team	83.00	20.00%	16.53%	
24	Staff Skills & Experience	85.00	50.00%	42.42%	
25	Management Plan & Control	81.00	30.00%	24.26%	
26	**Total**		**100.00%**	**83.21%**	**5**
27	**S2 Engineer**				
28	Experience & Capabilities of Firms on the CMSS's Team	80.00	20.00%	16.07%	
29	Staff Skills & Experience	79.00	50.00%	39.71%	
30	Management Plan & Control	80.00	30.00%	23.90%	
31	**Total**		**100.00%**	**79.68%**	**6**
32	**Pre Science Corporation**				
33	Experience & Capabilities of Firms on the CMSS's Team	65.00	20.00%	13.04%	
34	Staff Skills & Experience	80.00	50.00%	39.79%	
35	Management Plan & Control	78.00	30.00%	23.53%	
36	**Total**		**100.00%**	**76.36%**	**7**
37	**Psomas**				
38	Experience & Capabilities of Firms on the CMSS's Team	72.00	20.00%	14.33%	
39	Staff Skills & Experience	77.00	50.00%	38.54%	
40	Management Plan & Control	69.00	30.00%	20.66%	
41	**Total**		**100.00%**	**73.53%**	**8**
42	**SYRUSA**				
43	Experience & Capabilities of Firms on the CMSS's Team	72.00	20.00%	14.34%	
44	Staff Skills & Experience	73.00	50.00%	36.58%	
45	Management Plan & Control	54.00	30.00%	16.23%	

46	**Total**		**100.00%**	**67.15%**	**9**

C. Cost/Price Analysis

The cost analysis included among other things (1) a comparison of Ghirardelli's 2013 rates under Contract No. PS100800-2640 for Construction Management Consultant Support For Soundwall Package No. 8; (2) labor rates of similar job titles from the Bureau of Labor Statistics; (3) compliance with both the Federal Acquisition Regulation (FAR) Part 31 guidelines and Generally Accepted Accounting Principles (GAAP); and (4) Metro's Independent Cost Estimates. Based on the findings of the cost analysis, Metro has negotiated cost plus fixed fee (CPFF) arrangement, which includes direct labor rates, overhead rates, general and administrative expenses, and fee. The overhead rates were established as a result of an audit performed by Metro Management Audit Services Department and will be audited annually throughout the life of the Contract as determined by the Contract Administrator for accuracy. Each Annual Work Plan (AWP) will include negotiated direct labor rates, overhead rates, general and administrative expenses, fee, and the hours for the level of effort to match the work.

An audit has been completed by Metro Management Audit Services Department (MASD) and no differences were identified in the proposed overhead rates. In accordance with FTA Circular 4220.1.F, if an audit has been performed by any other cognizant agency within the last twelve month period, Metro will receive and accept that audit report for the above purposes rather than perform another audit.

A fair and reasonable price for the AWP will be determined based upon a cost analysis, technical evaluation, fact finding, and negotiations, before issuing work to the Consultant.

Proposer Name	Proposal Amount	Metro ICE	Negotiated amount
Ghirardelli Associates	$7,201,019.99	$5,881,944.16	$7,000,000.00

D. Background on Recommended Contractor

The recommended firm, Ghirardelli Associates, Inc., located in Irvine, California, has been in business since 1999, providing construction management services to California cities, counties, regional transportation agencies, and Caltrans. A few of their regional clients include LACMTA, Orange County Transportation Authority (OCTA), Riverside County Transportation Commission (RCTC), Transportation Corridor Agencies (TCA), City of Anaheim, County of Los Angeles, and Caltrans Districts 7, 8, 9, 11, and 12.

Ghirardelli's Project Manager is a Professional Engineer and has over 30 years of experience in managing construction management support services for transportation agencies. He will be responsible for identifying and assigning key

personnel for the AWP, acting as liaison between Metro and the Ghirardelli team, and coordinating tasks and schedules.

Ghirardelli's Resident Engineer has over 26 years of experience in assisting local cities on paving and road reconstruction, managed soundwall projects for regional transportation authorities, and overseen large, state, and federal funded bridge projects. He is a Professional Engineer with extensive knowledge in previous construction management support services, including Metro's soundwall No. 6 and 8.

Attachment B

Funding / Expenditure Plan

Construction Management Support Services for Soundwall 11

Capital Project 460324 - 100%	Prior Years	FY16	FY17	FY18	FY19	FY20	FY21	FY22	TOTAL	% of Total
Uses of Funds										
Professional Services	$ -	$ 220,000	$ 1,457,014	$ 1,788,154	$ 2,119,293	$ 1,258,330	$ 89,833	$ 67,375	$ 7,000,000	100.0%
Total CMSS Cost:	**$ -**	**$ 220,000**	**$ 1,457,014**	**$ 1,788,154**	**$ 2,119,293**	**$ 1,258,330**	**$ 89,833**	**$ 67,375**	**$ 7,000,000**	**100%**
Sources of Funds										
Measure R 20%	$ -	$ 220,000	$ 1,457,014	$ 1,788,154	$ 2,119,293	$ 1,258,330	$ 89,833	$ 67,375	$ 7,000,000	100%
Total CMSS Funding:	**$ -**	**$ 220,000**	**$ 1,457,014**	**$ 1,788,154**	**$ 2,119,293**	**$ 1,258,330**	**$ 89,833**	**$ 67,375**	**$ 7,000,000**	**100%**

DEOD SUMMARY

CONSTRUCTION MANAGEMENT SUPPORT SERVICES FOR SOUNDWALL NO. 11/ CONTRACT NUMBER AE4569400

A. Small Business Participation

The Diversity and Economic Opportunity Department (DEOD) established a 35% Small Business Enterprise (SBE) goal for this solicitation. Ghirardelli Associates, a SBE Prime, exceeded the goal by making a 99.04% SBE commitment.

SMALL BUSINESS GOAL	35% SBE	SMALL BUSINESS COMMITMENT	99.04% SBE

	SBE Subcontractors	% Commitment
1.	Ghirardelli Associates, Inc. (Prime)	83.18%
2.	MNS Engineers	12.75%
3.	SafeWorks, Inc.	1.14%
4.	ZT Consultants, Inc.	1.97%
	Total Commitment	**99.04%**

B. 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.

C. Living Wage Service Contract Worker Retention Policy Applicability

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

D. Project Labor Agreement/Construction Careers Policy (PLA/CCP)

The PLA/CCP is not applicable to this contract.

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

File #: 2016-0134, **File Type:** Contract **Agenda Number:** 23

CONSTRUCTION COMMITTEE
MARCH 17, 2016

SUBJECT: UNIVERSAL CITY PEDESTRIAN BRIDGE

ACTION: AUTHORIZATION FOR LIFE OF PROJECT BUDGET AND CONTRACT MODIFICATION AUTHORITY

RECOMMENDATION

APPROVE:

A. INCREASING the Life of Project Budget (LOP) Budget for **Metro Red Line Universal City Pedestrian Bridge** (CP 809382) by $2,285,000 from $27,300,000 to $29,585,000;

B. INCREASING the Contract Modification Authority (CMA) for Contract C1043 with Griffith Company in the amount of $577,000 from $2,542,000 to $3,119,000; and

C. AMENDING the FY16 Budget by $4,406,000 from $9,732,000 to $14,138,000 as shown in Attachment D.

ISSUE

Design/Build Contract No. C1043 was awarded to Griffith Company in the amount of $21,425,000 on November 14, 2013. The original schedule for completion of the project was January 9, 2016. As of this report, the project is approximately 85% complete and is scheduled to open for revenue service on or before April 6, 2016.

The approved LOP budget was based on the 30% complete design prepared during the Project Development phase of the project. Project staff have been working diligently to complete the project within the approved budget; however, the LOP as established prior to Contract notice-to-proceed (NTP) has been determined to be inadequate given the complexity of the project.

During the course of construction there were numerous unanticipated design issues and differing site conditions which resulted in significant impact to the project budget and scheduled completion date. Additionally, construction management and staff oversight has increased in cost due to the above issues, including multiple shifts, weekend work, and a significantly mitigated construction schedule. This mitigated schedule has been deemed necessary as it is a more cost-effective approach to

project completion and also ensures substantial completion of the bridge construction prior to the opening of NBC Universal's 'Harry Potter' attraction, which opens to the public on April 7, 2016.

This increase addresses all current and future direct and indirect cost impacts, and will provide sufficient funding and CMA to cover the increased costs through completion of the project.

DISCUSSION

During the course of construction, there were several unanticipated design changes that occurred for technical or unforeseen reasons. For example, the project power transformer location shown in the preliminary engineering (PE) drawings had to be changed to a new location, due to an insufficient Los Angeles Department of Water and Power (LADWP) power voltage Point of Connection. The new location required new design development cost and increased construction costs to install the transformer and transport the power to the desired location.

The design of the bridge foundations is another example of significant changes to the PE design. The PE design provided for spread footings, a design chosen due to the significant increase in costs that would be associated with providing a Cast In Drilled Hole (CIDH) piling support system. The spread footing design was based upon geotechnical information obtained during the construction of the Metro Red Line Universal Station, a report which did not contain timely information or any data for the foundation system that was located on Universal property. After award of the contract, the Contractor performed a geotechnical survey of the project site and determined that the liquefaction layer, a geotechnical feature which determines the foundation system for the bridge, was located at a depth that eliminated the possibility of spread footings and in fact dictated the need for a CIDH piling system.

Additionally, several structural connections for the major supports of the bridge were determined to be inadequate to meet the requirements of the American Association of State Highway and Transportation Officials (AASHTO) manual. The structural connections required a new design which resulted in a significant amount of rework and increased fabrication costs.

The project also experienced several differing site conditions such as contaminated soil, unmarked underground utilities and appurtenances, and existing structures not identified on as built drawings.

Because of these unanticipated conditions, as well as a provision for a global claim settlement on various time impact requests and design discrepancies, the construction cost is expected to increase by $977,000 above what was originally budgeted.

Staff has also experienced additional overhead costs, including $166,625 for Third Party reviews and field services, $99,500 for environmental services necessary for noise, hazardous waste, and archeological finding purposes, $605,716 for Agency labor necessary for increased submittal reviews and related design support services needed to support the accelerated schedule, and $176,000 for other professional services such as DEOD consultants and Legal support. Further, to ensure that Metro provides a complete project safely and to the high standards of Metro quality within an aggressive and mitigated completion schedule, staff has increased construction management

oversight by $254,000.

DETERMINATION OF SAFETY IMPACT

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

FINANCIAL IMPACT

If all actions are approved, the LOP budget will be increased by $2,285,000. The increase will be distributed to affected project line items with a majority of the increase added to Cost Center 8510 (Construction Contracts/Procurement) Project 809382 (Metro Red Line Universal City Pedestrian Bridge). The project will require a $4,406,000 amendment to the FY16 budget and $2,436,000 in FY17 for contract closeout. Since this is a multi-year project, the Project Manager, Cost Center manager, and Executive Director, Program Management, will be responsible for budgeting the cost in future fiscal years.

Impact to Budget

If recommendation A is approved, the $2,285,000 LOP increase will be funded using Proposition A 35%. If recommendation C is approved, FY16 budget will be increased by $4,406,000 from $9,732,000 to $14,138,000 as funded per Attachment D also using Prop A 35% funds. Project 809382 was originally approved using a combination of Prop A 35% funds and a $3.9 million contribution from NBC Universal. Prop A 35% funds are eligible for rail operations and capital.

ALTERNATIVES CONSIDERED

The Board may choose to not authorize the increases to the LOP Budget, CMA or FY16 amendment for this project. This alternative is not recommended because rejection of the LOP budget and CMA increase would prohibit staff from completing this much-needed Pedestrian Bridge while the project is under construction and to make payment to the contractor against the approved contract modifications.

NEXT STEPS

Upon Board approval, Metro's project team will continue the Universal City Pedestrian Bridge project to substantial completion and diligently work with the contractor to resolve current and potential changes within the revised LOP budget. The construction is scheduled to be substantially complete on April 6, 2016.

ATTACHMENTS

Attachment A - Procurement Summary
Attachment B - Contract Modification
Attachment C - DEOD Summary
Attachment D - Funding/Expenditure Plan

Prepared by: Milind Joshi, Director Project Engineering, (213) 922-7117
Tim Lindholm, Executive Officer, Capital Projects, (213) 922-7297

Reviewed by: Ivan Page, Interim Executive Director, Vendor/Contracts Management, (213) 922-6383
Richard Clarke, Executive Director, Program Management, (213) 922-7557



Phillip A. Washington
Chief Executive Officer

ATTACHMENT A

PROCUREMENT SUMMARY

UNIVERSAL CITY PEDESTRIAN BRIDGE
CONTRACT NO. C1043

1.	**Contract Number**: C1043			
2.	**Contractor**: Griffith Company			
3.	**Mod. Work Description**: Increase Contract Modification Authority (CMA) for pending modifications.			
4.	**Contract Work Description**: See Attachment B			
5.	**The following data is current as of** February 2, 2016			
6.	**Contract Completion Status**:			
	Bids/Proposals Opened:	7/25/13	**% Completion $s**:	75%
	Contract Awarded:	11/14/13	**% Completion time**:	98%
	NTP:	1/9/14	**Original Contract Days**:	730
	Original Complete Date:	1/9/16	**Change Order Days**:	89
	Current Est. Complete Date:	4/7/16	**Suspended Days:**	0
			Total Revised Days:	
7.	**Financial Status**:			
	Contract Award:		$21,425,000	
	Total Contract Modifications Approved:		$1,295,876	
	Current Contract Value:		$22,720,876	
	Total Contract Modification Authority:		$2,542,500	
	Requested Additional CMA (See Attachment B):		$576,811	
	Contract Administrator: Diana Sogomonyan		**Telephone Number**: (213) 922-7243	
8.	**Project Manager**: Milind Joshi		**Telephone Number**: (213) 893-7117	

A. Contract Action Summary

This Board action is to approve an increase in Contract Modification Authority (CMA) and Life of Project budget.

The pending contract modifications will be processed in accordance with Metro's Acquisition Policy and the contract type is a Firm Fixed Price performing design and construction work of a new pedestrian bridge, hardscape plazas and landscaping, and a right turn lane.

History of the original procurement and post award activity:

The Board authorized the Chief Executive Officer to solicit and award a Design-Build (D/B) contract for the Universal City Pedestrian Bridge on July 26, 2012, per Settlement Agreement and Pedestrian Crossing Agreement dated July 10, 2012, between Universal NBC and LACMTA.

The Life of Project Budget was approved for increase by the Board of Directors on October 24, 2013, in the amount of $27,300,000. Metro Chief Executive Officer approved recommendation of award to Griffith Company, a General Contractor located in Brea, California, on October 28, 2013. Griffith Company was determined to be the lowest price technically qualified responsive responsible bidder and was awarded the D/B Contract on November 14, 2013. Griffith Company's price of $21,425,000 was determined to be fair and reasonable, based on adequate price competition. The CMA of $2,142,500 was established per Metro policy and procedures at ten percent of the Contract Price.

Notice to Proceed was issued to Griffith Company on January 9. 2014, with a Period of Performance of 730 Calendar Days.

On December 3, 2015, Metro Board approved additional CMA of $400,000, increasing the total CMA to $2,542,500. The current contract completion date is February 21, 2016 (773 Calendar Days from NTP). Excusable and compensable delay will extend the current completion date to April 7, 2016.

Refer to Attachment B for modifications issued to date to add/delete work, and the proposed modification currently pending authorization.

B. Cost/Price Analysis

The recommended pricing for the pending changes will be determined to be fair and reasonable based upon an independent cost estimate, cost analysis, technical evaluation, fact finding, and negotiations, in accordance with Metro policy and procedures.

See list of pending changes in Attachment B.

ATTACHMENT B

CONTRACT MODIFICATION/CHANGE ORDER LOG

UNIVERSAL CITY PEDESTRIAN BRIDGE
CONTRACT NO. C1043

Mod/CO No.	Description	Status	Contract Value (A)	Mod/CO Value (B)	Board Approved CMA (C)
N/A	Initial Award		$21,425,000		$2,142,500
N/A	Board Approved CMA Increase		$21,425,000		$400,000
CO No. 1	Perforated Panel Design Change	Approved		$46,637	
CO No. 3	Design Directive Drawings for CSS	Approved NTE		$40,750	
CO No. 4	Perforated Metal Panel Design and Construction	Approved NTE		$106,000	
CO No. 5	Addition of Silica Carbide for Hardscaping	Approved NTE		$19,500	
Mod No. 1	Conversion to Metro CADD Standards	Approved		$49,251	
Mod No. 3	Transformer Relocation (Design Change)	Approved		$38,520	
Mod No. 5	Additional Traffic Control	Approved		$37,733	
Mod No. 6	Additional Plaza Lighting	Approved		$91,781	
Mod No. 7	CIDH Pile Installation and Pile Splice Zone	Approved		$46,083	
Mod No. 8	Transformer Relocation (Construction)	Approved		$320,000	
Mod No. 10	Bridge Mid Chord Connection (Design and Construction)	Approved		$468,714	
Mod No. 11	Field Directed Labor and Martials - Museum Signage	Approved		$2,657	
Mod No. 12	Additional Traffic Control for NBC Universal	Approved		$21,990	
Mod No. 15	Additional Work due to Painting Specification Change	Approved		$6,260	
Subtotal – Approved Changes				**$1,295,876**	
Mod No. 4	Revise DEOD SBE Contract Compliance Manuel	Canceled		$0.00	
TBD	Design Directive Drawings for CSS	Pending		$100,000	
TBD	Use CIDH Pile Foundation and Grade Beams in Place	Pending		$425,781	

	of Spread Footings				
TBD	Perforated Metal Panel Design and Construction	Pending		$22,323	
TBD	Silicate Carbide Asphalt	Pending		$77,190	
TBD	TIA 6: Design Changes Metal Cladding	Pending		$230,000	
TBD	Material Hauling Off-site	Pending		$68,190	
TBD	Differing Site Conditions 1 Concrete Obstructions/Delay During CIDH Construction	Pending		$68,315	
TBD	HVAC Scope	Pending		$110,000	
TBD	TIA 1: LABOE Pushover Analysis	Pending		$59,448	
Mod 14	Additional Curb Ramp Improvements	Pending		$37,188	
TBD	Differing Site Conditions: Concrete at Water Line, Unknown Ductbank at Sta. 3	Pending		$55,000	
TBD	Phase 1 changes due to LADOT	Pending		$20,000	
TBD	LADOT Betterments	Pending		$50,000	
Mod 13	Add Specification Section 07 16 16	Pending		$0.00	
TBD	Mod to Special Provisions and General Conditions	Pending		$0.00	
TBD	Miscellaneous Other Potential Changes: • Area Drain Station 1 • Protection of Existing 10” Force Main • Metro Furnished Equipment Upgrades • BSL Revisions Due to Traffic Realignment • Soffit Construction due to PE Design Error • Reroute of Conduit in Existing Metro Control Rooms	Pending		$500,000	
Subtotal – Pending Changes				**$1,823,435**	
Subtotal Approved and Pending Changes				**$3,119,311**	
TBD	Holding Tanks at Station 1-3	Pending		($50,045)*****	
Subtotal Approved and Pending Changes Including Credits				**$3,069,266**	

Total Contract Value(Including Approved and Pending Changes and Credits) $21,425,000 + $3,069,266 =	**$24,494,266**		
Prior CMA Authorized by the Board			**$2,542,500**
Approved Changes			**$1,295,876**
Remaining CMA for Future Changes			**$1,246,624**
Pending Changes			**$1,823,435**
Increased CMA for this Recommended Action			**$576,811***

*Credit value totaling $50,045 is not included in the CMA request.

ATTACHMENT C

DEOD SUMMARY

UNIVERSAL CITY PEDESTRIAN BRIDGE
CONTRACT NO. C1043

A. Small Business Participation

Griffith Company made a 10% Small Business Enterprise (SBE) commitment for this solicitation. The project is 85% complete. Current SBE participation is 7.48%, a shortfall of 2.52%. The shortfall is a result of Griffith proposing a non-compliant SBE escalator subcontractor, Excelsior Elevator, which represented 8.37% of their commitment. Metro's Project Manager confirmed that the escalator services were removed, because Excelsior did not meet all the specifications required by Metro.

On February 12, 2016, Griffith Company confirmed that they increased their SBE participation by approximately $330,000, which was not enough to account for the percentage of work removed from Excelsior. To date, Griffith Company has added four SBE subcontractors to perform surveying, noise and vibration monitoring, construction career coordination, and community services, amounting to a 0.91% increase in their SBE participation. Griffith Company projects that their SBE participation will be approximately 7.2% at project completion.

Small Business Commitment	10% SBE	Small Business Participation	7.48% SBE

	SBE Subcontractors	% Commitment	Current Participation[1]
1.	Excelsior Elevator	8.37%	4.41%
2.	Intueor Consulting	0.83%	1.20%
3.	Diaz Yourman	0.80%	0.96%
4.	Precision Engineering	Added	0.25%
5.	RT Engineering	Added	0.17%
6.	Langford & Carmichael	Added	0.10%
7.	Morgner Technology Management	Added	0.39%
	Total	**10.00%**	**7.48%**

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

B. Project Labor Agreement / Construction Careers Policy (PLA/CCP)

The Contractor has committed to complying with PLA/CCP requirements for this project. The contractor is not achieving the 40% Targeted Worker Goal at 35.64%, is achieving the 20% Apprentice Worker Goal at 30.05% and is achieving the Disadvantaged Worker Goal at 13.63%. 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 Applicability

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

ATTACHMENT D

FUNDING/EXPENDITURE PLAN

Project No. 809382 – Metro Red Line Universal City Pedestrian Bridge

Use of Funds	Inception – FY15	FY16	FY17	FY18+	Capital Costs Total
Construction Contract	9,381,000	13,283,000	1,880,000	-	24,544,000
Special Conditions (3rd Party)	190,000	200,000	98,000	-	488,000
Design Consultants	738,000	65,000	-	-	803,000
Environmental	87,500	12,000	-	-	99,500
Construction Management Consultants	1,146,000	170,000	100,000	-	1,416,000
Other Professional Services	148,000	28,000	-	-	176,000
Agency Costs: Procurement, Safety, Communications, Project Control, etc.	1,320,500	380,000	158,000	-	1,858,500
Project Contingency	-	-	200,000	-	200,000
Total Project Cost	13,011,000	14,138,000	2,436,000	-	29,585,000

Source of Funds	Inception – Jan 2016	Remaining FY16	FY17	FY18+	Capital Costs Total
Proposition A 35% (Rail Development)	13,011,000	6,489,000	-	-	19,500,000
Proposition A 35% (Metro Orange Line/Expo II Exchange)	-	2,500,000	-	-	2,500,000
Proposition A 35% (Preventive Maintenance Exchange)	-	1,400,000	-	-	1,400,000
NBC Universal	-	3,749,000	151,000	-	3,900,000
Additional Proposition A 35%	-	-	2,285,000	-	2,285,000
Total Project Funding	13,011,000	14,138,000	2,436,000	-	29,585,000

Los Angeles County
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3rd Floor Board Room
Los Angeles, CA

File #: 2016-0035, **File Type:** Contract **Agenda Number:** 28

SYSTEM SAFETY, SECURITY AND OPERATIONS COMMITTEE
MARCH 17, 2016

SUBJECT: BUS OPERATOR SAFETY BARRIER INSTALLATION KITS

ACTION: AWARD CONTRACT

RECOMMENDATION

AUTHORIZE:

A. the Chief Executive Officer to award a not-to-exceed contract under Bid Number OP17007 to **NABI Parts Inc., for the purchase of Bus Operator Safety Barrier Installation Kits** for a base amount not to exceed $5,443,449, inclusive of sales tax; and

B. the amendment of the **FY16 Adopted Budget to add 4 represented full time equivalents** (FTE's).

ISSUE

In July 2015, in response to increased operator assaults on Metro's bus fleet, Metro's CEO directed staff to retrofit all of Metro's existing bus fleet with protective Bus Operator Safety Barriers in order to provide operators additional protection against bus operator assaults. The initial response was in September 2015, when Metro authorized contract modifications with New Flyer of America to retrofit all 900 New Flyer buses delivered under Contract OP33202869 with operator safety barriers. There are 1,300 buses remaining in Metro's fleet that are in need of retrofitting with barriers.

DISCUSSION

Metro is dedicated to increasing the safety of our Operators and customers. No matter how minor, assaults on Operators cause worker absence, productivity losses and increased levels of stress for the victim and their coworkers. Therefore, it is important that Metro continue its preventative measures to address the issue of Operator assaults.

This procurement provides for the purchase and delivery of Bus Operator Safety Barrier "Installation Kits" that will be used to retrofit all remaining buses in Metro's active bus fleet. Staff will install the operator barriers on up to 1,300 buses over the next two years.

Installation includes mounting of brackets to support the barriers, grab rails to secure the barriers in

the closed position and the barriers themselves. The installation process requires 10 hours of work for each bus. Additional work is essential prior to and after the installation of the barrier kits to prepare the buses. The fareboxes need to be removed and reinstalled in order to install the barriers.

Metro will retrofit barriers according to fleet age beginning with the newest series. As buses are retired over the next two years, the number of barriers purchased and installed will correspondingly be reduced until the fleet is fully retrofitted or equipped from the manufacturer.

Metro is recommending that the Board approve 4 additional represented FTE's in the FY16 budget. These additional employees will provide the necessary labor to install the equipment. These additional personnel will be absorbed through attrition following the completion of the program.

DETERMINATION OF SAFETY IMPACT

The installation of protective Bus Operator Safety Barriers is expected to help reduce the rate of operator assaults in Metro's bus fleet.

FINANCIAL IMPACT

Funding of $500,000 for the components is included in the FY16 budget under multiple bus operating cost centers in project 306002 Operations Maintenance under line 50441, Parts - Revenue Vehicle and in the Central Maintenance Cost Center 3366.

Since this is a multi-year contract, the cost center manager, project managers, and Executive Director, Maintenance will ensure that the balance of funds is budgeted in future years.

Impact to Budget

The source of funds for this procurement will come from Federal, State and Local funding sources that are eligible for Bus and Rail Operating Projects. These funding sources will maximize the use of funds for these activities.

ALTERNATIVES CONSIDERED

Staff considered having operator safety barriers provided only through new vehicle procurements. This approach is not recommended as it would take several years before all Metro buses would be outfitted.

Staff considered using outside contractors to conduct these operator safety barrier installations, but determined that this approach would violate provisions in Metro's current ATU labor contract.

NEXT STEPS

Metro's requirements for bus operator safety barriers will be fulfilled under the provisions of the contract.

ATTACHMENTS

Attachment A - Procurement Summary
Attachment B - DEOD Summary

Prepared by: John Drayton, Director of Vehicle Technology, (213) 627-6285
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Christopher Reyes, Transportation Planning Manager, (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

METRO BUS OPERATOR SAFETY BARRIERS/CONTRACT NO. OP17007

1.	**Contract Number**: RFP No. OP17007	
2.	**Recommended Vendor(s)**: NABI Parts, LLC	
3.	**Type of Procurement (check one):** ☐ **IFB** ☒ **RFP** ☐ **RFP–A&E** ☐ **Non-Competitive** ☐ **Modification** ☐ **Task Order**	
4.	**Procurement Dates**:	
	A. Issued: 8/26/15	
	B. Advertised/Publicized: 8/25/15	
	C. Pre-proposal/Pre-Bid Conference: 9/9/15	
	D. Proposals/Bids Due: 10/26/15	
	E. Pre-Qualification Completed: 11/17/15	
	F. Conflict of Interest Form Submitted to Ethics: 11/30/15	
	G. Protest Period End Date: 2/24/16	
5.	**Solicitations Picked up/Downloaded**: 10	**Bids/Proposals Received**: 3
6.	**Contract Administrator**: Nathan Jones	**Telephone Number**: 213/922-6101
7.	**Project Manager**: John Drayton	**Telephone Number**: 213/617-6285

A. Procurement Background

This Board Action is to approve a contract under RFP No. OP17007 issued in support of the Metro Bus Operator Safety Barriers.

RFP No. OP17007 was issued in accordance with Metro's Acquisition Policy and the contract type is a not-to-exceed, indefinite delivery, indefinite quantity (IDIQ).

Seven amendments were issued during the solicitation phase of this RFP:

- Amendment No. 1, issued on September 17, 2015, released a schedule for potential proposers' bus visits and inspections of the different Metro bus types for barrier fittings; clarified and responded to potential proposers' questions;
- Amendment No. 2, issued on September 23, 2015 revised the proposal due date and the Schedule of Quantities and Prices Form;
- Amendment No. 3, issued on September 25, 2015, issued an update to the Statement of Work;
- Amendment No. 4, issued on September 29, 2015, clarified and responded to potential proposers' questions;
- Amendment No. 5, issued on October 7, 2015, clarified and responded to potential proposers' questions;
- Amendment No. 6, issued on October 14, 2015, revised the Schedule of Quantities and Prices Form;

- Amendment No. 7, issued on October 15, 2015, revised the proposal due date and the Schedule of Quantities and Prices Form.

A total of three proposals were received on October 26, 2015.

B. Evaluation of Proposers

This procurement method was a *Technically Acceptable Lowest Price, which consists of a 2 step process.

The Proposal Evaluation Team (PET) consisting of staff from, Vehicle Technology, Bus Maintenance, and Engineering, was convened and conducted a technical evaluation of the proposals received.

The proposals were evaluated based on the evaluation criteria on a pass or fail basis as defined in the table below.

Being deemed technically acceptable, the proposer was required to pass all 3 evaluation criteria. If the proposer failed any one of the three evaluation criteria below, the proposer was deemed technically unacceptable and was eliminated for consideration of award; their separately submitted price proposal was not open or considered. It was required that there had to be a consensus among the PET members on the final disposition of each proposer against the defined criteria.

Technical / Non-Technical Evaluation Criteria
The Proposer/Prime Contractor is required to be actively engaged in the business of providing Bus Driver Safety Barrier Partitions for a minimum of one (1) year
The Proposer/Prime Contractor must have one (1) client that is a bus transportation authority that operates at least 200 or more buses
The Bus Transportation authority must have been utilizing these barriers (or substantially similar barriers from this manufacturer) for at least six (6) months

In Step 1, two of the three proposers were deemed technically acceptable. The firms found to be technically acceptable were Arrow Global and NABI Parts, LLC. In Step 2 the price proposals of the technically acceptable proposers were opened with the lowest price received from NABI. NABI's proposal was deemed to be in full compliance with the RFP requirements.

NO.	Proposer Name	Proposed Amount
1.	NABI Parts, LLC	$5,443,449
2.	Arrow Global	$6,629,361
3.	Bentech	NA

C. Cost/Price Analysis

The recommended proposed total price has been determined to be fair and reasonable based upon adequate price competition and selection of the lowest priced responsive and responsible proposer.

Proposer Name	Proposal Price	Metro ICE
NABI Parts, LLC	$5,443,449	$8,520,500

D. Background on Recommended Contractor

The recommended firm, NABI Parts, LLC, located in Delaware, OH, is a decade long supplier of OEM transit parts to Metro's fleet on NABI buses and has provided transit buses to Metro for over 25 years. NABI has developed a Driver's Barrier System for Metro that provides interchangeability with the Bus Driver's Barriers currently being manufactured and installed on Metro's New Flyer Xcelsior fleet. NABI's service center in Ontario, California specializes in, and will provide, the training of installation and operation of the new Operator Safety Barriers. In June 2013, NABI was acquired by New Flyer Industries. Twenty-four out of the 25 largest transit authorities in the United States and Canada operate either New Flyer or NABI buses or both. Metro operates both.

DEOD SUMMARY

METRO BUS OPERATOR SAFETY BARRIERS/RFP No. OP17007

A. Small Business Participation

The Diversity and Economic Opportunity Department (DEOD) did not recommend a Small Business Enterprise (SBE) goal for this solicitation based on the lack of subcontracting opportunities. This procurement is for the purchase and delivery of commercially available off the shelf installation kits. Metro's project manager confirmed that installation will be performed in-house.

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 equipment.

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Metro

Board Report

File #: 2015-1772, **File Type:** Contract **Agenda Number:** 29

SYSTEM SAFETY, SECURITY AND OPERATIONS COMMITTEE
MARCH 17, 2016

SUBJECT: METRO EXPRESSLANES CONSULTANT SERVICES FOR DEVELOPMENT OF SOLICITATION PACKAGES

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

AUTHORIZE the Chief Executive Officer (CEO) to award a 16-month firm fixed price contract, Contract No. PS451860016612, to **Cambria Solutions, Inc. in the amount of $1,149,538 for Metro ExpressLanes Consultant Services for Development of Solicitation Packages**.

ISSUE

In 2010, Metro entered into Contract No. PS0922102333 (existing contract) with Atkinson Contractors, LP (Atkinson) to design, build, operate and maintain the I-10 and I-110 ExpressLanes. The existing contract is slated to expire on February 22, 2019, if all option years are exercised.

Based on lessons learned, Metro intends to split the services provided under the current contract at the time of expiration into two separate contracts comprised of: (1) Roadside Systems which include dynamic messaging signage, tolling equipment, and vehicle sensors; and (2) Back Office/Customer Service Systems which includes dynamic pricing algorithm, violation processing, and a call center relocation to Los Angeles County.

The complexity of tolling procurements requires expertise in a myriad of areas. In accordance with best practices, Metro staff seeks to retain a professional services contractor to develop the two solicitation packages for these future contracts. The retention of a professional services contractor allows Metro to draw from highly specialized tolling and customer service experts. The professional services contractor would assist with the development of statements of work, system requirements, technical specifications, transition and phasing requirements, system diagrams, plans and cost estimates.

In light of the existing contract's termination date, the two solicitation packages for the future contracts must be finalized over the next 16 months. Staff is requesting award of this contract for professional services to enable Metro to meet this timeline and continue ExpressLanes operations.

DISCUSSION

The existing contract and systems were integrated with the goal of deploying a successful one year demonstration project. After over three years of operation, the ExpressLanes program has outgrown certain aspects of the existing system. For example, the current system does not support the addition of new ExpressLanes corridors without significant software changes and costs.

Additionally, under the existing contract, which expires on February 22, 2019, Atkinson operates and maintains both Roadside Systems and Back Office/Customer Service Systems which are two distinctly different systems. Metro has learned from the existing contract that management of both systems by one contractor hinders optimal levels of performance. By advertising separate contracts, Metro can more efficiently manage and track each system's performance, better prepare for modernization and future expansion and transition one system to a new contractor without initiating a re-procurement of the other system.

Tolling procurements require expertise in a myriad of areas. These areas include dynamic pricing algorithm development, dynamic messaging signage, payment and violation processing, financial reporting, network and communications design, customer service, and toll lane system design, integration and operation. Although Metro staff possesses expertise in many areas, staff availability is limited and it does not have the complete set of required expertise to draft solicitation packages for the procurement of the two systems. Metro staff availability is also limited. Under these circumstances, Metro seeks the services of a contractor with multi-disciplinary tolling expertise to develop the solicitation packages.

The result of this process will be two complete solicitation packages that Metro can advertise and award. Services under this contract will conclude upon award of the two new tolling contracts.

DETERMINATION OF SAFETY IMPACT

The Board action will not have an impact on safety of Metro's patrons or employees.

FINANCIAL IMPACT

Funding for this contract will come from toll revenues. The funds required for FY16 are included in the FY16 budget in Cost Center 2220, Project Numbers 307001 and 307002, Account 50316, Task 02.01.

Since this is a multi-year project, the cost center manager and Executive Officer of Congestion Reduction will be responsible for budgeting the cost in future years.

ALTERNATIVES CONSIDERED

The Board may choose to utilize current Metro staff to perform the work. This alternative is not recommended. Though Metro staff possesses expertise in many areas, staff does not possess the complete set of required expertise necessary for preparing the solicitation packages. Moreover, Metro staff does not have the availability to complete the solicitation packages within the required

timeframe while overseeing the operations and planning of the ExpressLanes.

The Board may choose to hire full-time personnel. This alternative is not recommended as a professional services contract is better suited to meet the range of required expertise and short term staffing needs.

The Board may choose not to award and execute the contract. This alternative is not recommended because solicitation packages need to be finalized over the next 16 months for development, implementation and migration to the new tolling systems. Otherwise, services under the existing contract may lapse and the ExpressLanes program will be adversely affected.

NEXT STEPS

Upon Board approval, staff will award and execute Contract No. PS451860016612 with Cambria Solutions, Inc.

ATTACHMENTS

Attachment A - Procurement Summary
Attachment B - DEOD Summary

Prepared by: Tim Lew, Transportation Planning Manager, (213) 922-1071
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Shahrzad Amiri, Executive Officer, (213) 922-3061

Reviewed by: Ivan Page, Executive Director (Interim), Vendor/Contract Management (213) 922-6383

Stephanie Wiggins, Deputy Chief Executive Officer



Phillip A. Washington
Chief Executive Officer

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PROCUREMENT SUMMARY

METRO EXPRESSLANES: CONSULTANT SERVICES FOR DEVELOPMENT OF SOLICITATION PACKAGES/ PS451860016612

1.	**Contract Number**: PS451860016612	
2.	**Recommended Vendor**: Cambria Solutions, Inc.	
3.	**Type of Procurement (check one):** ☐ **IFB** ☒ **RFP** ☐ **RFP–A&E** ☐ **Non-Competitive** ☐ **Modification** ☐ **Task Order**	
4.	**Procurement Dates**:	
	A. Issued: August 20, 2015	
	B. Advertised/Publicized: August 20, 2015	
	C. Pre-Proposal/Pre-Bid Conference: August 31, 2015	
	D. Proposals/Bids Due: September 25, 2015	
	E. Pre-Qualification Completed: December 11, 2015	
	F. Conflict of Interest Form Submitted to Ethics: February 11, 2016	
	G. Protest Period End Date: March 22, 2016	
5.	**Solicitations Picked up/Downloaded**: 62	**Bids/Proposals Received**: 4
6.	**Contract Administrator**: David Chia	**Telephone Number**: (213) 922-1064
7.	**Project Manager**: Timothy Lew	**Telephone Number**: (213) 922-1071

A. Procurement Background

This Board Action is to approve Contract No. PS451860016612 for professional services for the development of statements of work, evaluation criteria, and other related services for two future solicitations for ExpressLane corridors on Interstate 10 (I-10) and Intrastate 110 (I-110) as well as new ExpressLane corridors in Los Angeles County.

The Request for Proposal (RFP) was issued in accordance with Metro's Acquisition Policy and Procedure Manual and the contract type is firm fixed price. The RFP was issued under the Small Business Enterprise Set-Aside Program and open to Metro-certified Small Business Enterprises only.

Three amendments were issued during the solicitation phase of the RFP:

- Amendment No. 1, issued on September 3, 2015, provided the pre-proposal conference agenda, PowerPoint presentation slides, sign-in sheets, the planholders' list, responses to the first set of proposer questions, and updated the evaluation criteria to include oral presentations.
- Amendment No. 2, issued on September 10, 2015, provided responses to additional questions and revised submittal requirements that detailed the type of sample RFPs required, clarified page limits, and revised the number of project examples that may be identified to demonstrate experience.

- Amendment No. 3, issued on September 15, 2015, increased the page limit for proposals and extended the proposal due date.

A pre-proposal conference was held on August 31, 2015, attended by 14 participants representing 12 companies. There were 51 questions asked and responses were released prior to the proposal due date. A total of 62 firms downloaded the RFP and were included in the planholders' list. A total of four proposals were received on September 25, 2015.

B. Evaluation of Proposals/Bids

The Proposal Evaluation Team (PET) consisting of staff from Metro's Congestion Reduction, Highway Operations, and the Riverside County Transportation Commission was convened and conducted a comprehensive technical evaluation of the proposals received.

The proposals were evaluated based on the following evaluation criteria and weights:

• Skills and Experience of Project Manager & Key Personnel	40 percent
• Understanding of the Work and Approach	30 percent
• Relevant Firm Experience	15 percent
• Management Plan and Controls	5 percent
• Price Proposal	10 percent

The evaluation criteria are appropriate and consistent with criteria developed for similar professional services procurements. Several factors were considered when developing these weights, giving the greatest importance to the skills and experience of the project manager and key personnel.

The Diversity & Economic Opportunity Department (DEOD) reviewed the firms that submitted proposals in order to confirm their Metro Small Business Enterprise (SBE) certification status. All four proposals received were deemed eligible Metro SBE certified firms and are listed below in alphabetical order:

1. Addison Burnet Group, Inc.
2. Cambria Solutions, Inc.
3. Fagan Consulting, LLC
4. TransSight LLC

During October 13, 2015 through November 6, 2015, the PET completed its independent evaluation of the proposals.

The PET determined that two firms were outside the competitive range and were not included for further consideration. Addison Burnet Group, Inc. was excluded from the competitive range because its proposal did not demonstrate relevant tolling experience in the areas of toll pricing, transaction processing, and financial reporting. In addition, the proposal did not demonstrate experience in writing technical specifications, scopes of work, and evaluation criteria. The proposal did not present a plan to expedite project delivery.

TransSight LLC was excluded from the competitive range because its proposal did not demonstrate relevant lane systems experience in the areas of lane systems operation and maintenance. Its proposal lacked details demonstrating how the firm would implement its plan, did not propose innovative approaches, and presented undefined strategies to expedite project delivery.

The remaining two firms determined to be within the competitive range are listed below in alphabetical order:

1. Cambria Solutions, Inc.
2. Fagan Consulting, LLC

On December 4, 2015, the PET interviewed the two firms within the competitive range. The project manager and key team members from each firm were invited to present their firm's respective qualifications and respond to the PET's questions. Generally, both firms elaborated on their scope of work assumptions and detailed their experience with toll pricing.

In addition, the project manager and key personnel from each firm responded to the PET's inquiries regarding the approach to develop two separate solicitations concurrently, key personnel roles and responsibilities to complete tasks, the methodology for determining price, stakeholder coordination, and key performance indicators.

Qualifications Summary of Firms Within the Competitive Range

Cambria Solutions, Inc. (Cambria) is a Metro-certified SBE firm that specializes in information technology, technical consulting, and management consulting. Cambria offers professional services for the development of statements of work, evaluation criteria, and other related services.

Cambria's team has participated in the planning, design, rehabilitation, modernization, and expansion of more than 100 toll revenue-support systems. The team has assisted with customer service center development, electronic tolling work, back-office development, procurement support and RFP development for numerous state and local agencies, including Caltrans, Illinois State Toll Highway Authority, New Jersey Turnpike Authority, San Francisco Bay Area Metropolitan Transportation Commission, and the San Diego Association of Governments. The proposed project

manager served as a technology director for a toll agency and the project manager for the Illinois Tollway Customer Service and Violation Processing procurement. Cambria's proposal and interview demonstrated significant experience in managed lane operations, back-office customer service operations, and procurement support. The proposal and interview demonstrated a comprehensive understanding of the different needs of this project and addressed statewide and industry interoperability, violation enforcement, occupancy detection, and express-lane implementation, operation and management. The interview addressed pricing methods, analytics and dynamic pricing algorithms, performance monitoring and metrics, and back-office customer service management.

The management plan presented innovative approaches to reduce risk, which included the use of customer service performance measures, re-compete contract clause modifications, and mobile and website maintenance methods. The plan provided practical solutions to expedite project delivery, which included the use of workshop reviews and a proposal review matrix to expedite project delivery. Overall, the proposal and interview presented a cohesive team with substantial experience in toll industry technology, managed lanes operations, and overall express-lane design, operation and maintenance.

Fagan Consulting, LLC (Fagan) is a Metro-certified SBE firm that specializes in toll operations management and toll systems consulting. Fagan has provided toll systems services with numerous public agencies, including the Georgia State Road and Tollway Authority, Washington Department of Transportation, and Texas Department of Transportation. Fagan offers professional services for the development of statements of work, evaluation criteria, and other related services.

Fagan's proposal demonstrated good tolling experience and identified multiple tolling clients. The proposed project manager showed significant experience in tolling projects. However, Fagan's proposal and interview did not elaborate on several subjects relevant to the project. The proposal and interview did not expound upon the relationship between dynamic pricing algorithms and toll pricing. The interview did not adequately address the development of multiple segment trip construction.

Fagan's proposal and interview did not identify team members who have actual experience with writing statements of work, evaluation criteria, and other RFP components. Though Fagan's proposal identified several approaches for expediting project delivery (such as implementing a quality assurance/quality control plan, developing comprehensive specifications, and requiring definitive scoring), the proposal did not detail how these approaches would be implemented.

The final scoring determined that Cambria Solutions, Inc. is the top ranked firm. A summary of the PET's scores is provided as follows:

	Firm	Average Score	Factor Weight	Weighted Average Score	Rank
1	**Cambria Solutions, Inc.**				
2	Skills and Experience of Project Manager & Key Personnel	80.00	40.00%	32.00	
3	Understanding of the Work and Approach	84.00	30.00%	25.20	
4	Relevant Firm Experience	81.11	15.00%	12.17	
5	Management Plan and Controls	72.67	5.00%	3.63	
6	Price Proposal	60.00	10.00%	6.00	
7	**Total**		**100.00%**	**79.00**	**1**
8	**Fagan Consulting, LLC**				
9	Skills and Experience of Project Manager & Key Personnel	69.33	40.00%	27.73	
10	Understanding of the Work and Approach	74.67	30.00%	22.40	
11	Relevant Firm Experience	73.33	15.00%	11.00	
12	Management Plan and Controls	67.33	5.00%	3.37	
13	Price Proposal	45.00	10.00%	4.50	
14	**Total**		**100.00%**	**69.00**	**2**

C. Cost Analysis

The recommended price has been determined to be fair and reasonable based upon Metro's Management and Audit Services Department (MASD) audit findings, an independent cost estimate (ICE), cost analysis, technical evaluation, fact finding, and negotiations.

The negotiated amount includes clarifications to the RFP documents review and required deliverables. It also includes two additional RFP drafts and corresponding reviews, which were not reflected in the ICE. Metro staff successfully negotiated a cost savings of $83,007 from the firm's proposed price.

	Proposer Name	Proposal Amount	Metro ICE	Negotiated Amount
1.	Cambria Solutions, Inc.	$1,232,545	$1,115,340	$1,149,538
2.	Fagan Consulting, LLC	$1,642,946	$1,115,340	N/A

D. Background on Recommended Contractor

The recommended firm, Cambria, located in Los Angeles, California, has been in business for ten years in information technology and management consulting. The proposed team is comprised of staff from Cambria and one non-SBE subcontractor. Cambria's team has substantial experience with managed lanes and tollway projects.

The proposed project manager has 27 years of experience in tolling and information technology, software development and development oversight, and toll policy requirements and business rule development. In addition, key staff has more than 17 years of experience in pricing development and revenue analysis, with extensive experience in dynamic pricing algorithms. Overall, key personnel have well over 100 combined years of experience in lane systems and customer service centers for managed lane and tollway projects.

With its extensive knowledge and experience, the Cambria team demonstrates a thorough understanding of the lane systems component and customer service systems component necessary to develop the required documents for future ExpressLanes solicitations.

DEOD SUMMARY

METRO EXPRESSLANES: CONSULTANT SERVICES FOR DEVELOPMENT OF SOLICITATION PACKAGES/ PS451860016612

A. Small Business Participation

Effective June 2, 2014, per Metro's Board-approved policy, competitive acquisitions with three or more Small Business Enterprise (SBE) certified firms within the specified North American Industry Classification System (NAICS) as identified for the project scope shall constitute a Small Business Set-Aside procurement. Accordingly, the Contract Administrator advanced the solicitation, including posting the solicitation on Metro's website, advertising, and notifying certified small businesses as identified by NAICS code(s) that this solicitation was open to **SBE Certified Small Businesses Only**.

Cambria Solutions, Inc., an SBE Prime, is performing 34.29% of the work with its own workforce. The prime listed one (1) major firm, HNTB, as a subcontractor on this project.

SMALL BUSINESS SET-ASIDE

	SBE Prime Contractor	**SBE % Committed**
1.	Cambria Solutions, Inc.	34.29%
	Total Commitment	34.29%

B. Living Wage and Service Contract Worker Retention Policy Applicability

Prevailing wage is not applicable to this contract.

C. Prevailing Wage

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.

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

File #: 2016-0149, **File Type:** Budget **Agenda Number:**

SYSTEM SAFETY, SECURITY AND OPERATIONS COMMITTEE
MARCH 17, 2016

SUBJECT: METRO EMERGENCY SECURITY OPERATIONS CENTER (ESOC) ARCHITECTURAL AND ENGINEERING DESIGN SERVICES

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATIONS

AUTHORIZE the Chief Executive Officer (CEO) to:

A. ESTABLISH the life of project (LOP) budget in the amount of $112.7 million for the **Emergency Security Operations Center (ESOC) Phase One**, CP No. 212121; and

B. AWARD a 36-month firm fixed price Contract No. AE451150019779 to **HDR Engineering, Inc., in the amount of $5,936,638 for Metro's ESOC Architectural and Engineering design services**.

ISSUE

The existing Emergency Operations Center (EOC) is currently located at Metro's Union Station Gateway (USG) Headquarters, part of the USG Complex that serves as a major terminus hub for rail and bus transportation. Because this location is in close proximity to high traffic public areas, a Metro Threat and Vulnerability Assessment (TVA) identified a series of vulnerabilities that require mitigation. In an effort to mitigate the concerns identified in the TVA, Metro applied for and received State of California grant funds to build a new facility off-site. Phase One of the new Emergency and Security Operations Center (ESOC) will serve as the primary and central location to support day-to-day emergency, security and law enforcement operations. The facility may also be expanded during Phase Two to accommodate Metro rail and bus operations (ROC) and (BOC) - providing needed redundancy.

To proceed with Metro's new ESOC Phase One, staff requires award of this contract which includes:

- Performing final programming and conceptual design;
- Surveying and testing;
- Preparation of preliminary design and engineering documents up to 30 percent;
- Preliminary engineering and 60 percent advanced preliminary engineering for systems;
- Sustainability design;
- Bid solicitation support;

- Construction support services.

DISCUSSION

The proposed ESOC consists of approximately 100,000 square feet and up to a four story hardened structure with at-grade parking. The ESOC will be at a minimum a Leadership in Energy and Environmental Design Silver (LEED) certified hardened building and built in phases with the first phase consisting of the core and shell for the four story structure with at-grade parking including the tenant improvements for the EOC, Security Operation Center (SOC) and law enforcement dispatch to be located on the 3rd and 4th floors. Phase Two will consist of the tenant improvements for the ROC and BOC on the remaining 1st and 2nd floors to be built when funding becomes available. The total project preliminary cost for the ESOC Phase One is approximately $112.7 million including escalation and the construction unit cost is approximately $395 per square foot which falls within the market range for similar projects.

In November 2011, the Board approved the preliminary LOP budget for the combined Metro Emergency Operations Center/Bus Operations Center/Rail Operations Center (renamed as the ESOC) in the amount of $16,103,043. With this Board action, the LOP budget for ESOC Phase One will be $112.7 million for the preliminary architectural and engineering studies, design and construction of the ESOC Phase One with funds provided by the California State Office of Emergency Services (Cal OES), Proposition 1B California Transit Security Grant Program (CTSGB). Refer to Attachment C Sources and Uses. In March 2011, the Cal OES allocated CTSGB funds in the amount of $112.7 million to Metro to construct an off-site EOC (from the USG complex) for the Los Angeles County's Metro Rail and Bus System. The CTSGB funds are specifically earmarked for the construction of an off-site EOC and may not be used for any other security programs. In November 2011, the Board approved the environmental studies and acquisition of property for the ESOC. Since the property is an industrial site and based on preliminary environmental studies, extensive soil remediation and additional utilities to accommodate the ESOC will need to be addressed during design and construction.

Between August 2013 to December 2015, staff assessed the project impacts to human health and environment using CEQA and NEPA protocols. An Initial Study/Mitigated Negative Declaration (IS/MND) document was prepared for the ESOC outlining mitigation measures that will be implemented to reduce significant environmental impacts. After publicly circulating the document from October 15, 2015, to November 13, 2015, all comments were addressed by November 16, 2015; and a Notice of Determination (NOD) was prepared on December 18, 2015. Upon the execution by the Metro Board of the actions associated with this Board Report, the NOD will be filed with the California Office of Planning and Research concluding the environmental clearance process.

DETERMINATION OF SAFETY IMPACT

This Board action will enhance the established safety standards by improving Metro's disaster and terrorism response capabilities.

FINANCIAL IMPACT

In March 2011, the Cal OES allocated CTSGB funds in the amount of $112.7 million to Metro to construct an off-site EOC. To date, Metro has been awarded approximately $80.5 million for FY10, FY11, FY12, FY13 and FY14 ($16.1 million each FY). Metro is anticipating being awarded the grant for FY 15 in March 2016 and is in the process of applying for the FY16 grant fund in the amount of $16.1 million with the intention of securing the final grant fund in FY17.

Funding is included in the FY16 annual budget in cost center 2610, Security Dept., Account 50316, Professional and Technical Services, project 212121, Metro ESOC. Since this is a multi-year project, the cost center manager, and the Executive Officer for Program Management will be accountable for budgeting in future years.

Impact to Budget

The source of funds for this project is Proposition 1B. No other sources of funds were considered as these funds are for security and safety eligible capital projects only and cannot be used for operating expenses per the grant guidelines.

ALTERNATIVES CONSIDERED

The Board may decline to approve the recommended actions. This is not recommended. The LOP budget is based on the total CSGB award of $112.7 million. If the grant funds are not expended within the specified timeframe, Metro will forfeit the grant award.

If the actions are not approved, the alternatives would be to consider award to the next technically qualified proposer and/or defer construction of the ESOC facility that may be detrimental to Metro security and transportation service goals for the long term with its rapidly growing transportation network.

NEXT STEPS

Upon Board approval, staff will execute Contract No. AE451150019779 with HDR Engineering, Inc. The NOD will be filed with the California Office of Planning and Research concluding the environmental clearance process. Staff will return to the Board in FY17 for design-build authority.

ATTACHMENTS

Attachment A - Procurement Summary
Attachment B - DEOD Summary
Attachment C - Sources and Uses

Prepared by: Rupert Bicarme, Sr. Engineering Manager, Program Management, (213) 922-6870

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Richard Clarke, Executive Director, Program Management, (213) 922-7557



Phillip A. Washington
Chief Executive Officer

PROCUREMENT SUMMARY

METRO EMERGENCY SECURITY OPERATIONS CENTER ARCHITECTURAL AND ENGINEERING DESIGN SERVICES / AE451150019779

1.	**Contract Number**: AE451150019779	
2.	**Recommended Vendor**: HDR Engineering, Inc.	
3.	**Type of Procurement (check one):** ☐ **IFB** ☐ **RFP** ☒ **RFP–A&E** ☐ **Non-Competitive** ☐ **Modification** ☐ **Task Order**	
4.	**Procurement Dates**:	
	A. Issued: September 28, 2015	
	B. Advertised/Publicized: September 28, 2015	
	C. Pre-Proposal/Pre-Bid Conference: October 13, 2015	
	D. Proposals/Bids Due: December 14, 2015	
	E. Pre-Qualification Completed: March 1, 2016	
	F. Conflict of Interest Form Submitted to Ethics: January 21, 2016	
	G. Protest Period End Date: March 22, 2016	
5.	**Solicitations Picked up/Downloaded**: 54	**Proposals Received**: 3
6.	**Contract Administrator**: Erika Estrada	**Telephone Number**: (213) 922-1102
7.	**Project Manager**: Jeanet Owens	**Telephone Number**: (213) 922-6877

A. Procurement Background

This Board Action is to approve Contract No. AE451150019779 for Architectural and Engineering (A&E) design services for Metro's new Emergency Security Operations Center (ESOC). The intent of this contract is to establish a central location to house emergency, security, rail and bus operations centers to allow centralized communications, coordination, and to improve business continuity in day-to-day operations as well as enhancing Metro's disaster and terrorism response capabilities.

This is an A&E qualifications based Request for Proposal (RFP) issued in accordance with Metro's Acquisition Policy and Procedure Manual and the contract type is a firm fixed price. This solicitation includes an SBE/DVBE goal of 20% (SBE 17% and DVBE 3%).

Eight amendments were issued during the solicitation phase of this RFP:

- Amendment No. 1, issued on October 15, 2015, provided responses to questions received, updated the Good Faith Efforts (GFE) provisions and required forms by eliminating GFE in the solicitation, and provided documents related to the Pre-Proposal Conference held on October 13, 2015;
- Amendment No. 2, issued on October 22, 2015, extended the RFP due date to November 2, 2015;

- Amendment No. 3, issued on October 23, 2015, updated the letter of invitation supplement to include the 20% goal of the total contract price (SBE goal of 17% and DVBE goal of 3%), incorporated the Metro Threat and Risk Assessment Operation Control Center report into the Statement of Work, and provided responses to questions received;
- Amendment No. 4, issued on October 30, 2015, extended the RFP due date to November 16, 2015;
- Amendment No. 5, issued on November 12, 2015, extended the RFP due date to November 30, 2015;
- Amendment No. 6, issued on November 24, 2015, extended the RFP due date to December 14, 2015;
- Amendment No. 7, issued on November 30, 2015, deleted and replaced in its entirety the Statement of Work to include 30 percent Preliminary Engineering (PE) Design and 60 percent Advanced PE Systems Design; and
- Amendment No. 8, issued on December 4, 2015, provided responses to questions received, and revised the advanced preliminary engineering design plans subtask outlined in the Statement of Work, Task 4 Design Development Documents.

Two non-mandatory site visits and the pre-proposal conference were all held on October 13, 2015. The non-mandatory site visits were conducted at the Metro Rail Operations Center, Metro Bus Operations Center, Emergency Operations Center and Security Dispatch Center, and attended by 23 participants representing 19 firms. The pre-proposal conference was attended by 23 participants representing 18 firms. There were 28 questions asked and responses were released prior to the proposal due date.

A total of 54 firms downloaded the RFP and were included in the planholders' list. A total of three proposals were received on December 14, 2015.

B. Evaluation of Proposals/Bids

A Proposal Evaluation Team (PET) consisting of staff from Metro's Program Management, Rail Operations, Project Control and Administration, and Systems Engineering was convened and conducted a comprehensive technical evaluation of the proposals received.

The proposals were evaluated based on the following evaluation criteria and weights:

• Degree of Skills and Experience of Team	25%
• Experience and Capabilities of Personnel on the Contractor's Team	20%
• Effectiveness of Team Management Plan	20%
• Understanding of Work and Appropriateness of approach for implementation	35%

The evaluation criteria are appropriate and consistent with criteria developed for other, similar A&E design procurements. Several factors were considered when developing these weights, giving the greatest importance to the understanding of the work and project approach. The PET evaluated the proposals according to the pre-established evaluation criteria.

This is an A&E qualifications based procurement. Price cannot be used as an evaluation factor pursuant to state and federal law.

During December 16 through December 23, 2015, the PET completed its independent evaluation of the three proposals received. All three proposals were determined to be within the competitive range and are listed below in alphabetical order:

1. Anil Verma Associates, Inc.
2. HDR Engineering, Inc.
3. STV Incorporated

During the interviews, 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 team's experience with at least one Emergency Operations Center (EOC), Rail Operations Center (ROC), Bus Operations Center (BOC), and/or Security Operations Center (SOC) in an urban setting particularly focused on the U.S. transportation agencies, and experience in designing transit facilities, particularly focused on transit operational characteristics. Each team was asked to explain their understanding of concept of operations of EOC, ROC, BOC and/or SOC in design and engineering of similar projects and the approach to designing the ESOC within timeframe identified in the Statement of Work.

The final scoring, after interviews, determined HDR to be the most technically qualified firm.

Qualifications Summary of Recommended Firm:

HDR Engineering, Inc. (HDR) offers architecture, interiors, structural engineering, electrical engineering, systems design, and project management services. The proposed team demonstrated several years of significant experience on similar projects, including Intelligence and Operations Coordination Center for Tucson Border Patrol Sector Headquarters, Command Center for the Pentagon National Military, Norfolk Operations Center Facility design, the City of Los Angeles EOC, LAX Airport Response Coordination Center and Department of Operations Center, and Metro's BOC and ROC assessment.

HDR's proposed approach included a three-core strategy: Programming, Systems and Technology, and A&E design services to meet the design needs for the ESOC. The work plan discussed a responsive design that met the ESOC project schedule,

provided the required stakeholder approval, operations concepts, and a design that was adaptable to Metro's changing needs over time. The proposal provided innovative ESOC facility designs that plan for growth and seamless integration with Metro's current centers and future facility operations.

The following is a summary of the PET scores:

	FIRM	Average Score	Factor Weight	Weighted Average Score	Rank
1	**HDR Engineering, Inc.**				
2	Degree of Skills and Experience of Team	88.20	25.00%	22.05	
3	Experience and Capabilities of Personnel on the Contractor's Team	90.55	20.00%	18.11	
4	Effectiveness of Team Management Plan	86.75	20.00%	17.35	
5	Understanding of Work and Appropriateness of approach for implementation	86.38	35.00%	30.23	
6	Total		**100.00%**	**87.74**	**1**
7	**STV Incorporated**				
8	Degree of Skills and Experience of Team	85.76	25.00%	21.44	
9	Experience and Capabilities of Personnel on the Contractor's Team	85.30	20.00%	17.06	
10	Effectiveness of Team Management Plan	83.55	20.00%	16.71	
11	Understanding of Work and Appropriateness of approach for implementation	81.96	35.00%	28.69	
12	Total		**100.00%**	**83.90**	**2**
13	**Anil Verma Associates, Inc.**				
14	Degree of Skills and Experience of Team	79.36	25.00%	19.84	
15	Experience and Capabilities of Personnel on the Contractor's Team	79.30	20.00%	15.86	
16	Effectiveness of Team Management Plan	80.90	20.00%	16.18	
17	Understanding of Work and Appropriateness of approach for implementation	69.99	35.00%	24.50	
18	Total		**100.00%**	**76.38**	**3**

C. Cost Analysis

The recommended price of $5,936,638 has been determined to be fair and reasonable based upon Metro's Management and Audit Services audit findings, an independent cost estimate, cost analysis, technical analysis, fact finding and negotiations.

During the course of negotiations, clarifications to interagency coordination, site visits, request for information responses, preliminary engineering plans and advanced preliminary systems design resulted in additional hours applied to the project that were not originally included in the independent cost estimate. Metro staff successfully negotiated a cost savings of $62,826 from the firm's proposed price.

Proposer Name	Proposal Amount	Metro ICE	Negotiated Amount
HDR Engineering, Inc.	$5,999,464	$5,492,000	$5,936,638

D. Background on Recommended Contractor

The recommended firm, HDR, founded in 1917 and located in Los Angeles, California, has been in business in the southern California region for 43 years. HDR is an architecture, engineering, and consulting firm. HDR has the knowledge of operation control centers spanning across transportation, security and energy markets.

The proposed team is comprised of staff from HDR and 18 subcontractors (10 SBE, 2 DVBE and 6 non-SBE firms). The proposed team has significant experience with Emergency Operations, Rail Operations, Bus Operations, and Security Operations Centers design and implementation. The proposed project manager has more than 24 years of experience. The project manager has extensive knowledge and experience in planning, design and construction of complex transportation facility projects. Overall, HDR's proposal strongly demonstrated project understanding, the required coordination and presented a complete, technically qualified team that would be able to successfully deliver the design documents.

DEOD SUMMARY

METRO EMERGENCY SECURITY OPERATIONS CENTER ARCHITECTURAL AND ENGINEERING DESIGN SERVICES / AE451150019779

A. Small Business Participation

The Diversity and Economic Opportunity Department (DEOD) established a 20% goal inclusive of a 17% Small Business Enterprise (SBE) and 3% Disabled Veteran Business Enterprise (DVBE) goal for this solicitation. HDR Engineering exceeded the goal by making a 33.29% small business commitment, inclusive of a 30.25% SBE and 3.04% DVBE commitment.

Small Business Goal	17% SBE 3% DVBE	Small Business Commitment	30.25% SBE 3.04% DVBE

	SBE Subcontractors	% Commitment
1.	Intueor Consulting	1.78%
2.	Jacobus & Yuang	2.69%
3.	MBI Media	1.94%
4.	Pacific Coast Locaters	0.20%
5.	Premier Management Corporation	1.29%
6.	Quinn Williams	1.01%
7.	SAA Associates	0.34%
8.	S&K Engineers	10.10%
9.	Spectrum Video	7.33%
10.	W2 Design	3.57%
	Total SBE Commitment	**30.25%**

	DVBE Subcontractors	% Commitment
1.	Calvada Surveying	0.42%
2.	Schwab Engineering	2.62%
	Total DVBE Commitment	**3.04%**

B. Project Labor Agreement/Construction Careers Policy

Project Labor Agreement/Construction Careers 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. Living Wage

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

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Attachment E- Emergency Security Operations Center
Sources and Uses (in the millions)

USES	BUDGET TOTAL	Up to FY 15-16	FY 16-17	FY 17-18	FY 18-19	FY 19-20
Real Estate Purchase	$7.645	$ 7.645				
Environmental Studies	$0.500	$ 0.500				
Preliminiary A/E Design	$5.900	$ 1.100	$ 4.3	$ 0.20	$ 0.20	$ 0.10
Soft Costs	$15.000	$ 2.000	$ 2.0	$ 2.00	$ 5.00	$ 4.00
Contingency	$26.000		$ 3.0	$ 8.00	$ 9.00	$ 6.00
Utilities/Site work	$10.000			$ 1.00	$ 7.00	$ 2.00
Core and Shell construction	$33.655			$ 5.60	$ 15.06	$ 13.00
Tenant Improvements	$5.000			$ 1.00	$ 3.00	$ 1.00
Security, Systems, Equipment	$9.000			$ 2.00	$ 5.00	$ 2.00
GRAND TOTAL	**$ 112.700**	$ 11.245	$ 9.300	$ 19.800	$ 44.255	$ 28.10

SOURCES	BUDGET TOTAL	Up to FY 14-15	FY 16-17	FY 17-18	FY 18-19	FY 19-20
Prop 1B California Transit Security Grant Program	$ 112.700	$ 11.245	$ 9.300	$ 19.800	$ 44.255	$ 28.100

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

File #: 2016-0129, **File Type:** Contract **Agenda Number:** 37

2nd REVISED
EXECUTIVE MANAGEMENT COMMITTEE
MARCH 17, 2016

SUBJECT: CONSOLIDATED AUDIT FOR FISCAL YEARS 2016-20

ACTION: AWARD CONTRACTS

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to award a five-year, firm fixed ~~unit~~ price contract, pending the resolution of a protest:

A. Contract No. PS4488900, to **Vasquez & Company, LLP to perform Package A of the fiscal years (FY) 2016-20 Consolidated Financial and Compliance Audit of the programs, jurisdictions and agencies** listed in Attachment C, for $1,583,529 for the base audits and $758,141 for the option audits, for a combined not to exceed total of $2,341,670, effective April 1, 2016; and

B. Contract No. PS4489300, to **Simpson & Simpson, LLP to perform Package B of the fiscal years (FY) 2016-20 Consolidated Financial and Compliance Audit of the programs, jurisdictions and agencies** listed in Attachment D, for $2,572,500 for the base audits and $1,200,000 for the option audits, for a combined not to exceed total of $3,772,500, effective April 1, 2016.

ISSUE

As the Regional Transportation Planner for Los Angeles County, Metro is responsible for planning, programming and allocating transportation funding to Los Angeles County jurisdictions, transit operators and other transportation programs. Metro has the fiduciary responsibility to provide assurance that recipients of funds included in the Consolidated Audit are adhering to the statutes, program guidelines, and/or agreements of each applicable funding source and that operations data used to allocate funds is fair and in accordance with Federal Transit Administration (FTA) guidelines.

The Consolidated Audit process includes financial and compliance audits of the following programs:

1. Local Funding Program to the 88 cities and Unincorporated Los Angeles County.

a. Proposition A Local Return
b. Proposition C Local Return
c. Measure R Local Return
d. Transit Development Act (TDA) 3
e. Transit Development Act (TDA) 8
f. Proposition A Discretionary Incentive Program

2. Transit System Funds to Commerce, Redondo Beach, Torrance, LADOT, Glendale, Pasadena, and Burbank
    a. Transit Development Act (TDA) 4
    b. State Transit Assistance (STA)
    c. Proposition A 95% of 40% Discretionary
    d. Proposition C 5% Security
    e. Proposition C 40% Discretionary
    f. Measure R

3. Fare Subsidies Programs
    a. Immediate Needs Transportation Program (INTP)
    b. Rider Relief Transportation Program (RRTP)
    c. Support for Homeless Re-Entry (SHORE) Program

4. SCRRA Metrolink Program

5. EZ Transit Pass Program

6. Access Services

7. LADOT Operating Data (Proposition A Incentive Programs)

Metro allocates over $400 million annually to these programs and distribute them to 88 cities in Los Angeles County, the County of Los Angeles and other agencies. Audits of these programs are needed to ensure that the agencies comply with the applicable rules, regulations, policies, guidelines and executed Memorandums of Understanding (MOU). The audits also serve as a program management tool for effectively managing and administering these programs.

Vasquez & Company, LLP and Simpson & Simpson, LLP, the independent certified public accounting (CPA)firms, will perform financial and compliance audits to assure management that recipients of subsidies included in the Consolidated Audit are adhering to the statutes of each applicable funding source and that operations data used to allocate funds is fair and in accordance with FTA guidelines. The audits will be conducted in accordance with generally accepted government auditing standards and will meet the American Institute of Certified Public Accountants' Standards. In performing these audits, Vasquez & Company, LLP and Simpson & Simpson, LLP will report on management deficiencies where noted and on findings that may result in funds being returned to Metro based on trades or exchange of funds, unused and lapsed funds, and unallowable expenditures.

DISCUSSION

The Consolidated Audit Project is divided into two separate packages, A and B, based primarily on their District geographic location. This creates a more efficient audit process by streamlining the amount of audits required from one firm. In addition, this process provides firms with increased contracting opportunities.

This project includes a Small Business Enterprise (SBE) goal of 27% and Disabled Veteran Business Enterprise (DVBE) goal of 3%. At the time of Goal Evaluation the estimated dollar value for this procurement was above the $3 million Set-Aside threshold for negotiated awards; therefore, the project was assigned for goal setting.

Option audits is a priced option in the contract to conduct financial and compliance audits of 12 additional Transit System Operators' TDA, STA, Proposition A 95% of 40% Discretionary, Proposition C 5% Security, Proposition C 40% Discretionary, and Measure R funds.

DETERMINATION OF SAFETY IMPACT

This Board action will not have an impact on the safety of Metro's patrons or employees.

FINANCIAL IMPACT

Funds of $812,765 for year one of these contracts will be included in the FY17 budget in Cost Center 2510, Management Audit under projects 405510 and 100055, account 50316 Services Professional and Technical. The FY17 budget will be amended accordingly if additional funds are needed to exercise any or all options. Since this is a multi-year contract, the Project Manager and cost center managers will be responsible for ensuring that funds are budgeted in subsequent years.

Impacts to Budget

The consolidated audits are funded through P&P Planning Consolidated Audit and Measure R Administration funds. There is no impact to bus and rail operating or capital.

ALTERNATIVES CONSIDERED

The Board may choose not to authorize the execution of these contracts. This is not recommended since Proposition A, Proposition C, Measure R Ordinances and Metro guidelines, state laws and federal provisions require that audits be conducted on funds allocated. The Consolidated Audit process addresses these requirements and plays a major part in the continued implementation, management and administration of the covered funding programs.

NEXT STEPS

Upon approval by the Board, staff will execute contracts to the recommended contractors, to provide consolidated audits for fiscal years 2016-20.

ATTACHMENTS

A. Procurement Summary
B. DEOD Summary
C. FY 2016-20 List of Funded Projects and Programs to be audited for Package A
D. FY 2016-20 List of Funded Projects and Programs to be audited for Package B

Prepared by: Diana Estrada, Chief Auditor, (213) 922-2161

Reviewed by: Stephanie Wiggins, Deputy CEO, (213) 922-1023;
Ivan Page, Interim Executive Director, Vendor/Contract Management, (213) 922-6383



Phillip A. Washington
Chief Executive Officer

ATTACHMENT A

PROCUREMENT SUMMARY

CONSOLIDATED AUDIT PROGRAM FY 2016 THRU 2020
PS4488900 – VAZQUEZ & COMPANY, LLP
PS4489300 – SIMPSON & SIMPSON, LLP

1.	**Contract Number A:** PS4488900 **Contract Number B:** PS4489300	
2.	**Recommended Vendor A**: Vasquez & Company, LLP **Recommended Vendor B:** Simpson & Simpson, LLP	
3.	**Type of Procurement (check one): IFB RFP RFP–A&E** **Non-Competitive Modification Task Order**	
4.	**Procurement Dates**:	
	A. Issued: November 4, 2015	
	B. Advertised/Publicized: November 4, 2015	
	C. Pre-proposal/Pre-Bid Conference: November 19, 2015	
	D. Proposals/Bids Due: December 15, 2015	
	E. Pre-Qualification Completed: February 23, 2016	
	F. Conflict of Interest Form Submitted to Ethics: January 11, 2016	
	G. Protest Period End Date: March 16, 2016	
5.	**Solicitations Picked up/Downloaded**: 21	**Bids/Proposals Received**: 7
6.	**Contract Administrator**: Rommel Hilario	**Telephone Number**: **(**213) 922-4654
7.	**Project Manager**: Diana Estrada	**Telephone Number**: **(**213) 922-2161

A. Procurement Background

This Board Action is to approve two contract awards in support of Management Audit Services to perform financial and compliance audits, and provide assurances that recipients of subsidies are adhering to the statutes of each applicable funding source as outlined in Request for Proposal (RFP) No. PS21676. The scope of services required under this contract is divided into two separate packages (Package A and B). These packages were constructed primarily based on the geographical locations of the agencies to be audited; to assist each of the firms in meeting strict audit schedules; and to streamline the audit processes for each of these projects. Firms were allowed to propose on Package A, Package B, or both. However, one firm could not be awarded both Packages as provided in the RFP.

The RFP was issued as a competitive negotiated procurement in accordance with Metro's Acquisition Policy. The contract type is firm fixed unit price.

Two amendments were issued during the solicitation phase of this RFP:

- Amendment No. 1, issued on November 20, 2015, extended the proposal due date; and

- Amendment No. 2, issued on November 25, 2015, provided Pre-Proposal Conference materials including answers to questions from proposers.

A Pre-Proposal Conference was held on November 18, 2015 and was attended by four participants representing four firms. A total of seven proposals were received on December 15, 2015.

The seven proposers are listed in alphabetical order:

1. BCA Watson Rice, LLP
2. Conrad & Company CPAs
3. Grant Thornton, LLP
4. Lopez & Company, LLP
5. Simpson & Simpson, LLP
6. Tahim and Associates, APC *
7. Vasquez & Company, LLP

***** Metro staff deemed the proposals from Tahim and Associates as non-responsive. SBE and DVBE forms as required in the RFP were not submitted. Thus, the proposals were not considered by the Proposal Evaluation Team (PET).

B. Evaluation of Proposals

Proposal submittals were evaluated in accordance with the criteria established in the RFP and in compliance with Metro's Acquisition Policy.

The proposals were evaluated based on the following evaluation criteria and weights:

• Degree of the Prime's Skills and Experience	40%
• Understanding of the Statement of Work	35%
• Cost/Price	25%

The evaluation criteria is appropriate and consistent with criteria developed for similar procurements for Management Audit Services. Several factors were considered when developing these weights, giving the greatest importance to the prime's skills and experience in performing the work.

The PET, consisting of staff from Finance, OMB, and Management Audit Services, met on January 15, 2016, to conduct a comprehensive review of the technical qualifications of the proposal submissions received. The PET reviewed proposals based on the technical criteria consistent with the qualifications, experience and resources necessary to meet the requirements of the RFP. Each proposal addressed the firm's degree of skills and experience and understanding of the statement of work. The proposals highlighted the firms' capabilities, and the roles of the proposer's project and management teams.

The PET recommendation for Package A contract award is the following:

1	FIRM	Average Score	Factor Weight	Weighted Average Score	Rank
2	**Vasquez & Company, LLP**				
3	Degree of the Prime's Skills and Experience	88.92	40.00%	35.57	
4	Understanding of the Statement of Work	79.34	35.00%	27.77	
5	Cost	~~84.00~~ 85.58	25.00%	~~21.00~~ 21.39	
6	**Total**		**100.00%**	**~~84.34~~ 84.73**	**1**
7	**Simpson & Simpson, LLP**				
8	Degree of the Prime's Skills and Experience	79.60	40.00%	31.84	
9	Understanding of the Statement of Work	90.00	35.00%	31.50	
10	Cost	~~60.00~~ 62.48	25.00%	~~15.00~~ 15.62	
11	**Total**		**100.00%**	**~~78.34~~ 78.96**	**2**
12	**BCA Watson Rice LLP**				
13	Degree of the Prime's Skills and Experience	78.92	40.00%	31.57	
14	Understanding of the Statement of Work	54.00	35.00%	18.90	
15	Cost	100.00	25.00%	25.00	
16	**Total**		**100.00%**	**75.47**	**3**
17	**Grant Thorton LLP**				
18	Degree of the Prime's Skills and Experience	69.67	40.00%	27.87	
19	Understanding of the Statement of Work	71.34	35.00%	24.97	
20	Cost	~~68.00~~ 69.48	25.00%	~~17.00~~ 17.37	
21	**Total**		**100.00%**	**~~69.84~~ 70.21**	**4**
22	**Conrad & Company CPAs**				
23	Degree of the Prime's Skills and Experience	74.82	40.00%	29.93	
24	Understanding of the Statement of Work	46.00	35.00%	16.10	
25	Cost	~~68.00~~ 69.10	25.00%	~~17.00~~ 17.28	
26	**Total**		**100.00%**	**~~63.03~~ 63.31**	**5**

27	**Lopez & Company, LLP**	**Average Score**	**Factor Weight**	**Weighted Average Score**	**Rank**
28	Degree of the Prime's Skills and Experience	72.25	40.00%	28.90	
29	Understanding of the Statement of Work	36.00	35.00%	12.60	
30	Cost	~~64.00~~ 66.28	25.00%	~~16.00~~ 16.57	
31	**Total**		**100.00%**	**~~57.50~~ 58.07**	**6**

The PET recommendation for Package B is the following:

1	FIRM	Average Score	Factor Weight	Weighted Average Score	Rank
2	**Simpson & Simpson, LLP**				
3	Degree of the Prime's Skills and Experience	79.67	40.00%	31.87	
4	Understanding of the Statement of Work	90.00	35.00%	31.50	
5	Cost	~~84.00~~74.33	25.00%	~~21.00~~ 18.58	
6	**Total**		**100.00%**	**~~84.37~~ 81.95**	**~~1~~ 2**
7	**Vasquez & Company, LLP**				
8	Degree of the Prime's Skills and Experience	88.92	40.00%	35.57	
9	Understanding of the Statement of Work	77.14	35.00%	27.00	
10	Cost	~~78.68~~ 85.45	25.00%	~~19.67~~ 21.36	
11	**Total**		**100.00%**	**~~82.24~~ 83.93**	**~~2~~ 1**
12	**BCA Watson Rice, LLP**				
13	Degree of the Prime's Skills and Experience	78.92	40.00%	31.57	
14	Understanding of the Statement of Work	54.00	35.00%	18.90	
15	Cost	100.00	25.00%	25.00	
16	**Total**		**100.00%**	**75.47**	**~~3~~ 4**
17	**Grant Thorton, LLP**				
18	Degree of the Prime's Skills and Experience	69.67	40.00%	27.87	
19	Understanding of the Statement of Work	71.34	35.00%	24.97	
20	Cost	~~76.00~~ 91.30	25.00%	~~19.00~~ 22.82	
21	**Total**		**100.00%**	**~~71.84~~ 75.66**	**~~4~~ 3**

22	**Conrad**	**Average Score**	**Factor Weight**	**Weighted Average Score**	**Rank**
23	Degree of the Prime's Skills and Experience	74.82	40.00%	29.93	
24	Understanding of the Statement of Work	46.00	35.00%	16.10	
25	Cost	~~73.32~~ 84.74	25.00%	~~18.33~~ 21.19	
26	**Total**		**100.00%**	**~~64.36~~ 67.22**	**5**
27	**Lopez & Company, LLP**				
28	Degree of the Prime's Skills and Experience	72.25	40.00%	28.90	
29	Understanding of the Statement of Work	36.00	35.00%	12.60	
30	Cost	~~73.32~~ 76.52	25.00%	~~18.33~~ 19.13	
31	**Total**		**100.00%**	**~~59.83~~ 60.63**	**6**

C. Cost/Price Analysis

The recommended pricing for the contracts are fair and reasonable based on adequate price competition, historical pricing, and independent cost estimate of the proposals.

Firms, as previously stated, were allowed to propose on Package A, Package B, or both. However, one firm could not be awarded both Packages, as stipulated in the RFP, to ensure firms would meet Metro strict audit schedules and to streamline the audit processes for each of these projects. This cost analysis considers the most total cost efficient approach for the award of Package A and Package B.

Vasquez & Company, LLP advised Metro of a mistake in calculating their total price proposal for Package B. The "Total" and "Cost" scores for Vasquez have been revised to reflect their corrected price. As a result of this score adjustment, Vasquez is the highest ranked firm for Package B. However, staff's recommendation remains unchanged and offers the best value and cost efficiencies to Metro. The combined value for Package A (Vasquez & Company LLP) and Package B (Simpson & Simpson LLP), based on the best value to Metro results in a total cost of $6,114,148. A reversed recommendation between the top two ranked firms for Package A and Package B would result in a higher overall cost of $6,489,182 to Metro. Therefore, staff's recommendation offers an overall cost savings of $375,034 for Metro.

PACKAGE A

PROPOSER	PACKAGE A AMOUNT	METRO ICE	AWARD AMOUNT
Vasquez & Company, LLP	$2,341,648.00	$2,672,421.60	$2,341,648.00
Simpson & Simpson CPAs	$3,207,500.00		
BCA Watson Rice LLP	$2,004,170.00		
Grant Thorton LLP	$2,884,282.00		
Conrad	$2,900,200.00		
Lopez & Company	$3,023,497.98		

PACKAGE B

PROPOSER	PACKAGE B AMOUNT	METRO ICE	AWARD AMOUNT
Simpson & Simpson CPAs	$3,772,500.00	$3,662,094.33	$3,772,500.00
Vasquez & Company, LLP	~~$4,107,070.00~~ **$3,281,682.00**		
BCA Watson Rice LLP	$2,804,215.00		
Grant Thorton LLP	$3,071,228.47		
Conrad	$3,309,150.00		
Lopez & Company	$3,664,528.27		

D. Background on Recommended Contractors

PACKAGE A - Vasquez & Company, LLP

Vasquez & Company, LLP is a full service Certified Public Accounting firm, founded in 1967. Vasquez & Company, LLP has experience in performing financial compliance audits for a variety of not-for-profit organizations, profit organizations, public agencies and publicly traded companies. Vasquez & Company, LLP has performed professional audit services for the Los Angeles County Metropolitan Transportation Authority, its predecessors and the Los Angeles Unified School District. Types of audits conducted are cost and closeout audits, overhead rate, change order, pre-award audits in accordance with auditing standards generally accepted in the U.S. Generally Accepted Government Auditing Standards, and the criteria prescribed by Subpart 31.2 of the Federal Acquisition Regulation (FAR) and in conformance with the Cost Accounting Standards Board Procurements. The firm's overall past performance has been satisfactory. Vasquez & Company, LLP was awarded Metro's Consolidated Audit contract for fiscal years 2012 through 2015.

PACKAGE B - Simpson & Simpson, LLP

Simpson & Simpson, LLP, based in Los Angeles, CA, has been in business since 1976. They operate as a partnership and firm of Certified Public Accountants. The firm ranks among the top minority/small business public accounting firms in the United States. Simpson & Simpson, LLP is an experienced audit and consulting firm in the government audit arena and has performed professional services for local, state and federal government agencies as well as private business. Simpson & Simpson, LLP has performed work for the Los Angeles County Metropolitan Transportation Authority, Los Angeles Unified School District, City of Los Angeles, County of Los Angeles and their various programs. Simpson & Simpson, LLP has provided professional audit services of grants, contract pre-awards, information services and has been a firm on Metro's CPA Bench pool for a number of years. The firm has also provided services on Metro's Consolidated Audits programs during fiscal years FY2004 through FY2007. The firm's overall past performance has been satisfactory. Simpson & Simpson, LLP was awarded Metro's Consolidated Audit contract for fiscal years 2012 through 2015.

DEOD SUMMARY

CONSOLIDATED AUDIT PROGRAM FY 2016 THRU 2020
PS4488900 – VAZQUEZ & COMPANY, LLP
PS4489300 – SIMPSON & SIMPSON, LLP

A. Small Business Participation

The Diversity and Economic Opportunity Department (DEOD) established a 27% Small Business Enterprise (SBE) goal and a 3% Disabled Veteran Business Enterprise (DVBE) goal for this solicitation. For package A, Vasquez & Company made a 27% SBE and 3% DVBE commitment. For package B, Simpson & Simpson made a 30% SBE and 3% DVBE commitment

Package A - Vasquez & Company

Small Business Goal	27% SBE 3% DVBE	**Small Business Commitment**	27% SBE 3% DVBE

	SBE/DVBE Subcontractors	% Committed
1.	BCA Watson	27% SBE
2.	Daniel Arguello	3% DVBE

Package B – Simpson & Simpson

Small Business Goal	27% SBE 3% DVBE	**Small Business Commitment**	30% SBE 3% DVBE

	SBE/DVBE Subcontractors	% Committed
1.	QUI Accountancy Corp	30% SBE
2.	Dennis Nelson	3% DVBE

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.

PACKAGE A Agencies/Jurisdiction	Local Funding					Transit Funding					Fare Subsidy Programs			
	Prop A Local Return	Prop C Local Return	MR Local Return	Article 3	Article 8	Prop A Incentive	Transit System Funds	Metrolink Program	Access Services	EZ Pass	Immediate Needs	Rider Relief	SHORE	
Agoura Hills	•	•	•	•		•								•
Antelope Valley						•				•				•
Azusa	•	•	•	•		•								•
Baldwin Park	•	•	•	•		•								•
Bell	•	•	•	•		•								•
Bell Gardens	•	•	•	•		•								•
Beverly Hills	•	•	•	•		•								•
Calabasas	•	•	•	•										•
Carson	•	•	•	•		•				•				•
Commerce	•	•	•	•			•			•				•
Compton	•	•	•	•		•								•
Cudahy	•	•	•	•		•								•
Culver City	•	•	•	•		•				•				•
El Monte	•	•	•	•		•								•
Gardena	•	•	•	•		•				•				•
Hawthorne	•	•	•	•										•
Hidden Hills	•	•	•	•										•
Huntington Park	•	•	•	•		•								•
Industry	•	•	•											•
Inglewood	•	•	•	•		•								•
Irwindale	•	•	•	•										•
La Puente	•	•	•	•										•
Lawndale	•	•	•	•		•								•
Los Angeles County	•	•	•	•	•	•								•
Lynwood	•	•	•	•		•								•
Malibu	•	•	•	•		•								•
Maywood	•	•	•	•		•								•
Montebello	•	•	•	•						•				•
Monterey Park	•	•	•	•		•				•				•
Pico Rivera	•	•	•	•		•								•
Pomona	•	•	•	•		•								•
Rosemead	•	•	•	•		•								•
San Fernando	•	•	•	•										•
Santa Fe Springs	•	•	•	•		•								•
Santa Monica	•	•	•	•						•				•
South El Monte	•	•	•	•										•
South Gate	•	•	•	•		•								•
Vernon	•	•		•										•
Walnut	•	•	•	•										•
West Hollywood	•	•	•	•		•								•
Westlake Village	•	•	•	•										•
SCRRA - Metrolink Program								•						•
Access Services									•					•
	40	40	39	39	1	27	1	1	1	8	0	0	0	43

PACKAGE B Agencies/Jurisdiction	Local Funding					Transit Funding					Fare Subsidy Programs			
	Prop A Local Return	Prop C Local Return	MR Local Return	Article 3	Article 8	Prop A Incentive	Transit System Funds	Metrolink Program	Access Services	EZ Pass	Immediate Needs	Rider Relief	SHORE	
Alhambra	•	•	•	•		•								•
Arcadia	•	•	•	•						•				•
Artesia	•	•	•	•		•								•
Avalon	•	•	•	•	•									•
Bellflower	•	•	•	•		•								•
Bradbury	•	•	•	•										•
Burbank	•	•	•	•		•	•			•				•
Cerritos	•	•	•	•		•								•
Claremont	•	•	•	•						•				•
Covina	•	•	•	•		•								•
Diamond Bar	•	•	•	•										•
Downey	•	•	•	•		•								•
Duarte	•	•	•	•		•								•
El Segundo	•	•	•	•										•
Foothill Transit										•				•
Glendale	•	•	•	•		•	•			•				•
Glendora	•	•	•	•		•								•
Hawaiian Gardens	•	•	•	•										•
Hermosa Beach	•	•	•	•										•
La Canada Flintridge	•	•	•	•										•
La Habra Heights	•	•	•	•										•
La Mirada	•	•	•	•										•
La Verne	•	•	•	•										•
Lakewood	•	•	•	•										•
LADOT							•			•				•
Lancaster	•	•	•	•	•									•
Lomita	•	•	•	•										•
Long Beach	•	•	•	•						•				•
Los Angeles City	•	•	•	•		•								•
LA County Dep. Of Public Works										•				•
Los Angeles World Airports										•				•
Manhattan Beach	•	•	•	•		•								•
Monrovia	•	•	•	•		•								•
Norwalk	•	•	•	•						•				•
Palmdale	•	•	•	•	•									•
Palos Verdes Estates	•	•	•	•		•				•				•
Paramount	•	•	•	•										•
Pasadena	•	•	•	•		•	•			•				•
Rancho Palos Verdes	•	•	•	•										•
Redondo Beach	•	•	•	•		•	•			•				•
Rolling Hills	•	•	•	•										•
Rolling Hills Estates	•	•	•	•										•
San Dimas	•	•	•	•										•
San Gabriel	•	•	•	•										•
San Marino	•	•	•	•										•
Santa Clarita	•	•	•	•	•	•				•				•
Sierra Madre	•	•	•	•										•
Signal Hill	•	•	•	•										•
South Pasadena	•	•	•	•		•								•
Temple City	•	•	•	•										•
Torrance	•	•	•	•			•			•				•
West Covina	•	•	•	•		•								•
Whittier	•	•	•	•		•								•
Fame Assistance Corp.											•	•		•
Int'l Institute of LA											•			•
Human Services Assoc.												•		•
Shelter Partnership- SHORE													•	•
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Los Angeles County
Metropolitan Transportation
Authority
One Gateway Plaza
3rd Floor Board Room
Los Angeles, CA

Metro

Board Report

File #: 2016-0104, **File Type:** Federal Legislation / State Legislation (Position) **Agenda Number:** 38.

REVISED
EXECUTIVE MANAGEMENT COMMITTEE
MARCH 17, 2016

SUBJECT: STATE AND FEDERAL LEGISLATION

ACTION: ADOPT STAFF RECOMMENDED POSITIONS

RECOMMENDATION

ADOPT staff recommended positions:

A. **AB 1908 (Harper) -** HOV Lanes **OPPOSE**

~~B. **AB 1964 (Bloom) -** Alternative Fuel Vehicle HOV Lane Access **OPPOSE**~~

C. **AB 2690 (Ridley-Thomas) -** Small Business/Disabled Veteran Business Requirements in Contracting **SUPPORT (SPONSOR)**

D. **SB 1018 (Liu) -** CEQA: State Route 710 North **OPPOSE**

~~E. **SB 1362 (Mendoza) -** Metro Transit Security **OPPOSE UNLESS AMENDED**~~

F. **H.R. 4343 (Blumenauer) -** Transportation Funding **SUPPORT**

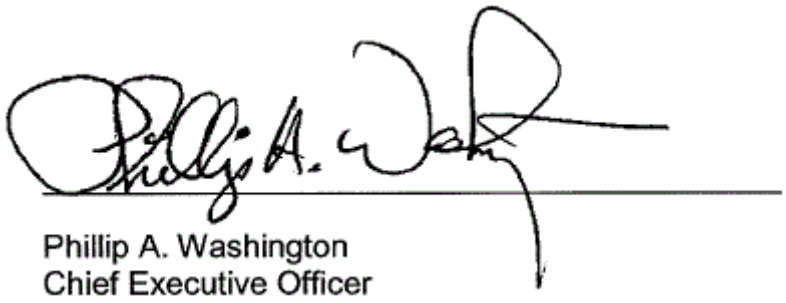
ATTACHMENTS

Attachment A - AB 1908 (Harper) Legislative Analysis
~~Attachment B - AB 1964 (Bloom) Legislative Analysis~~
Attachment C - AB 2690 (Ridley-Thomas) Legislative Analysis
Attachment D - SB 1018 (Liu) Legislative Analysis
~~Attachment E - SB 1362 (Mendoza) Legislative Analysis~~
Attachment F - H.R. 4343 (Blumenauer) Legislative Analysis

Prepared by: Michael Turner, Deputy Executive Officer, Government Relations, (213) 922-2122
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Reviewed by: Pauletta Tonilas, Chief Communications Officer, (213) 922-3777



Phillip A. Washington
Chief Executive Officer

ATTACHMENT A

BILL: **AB 1908**

AUTHOR: **ASSEMBLY MEMBER MATTHEW HARPER (R-HUNTINGTON BEACH)**

SUBJECT: **HIGH OCCUPANCY VEHICLE LANES**

STATUS: **REFERRED TO ASSEMBLY TRANSPORTATION COMMITTEE**

ACTION: **OPPOSE**

RECOMMENDATION

Staff recommends that the Board adopt an OPPOSE position on AB 1908 (Harper).

ISSUE

Assembly Member Matthew Harper has introduced AB 1908 a bill that would establish regulations for High Occupancy Vehicle (HOV) Lanes in Southern California.

AB 1908 would:

- Prohibit HOV lanes from being established on a state highway in Southern California unless it is only enforced as HOV-only during peak commuter traffic.
- Require any existing HOV lane in southern California to be modified to conform with the new requirements. This would require re-striping of all existing HOV lanes, installation of new signage and enforcement to be reduced to peak hours only.
- Require Caltrans to report to the Legislature on impacts of the new HOV provisions and would authorize the department to re-instate HOV lanes to 24-hour enforcement after May 1, 2018.

DISCUSSION

AB 1908 is similar to previous legislation that has attempted to address the difference between the operating characteristics of High Occupancy Vehicle (HOV) Lanes in northern and southern California. This bill would prohibit future lanes in southern California (yet to be defined in the bill) unless they were established as HOV lanes in the peak periods only. The bill would further require that all existing HOV lanes in southern California be converted to peak period HOV lanes.

While there are operational differences between HOV lanes in northern and southern California, there does not appear to be any evidence that modifying the lanes in this manner would in any way relieve congestion in our region. Additionally, a 2014 Caltrans study found that a significant number of HOV lanes in Los Angeles County have

experienced degraded levels of performance. There are a variety of factors for that degradation and changing the lanes to peak period only may not provide a solution to the problems that are causing the general purpose lanes to be congested. In addition, the bill could potentially force Metro to convert the ExpressLanes operation to peak period only severely jeopardizing an effective congestion management tool.

Staff suggests that the while it is clear that congestion is a problem in our region and that the degradation of the HOV lanes is a part of that problem, it would be more appropriate to address this problem by working with our regional partners and identifying the specific causes of that congestion in the HOV lanes and taking whatever steps may be appropriate. Caltrans is currently authorized to take steps to address this issue but we would suggest that it would also be appropriate for the state to address the serious funding challenges to our highway system as well.

Due to the potential impacts to our Metro ExpressLanes program and other impacts to overall congestion in HOV Lanes and general purpose lanes in the County that are not addressed by this proposed legislation, staff is recommending that the Board of Directors adopt an OPPOSE position on this measure.

DETERMINATION OF SAFETY IMPACT

Staff has determined that there is no direct impact to safety as a result of this proposal. Metro staff recommends that a full analysis by Caltrans be conducted to determine potential impacts to the HOV lane network, countywide.

FINANCIAL IMPACT

Staff has determined that there could be a potential negative financial impact to the agency as the result of the provisions outlined in this bill. The Metro ExpressLanes program could be adversely affected due to the proposed new regulations regarding enforcement and re-striping. Staff will need to conduct additional research to determine overall costs associated with reduced operation, re-striping and updated highway signage. There could be a potential loss of toll revenues associated with operating existing ExpressLanes and establishing new ExpressLanes in HOV lanes that are enforced only during peak hours.

ALTERNATIVES CONSIDERED

Metro could consider adopting a support or neutral position on this legislation; however, this would be inconsistent with our Board-approved 2016 State Legislative program. The Board has adopted a position that has directed staff to vigorously oppose any legislation that could harm or negatively impact Metro's ability to operate and expand the ExpressLanes program.

NEXT STEPS

Should the Board decide to adopt an OPPOSE position on AB 1908, staff will communicate the Board's position to the author and to pursue potential amendments to

the legislation. Staff will continue to keep the Board informed as this issue is addressed throughout the legislative session.

ATTACHMENT C

BILL: **AB 2690**

AUTHOR: **ASSEMBLY MEMBER SEBASTIAN RIDLEY-THOMAS (D-LOS ANGELES)**

SUBJECT: **SMALL AND DISABLED VETERAN BUSINESS ENTERPRISE PARTICIPATION IN LACMTA CONTRACTING**

STATUS: **PENDING COMMITTEE REFERRAL**

ACTION: **SUPPORT (SPONSOR)**

RECOMMENDATION

Staff recommends that the Board adopt a SUPPORT position on the Metro sponsored bill, AB 2690 (Ridley-Thomas).

ISSUE

Assembly Member Sebastian Ridley-Thomas has introduced AB 2690, a Metro sponsored bill that would require bidders on contracts financed with nonfederal funds to comply with small business enterprise and veteran business enterprise goals as established by Metro.

AB 2690 would:

- Require bidders to include subcontracting opportunities for small business enterprise (SBEs) and disabled veteran business enterprises (DVBEs) as a component of the procurement process.
- The bill will eliminate Good Faith Efforts and instead authorize Metro to award contracts to the lowest responsible bidder meeting the specified SBE and DVBE participation goals.
- The bill will also authorize Metro to award contracts under certain circumstances to small business enterprises with respect to work that is set aside for competition among certified SBEs.

These provisions would only apply to procurement actions that are financed through nonfederal funds.

DISCUSSION

Existing law gives Metro specified powers and duties to award contracts for the purchase of supplies, equipment, or materials with the purchase price exceeding $100,000 to be let to the lowest responsible bidder, or best value proposer and contracts for construction exceeding $25,000 to be let to the lowest responsible bidder.

Currently, there is no legislation that permits Metro to utilize goals or preferences for DVBEs on its contracts. Further, there is no legislation that allows Metro to set aside contracts for competition among certified SBEs.

Metro issues approximately $2 to $5 billion in contracts annually. While the current Small Business Enterprise (SBE) preference program has aided Metro in increasing SBE participation, staff finds that requiring bidders/proposers to meet a specific SBE subcontracting goal on contracts would substantially increase SBE participation rates. Contractors opt-in voluntarily to the current SBE preference program.

As for Disadvantaged Veteran Business Enterprise (DBVE) participation, both the federal government and the State of California have enacted legislation that provides for participation by DVBEs on federal and State contracts.

In 2011, similar legislation was codified to establish an SBE program that could apply to Metro competitively bid, non-federally funded contracts. This legislation authorized Metro to grant a preference (discount) of a bidder/proposer cost/price as follows: (1) 5% preference to bidder/proposer that is an eligible MTA SBE certified firm and; (2) 5% preference to a bidder/proposer that meets or exceeds an established SBE subcontracting goal. It also provided a provision for bidders/proposers to demonstrate good faith efforts in situations where bidders/proposers did not meet the SBE subcontracting goal.

Small business set-asides allow for small businesses to bid as primes, fostering opportunities to grow and build capacity. This bill will allow Metro to utilize a range of tools to further promote and facilitate increased participation of SBEs (as well as DVBEs) in public contracting with Metro.

As a component of Metro's 2016 State Legislative Program, the Board directed staff to sponsor legislation to enhance the ability of small businesses to participate in Metro's procurements. Staff is recommending that the Board of Directors adopt a SUPPORT position on this measure.

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 determined that there is not an immediate fiscal impact to the agency as the result of the provisions outlined in this bill.

ALTERNATIVES CONSIDERED

Metro could consider adopting an oppose or neutral position on this legislation; however, this would be inconsistent with our agency's effort to increase participation in the Small Business program and Board-approved 2016 State Legislative program.

NEXT STEPS

Should the Board decide to adopt a SUPPORT position on AB 2690, staff will communicate the Board's position to the appropriate committees and to pursue successful passage of the legislation. Staff will continue to keep the Board informed as this issue is addressed throughout the legislative session.

ATTACHMENT F

BILL: **H.R. 4343**

AUTHOR: **U.S. REPRESENTATIVE EARL BLUMENAUER (D-OR)**

SUBJECT: **TRANSPORTATION FUNDING**

STATUS: **REFERRED TO THE HOUSE TRANSPORTATION AND INFRASTRUCTURE COMMITTEE, SUBCOMMITTEE ON HIGHWAYS AND TRANSIT**

ACTION: **SUPPORT**

RECOMMENDATION

Staff recommends that the Board adopt a SUPPORT position for H.R. 4343 –The Bikeshare Transit Act of 2016.

ISSUE

While some bikeshare systems throughout the nation have received federal support through the CMAQ program, there is no established federal program that currently funds the ongoing needs of bikeshare systems. States such as California recognize that bikeshare projects are eligible for CMAQ funding, but the interpretation of eligibility is not uniform across the nation. To best support the development of successful bikeshare projects as well as be supportive of federal funding for bikeshare projects, it is important to clarify current law and support the uniform implementation of federal involvement in bikeshare projects nationwide.

DISCUSSION

H.R. 4343 (Blumenauer) – The Bikeshare Transit Act of 2016 would, if enacted into federal law, clarify the definition of bikeshare projects that qualify as an "associated transit improvement" under Title 49 of U.S. Code, add bikeshare projects to the definition of "capital project" under Title 49 of U.S. Code, and make bikeshare projects eligible for funding under the Congestion Mitigation and Air Quality Improvement Program (CMAQ) under Title 23 of U.S. Code. The legislation seeks to add bikeshare projects to the formal definition of transit projects as well as make clear to states that administer Federal Highway Administration funding that bikeshare is eligible to receive federal funding.

Nationally, bikeshare systems are opening in large and small communities and represent an important mode of transit that can improve air quality and reduce congestion. Currently, there are about 80 bikeshare systems throughout the nation with more than 10 million people riding last year. In June of 2015, Metro awarded a two-year

contract to Bicycle Transit Systems (BTS) for provision of the equipment, installation and operations of the Metro Countywide Bike Share Phase 1 Pilot in downtown Los Angeles (DTLA Pilot). Planning for the DTLA Pilot is underway with up to 80 stations and 1,000 bikes being launched by the summer of 2016. Metro's Countywide Bike Share program will serve as a key first-last mile solution and will offer customers a seamless user experience through TAP.

To help provide federal resources to bikeshare projects, Congressman Blumenauer's legislation, H.R. 4343, would define "bikeshare" in U.S. Code as well as make bikeshare projects eligible for federal funding. Specifically, the Bikeshare Transit Act will allow federal funding to be used for acquiring or replacing bikeshare related equipment and the construction of bikeshare facilities. The Bikeshare Transit Act will remove significant barriers facing new bikeshare projects as well as those existing bikeshare programs applying for federal funding.

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 determined that the legislation would have no negative financial impact for Metro. While the increased flexibility may allow for the delivery of bikeshare using federal funds, the bill does not increase the overall amount of federal funds available to deliver this program.

ALTERNATIVES CONSIDERED

Metro could consider adopting an oppose position on this legislation, however, this would be inconsistent with our Board-approved 2016 Federal Legislative program.

NEXT STEPS

Should the Board decide to adopt a SUPPORT position on H.R.4343, staff will submit a letter of support for the legislation and work with the Los Angeles County Congressional Delegation to advocate for passage of H.R. 4343, "The Bikeshare Transit Act of 2016."

ATTACHMENT D

BILL: **SB 1018**

AUTHOR: **SENATOR CAROL LIU**
(D-LA CANADA FLINTRIDGE)

SUBJECT: **CEQA: STATE ROUTE 710 NORTH STUDY**

STATUS: **SENATE TRANSPORTATION AND HOUSING COMMITTEE**

ACTION: **OPPOSE**

RECOMMENDATION

Staff recommends that the Board adopt an OPPOSE position on SB 1018 (Liu).

ISSUE

Senator Carol Liu has introduced SB 1018, a bill that would require that the Cost Benefit Analysis (CBA) for the SR 710 North Study to be a technical study included in the comprehensive analysis of the alternatives described in the draft environmental document for the State Route 710 North.

SB 1018 would:

- Establish that the Cost Benefit Analysis is a technical study in the environmental document for the SR 710 North Study.
- Require the lead agency to respond, in writing, to any comments regarding the analysis submitted during the public comment period.
- Declare the measure an urgency statute to take effect immediately.

DISCUSSION

The Metro Board of Directors directed the preparation of a CBA of the alternatives currently under study in its role as the funding agency for the State Route 710 environmental review process. The Board is not the lead agency in the environmental review process and will not be the agency that approves the environmental document and selects the final project. However, the Metro Board may be called on to make decisions relating to funding on the project. The Board determined that in its role as a funding partner the CBA would be valuable in its decision making process.

With respect to comments on the CBA, Metro and Caltrans are committed to responding to comments on the CBA. Metro is committed to an open and transparent process in its decision making and we believe the CBA has a role in the funding decision making process.

According to Caltrans, the CBA has been incorporated into the environmental document as a technical study. The CBA has been included in the Caltrans website with other technical studies for the draft environmental document. Therefore SB 1018 is not necessary and could set a precedent or future environmental studies as it would mandate the inclusion of a CBA which is currently optional. In setting a precedent relating to CBA's the bill could cause future environmental documents to include similar studies increasing the costs of those studies. The choice to do a CBA should be at the discretion of the agencies leading the process.

For these reasons staff recommends that the Board oppose SB 1018.

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 determined that there is not an immediate fiscal impact to the agency as the result of the provisions outlined in this bill. However, the bill could increase the cost of future environmental documents by setting a precedent that could cause the inclusion of CBA's in the environmental review process in the future.

ALTERNATIVES CONSIDERED

Metro could consider adopting a work with author position on the bill because we are responding to comments on the Cost Benefit Analysis, however the provision that requires the CBA to a part of the environmental document is a chief concern.

NEXT STEPS

Should the Board decide to adopt an OPPOSE position on SB 1018, staff will communicate the Board's position to the author and work to oppose the bill. Staff will continue to keep the Board informed as this issue is addressed throughout the legislative session.

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

Board Report

File #: 2016-0245, **File Type:** Informational Report **Agenda Number:** 3.1

REGULAR BOARD MEETING
MARCH 24, 2016

SUBJECT: Foothill Gold Line Construction Authority Presentation

PRESENTATION of resolution to the **Foothill Gold Line Construction Authority.**

Foothill Gold Line

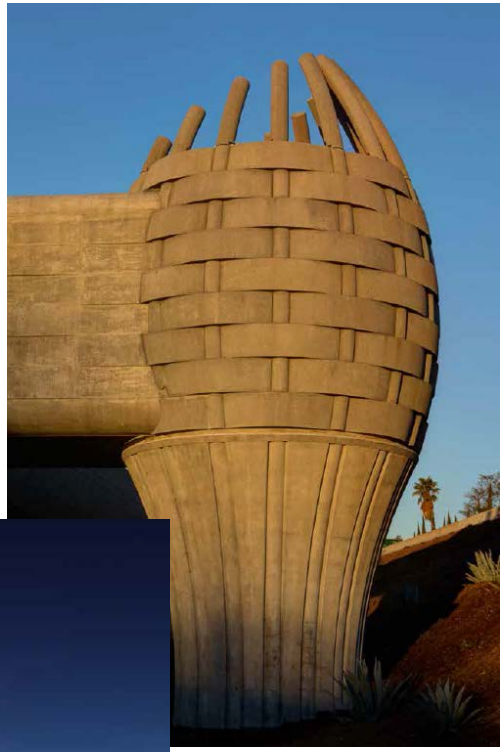
Metro Board Meeting
March 24, 2016
9:00 am

March 5, 2016
Foothill Gold Line
Passenger Service Begins



Foothill Gold Line Bridge







Foothill Gold Line

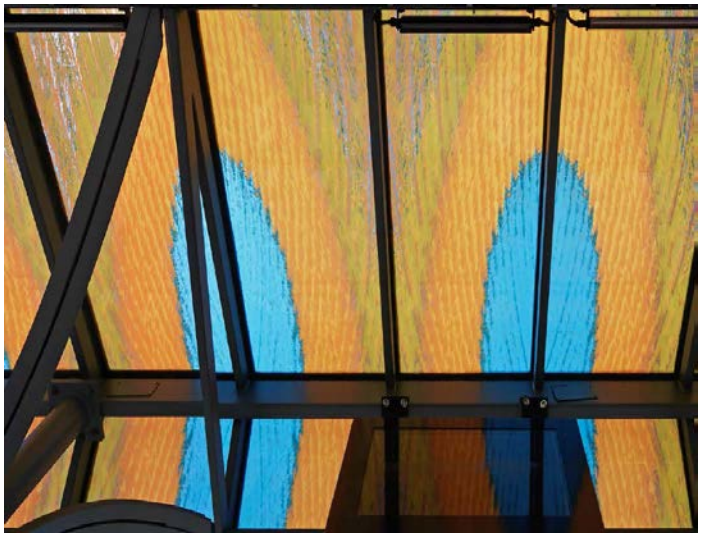
Maintenance & Operations Facility







Station Artwork







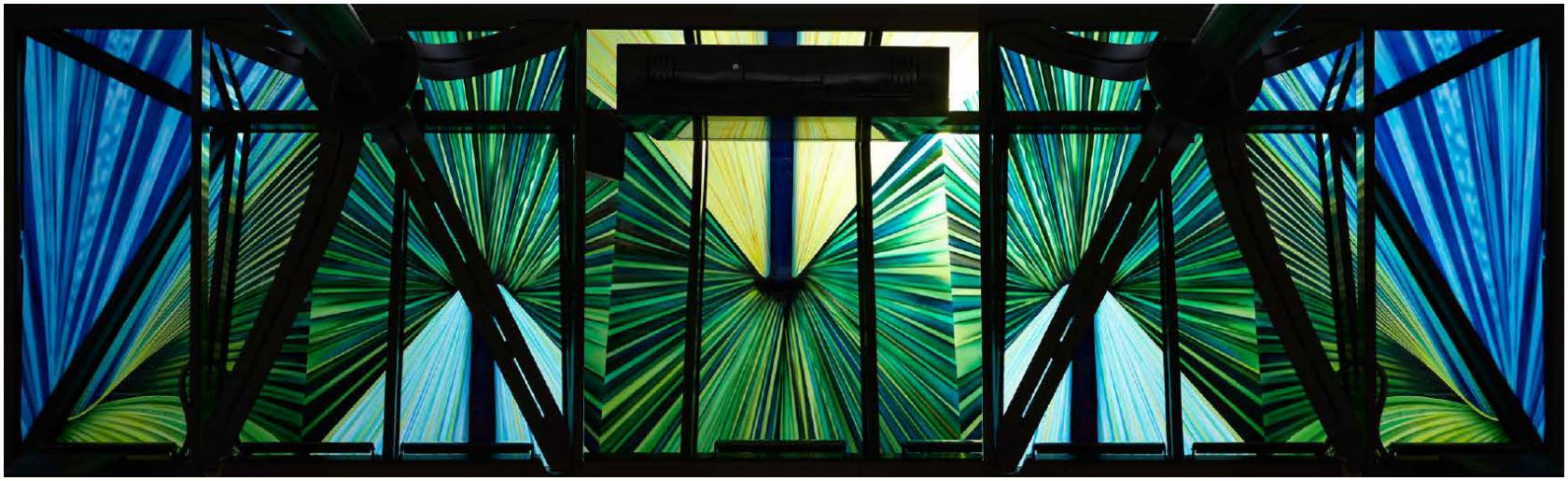




Station Artwork








ON TIME
ON BUDGET
FOOTHILL GOLD LINE

Delivered On Time and On Budget



- Met Completion Date specified in light rail design-build contract
- All three design-build contracts completed within 10% of the original contract price value
- Completed within $741 million funding agreement*

*Amended twice to meet new Metro contingency policies, add project features requested by Metro, and to accelerate project completion by two years

Created Jobs During Great Recession

Made Possible by Measure R

Initial Spending
$490 million

Employment
6,900 jobs





Earnings
$308 million

Output
$930 million

Tax Revenue
$39 million

Foothill Gold Line Future



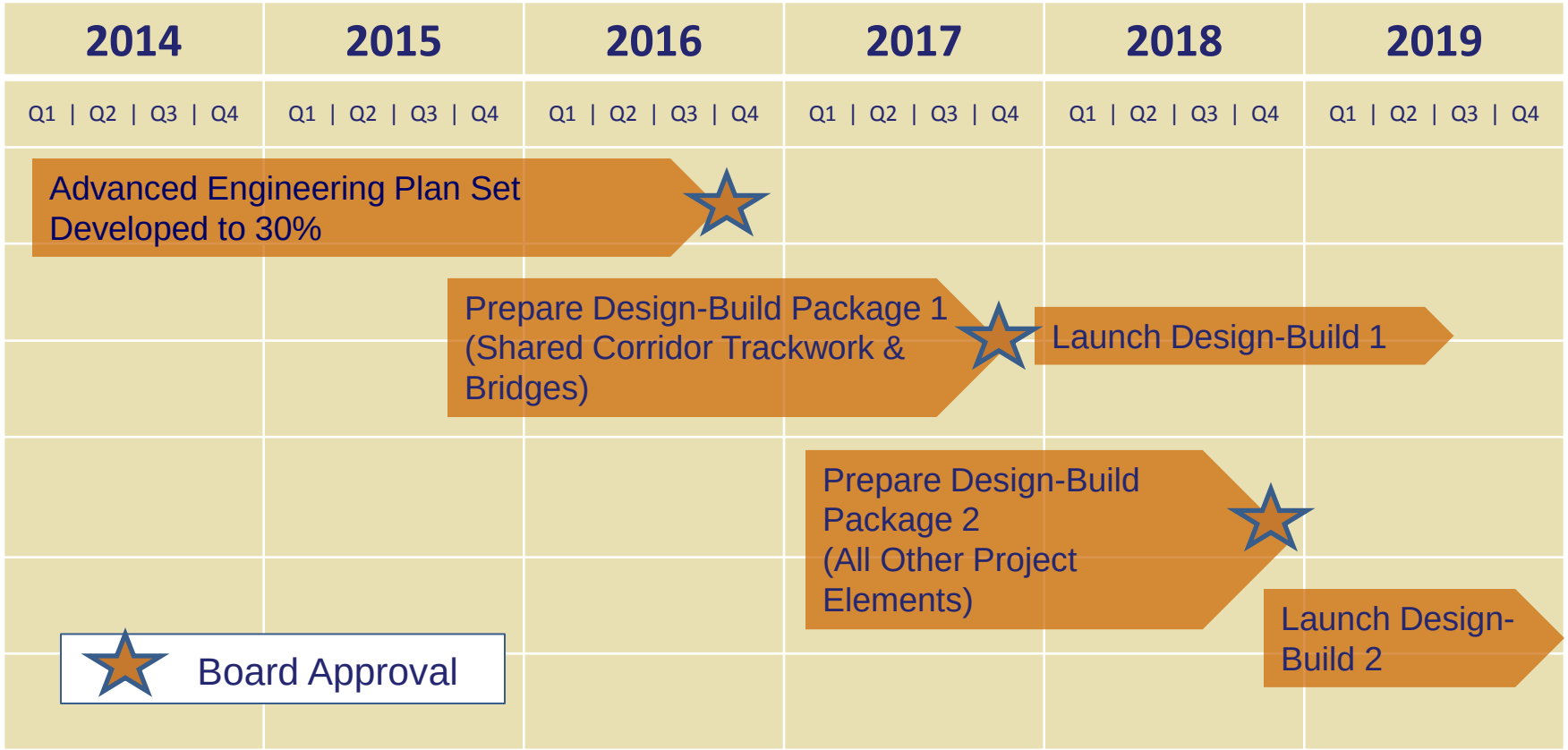
Foothill Gold Line Connecting Los Angeles, the San Gabriel Valley and Inland Empire

Making Glendora to Claremont Shovel Ready: 2017

- Launch two design-build procurements in 2017
- Third Party MOUs, approvals & project understanding , PUC approvals, Fire-life Safety MOU, Emergency Access Plan
- Advance conceptual engineering to refine project estimates and support third party reviews and approvals, PSR/PR
- Final Plan Set including major project elements, Geotechnical Reports, Traction Power Load Plan Study
- Prepare and ready draft design-build scope, contract terms and conditions
- Phase I & II Environmental Site Assessment Reports
- Project completion as early as late 2023

Azusa to Montclair Work Plan Milestones

Substantial Completion 2023-24



Schedule assumes construction funding available in 2017 if approved in proposed 2016 Los Angeles County Tax Measure



FOOTHILL GOLD LINE

The Journey Continues

Foothill Gold Line

Michael D. Antonovich
Los Angeles County Supervisor
Fifth District

In observance of your leadership over this tour fulfilled

March 24, 2016
Foothill Gold Line Construction Authority
Arcadia, Monrovia Duarte Irwindale Azusa

The Journey Continues

Foothill Gold Line

File #: 2016-0148, **File Type:** Plan **Agenda Number:** 4.1

REVISED
REGULAR BOARD MEETING
MARCH 24, 2016

SUBJECT: LONG RANGE TRANSPORTATION PLAN - DRAFT POTENTIAL BALLOT MEASURE EXPENDITURE PLAN

ACTION: RELEASE EXPENDITURE PLAN DRAFT FOR PUBLIC REVIEW

RECOMMENDATION

CONSIDER:

A. RECEIVING AND FILING the **Draft Potential Ballot Measure Expenditure Plan** (Attachment A); and

B. AUTHORIZING the CEO to release the Draft Potential Ballot Measure Expenditure Plan, including a 45-year and 50-year plan option, for public review.

ISSUE

Los Angeles County is expected to grow by 2.4 million people by 2057. Metro is updating its Long Range Transportation Plan (LRTP) to enhance mobility and quality of life for LA County to position the region for future growth and meet transportation needs.

The foundation for the updated LRTP is a draft Expenditure Plan which provides a vision, through nine categories of funding, for the variety of transit related infrastructure and programs needed to build and operate a balanced multi-modal transportation system.

Specifically, the draft Expenditure Plan identifies major highway and transit projects evaluated and sequenced based on performance metrics approved by the Metro Board of Directors at its December 2015 meeting. The draft Expenditure Plan also includes projects identified by staff that are necessary to improve and enhance system connectivity; promote bicycling and walking; support Americans with Disabilities Act (ADA)/paratransit services for the disabled; discounts for students and seniors; investments to fund bus and rail operations; ongoing system maintenance and repair, including repair of bridges and tunnels; and funds for repair and enhancement of local streets and roads. To fund these projects and programs, Metro is considering a ballot measure for November 2016 that would augment the Measure R with a new half-cent sales tax, and extend the current Measure R tax rate to 2057.

Metro has approached the LRTP planning process through a collaborative, bottoms-up approach. After modeling major highway and transit projects identified by key stakeholders in the county's sub-regions, and working with other regional transportation partners to identify other necessary programs to enhance mobility, staff is now prepared to release a draft Expenditure Plan for public review.

Upon release by the Metro Board, staff will conduct an extensive public input process on the draft plan and report the summarized feedback to the Board. The process will include a round of community meetings, a series of telephone town hall meetings, presentations across the county, and opportunities to submit comments through Metro's website and social media channels.

BACKGROUND

The pie chart on page one of Attachment A summarizes the draft Expenditure Plan.

The draft Plan anticipates approximately $120+ billion (year of expenditure (YOE)) over a 40+-year period. It relies on the following funding assumptions: a ½ cent sales tax augmentation to begin in FY18; an extension of an existing ½ cent sales tax rate beyond the current expiration of Measure R in 2039; with a combined 1 cent sales tax sunset in the year 2057 and a partial extension for on-going repairs, operations, and debt service. Assumptions for project cost inflation, tax revenue growth, sub-regional revenue targets, and population and employment data are described in Attachment B, the Working Assumptions Framework.

A 45-year plan, through 2062, and a 50-year plan, through 2067, is also recommended for consideration, which would allow for the expediting of major transit projects in order to address the region's most critical infrastructure in a more timely manner.

If the Metro Board of Directors and/or the voters ultimately do not support the augmenting and extension of taxes at this time, the 2009 LRTP will be updated consistent with that decision. Metro's new 2017 LRTP process is scheduled to conclude in the fall of 2017, well after the potential vote in November 2016, to permit either eventuality.

Authorizing Legislation and Expenditure Plan Requirements

The State Legislature passed SB 767 (de León) on September 15, 2015, which authorizes Metro to place a transportation measure on the ballot for voters consideration. The Governor announced his approval on October 7, 2015 making it effective January 1, 2016. This authorizing legislation requires that an Expenditure Plan be developed using a transparent process.

In addition, SB 767 (de León) requires that the Expenditure Plan include the following elements: the most recent cost estimates for each project and program; the identification of the accelerated cost, if applicable, for each project and program; the approximate schedule during which Metro anticipates funds will be available for each project and program; and, the expected completion dates for each project and program within a three-year range. Metro's process to date, included coordination with the Council of Governments (COGs) for each region, who submitted funding requests for major transit and highway priority projects in their subregion. In order to assist the COGs, staff provided high and low cost estimates to aid in making their priority setting decisions.

In our continuing effort to conduct a transparent process, staff has now refined project cost estimates and analyzed major projects using the Board approved performance metrics.

Geographic Equity Measures and Process
The Potential Ballot Measure Funding Targets examined current (2017) and projected (2047) population and employment figures, which were given to each subregion to inform their ultimate funding target. As discussed in detail in Attachment B, if current population was the highest percentage figure for a specific subregion, that figure was used to develop that subregon's target. If another subregional percentage figure was higher, such as future employment, that figure was used instead. This funding allocation formula was deemed feasible because Metro staff anticipates that a portion of existing funding resources will be available beyond the year 2039. For example, Proposition A and Proposition C do not sunset, and no planning has yet occurred for the year 2040 and beyond for these taxes. Since the working assumption is a 40-year tax measure ending in 2057, there will be about 18 years of Proposition A and Proposition C resources potentially available that have been incorporated in the draft Expenditure Plan for planning purposes.

After establishing a consensus with all the subregional representatives on the Potential Ballot Measure Funding Targets in Spring 2015, staff initiated the next steps in the process by requesting subregional priorities that were constrained to the Framework Funding Targets.

Performance-Based Planning Improves System-wide Results

In order to honor the "bottoms-up" process established by the Board, staff initiated the performance analysis process by reviewing the projects identified by the subregional agencies. The Metro Travel Demand Model was then used to evaluate major transportation projects from the Mobility Matrix and the 2009 LRTP Strategic (unfunded Plan), including major transit projects (bus rapid transit, light rail, or heavy rail transit corridor projects) and major highway projects (carpool lanes, managed lanes, or mixed flow lanes).

Major highway and transit projects were evaluated based on the evaluation criteria adopted by the Board in December 2015 (Attachment C). The Board identified five performance themes: Mobility, Economy, Accessibility, Safety, and Sustainability & Quality of Life. Performance weights were adopted for each theme to guide the scoring of performance measures within each theme. Performance measure analysis was conducted based on a combination of qualitative and quantitative data. Highway and transit projects (including projects provided by the COGs in Attachment D) were evaluated separately and the project scores provide a relative ranking for each mode. Attachment E reflects the adjustments made by staff (reflected in the draft Expenditure Plan) and a side-by-side comparison with all the Sub-Regional planning area project lists submitted by the COGs.

Staff also conducted travel demand model analysis of funded 2009 LRTP major highway and major transit projects not yet under construction, to assess opportunities to accelerate LRTP projects based on performance, while not impacting the 2009 LRTP schedule of any LRTP project. The performance of these projects was assessed using the same methodology used for new projects described above.

For the major highway and transit projects, two underlying system networks were used, one

unconstrained, or “Unfunded” for new projects, and one constrained, or “Partially Funded” for existing LRTP projects. The “Unfunded” system network included all modeled projects in the completed network for the horizon year of 2057. The “Partially Funded” system network included a smaller set of projects in the completed network. This distinction is important to the Potential Ballot Measure Expenditure Plan Draft because the performance metric data that resulted from the two very different system networks could not be simply merged for project comparison and sequencing purposes. The performance metric results for our Partially Funded (existing LRTP projects) and Unfunded (new projects), transit and highway system networks break down into four lists, as shown in Attachment F.

Projects that could not be modelled were assessed using the same performance themes as used for the major highway and transit projects, but using the “Harvey ball” scoring system of the Mobility Matrix process. The relative performance of these projects is shown in Attachment G.

Sequencing of Projects is first based upon the raw performance score for each category of project. Then, two key Board policy assumptions are applied. The first policy assumption is that the Gold Line Extension from Claremont to Azusa is a priority project for any new non-federal funding. The second policy assumption is that the potential acceleration of some Measure R projects already in the LRTP be considered by staff only to the extent that other existing LRTP projects remain on their current LRTP funding schedules and no later. The intent is to prevent any existing LRTP project delays, while at the same time enabling the possible acceleration of highly beneficial major projects. As a result, each subregion has at least one major transit or highway project in the first 15 year period.

Public Support for Expanded Transportation Investment

Over the last 12 months, various information channels have been explored to assess interest in expanding infrastructure investment. Staff has worked closely with the COGs as well as other stakeholder groups to determine their priorities and policy considerations. Executive staff attended many productive meetings with coalitions of leadership representatives from business, environmental, active transportation, and disadvantaged community organizations. These leaders jointly expressed significant support for a potential ballot measure if it properly balances their mobility, economic development, and environmental justice concerns.

Staff conducted general public opinion research to develop a solid understanding of Los Angeles County resident perspectives on transportation concerns to guide development of the potential ballot measure. In the past year, three research efforts have been completed. The first was conducted in February 2015 and consisted of four focus groups to help shape a planned survey questionnaire. Common themes shared by focus group participants included: traffic congestion is a serious problem and is getting worse; the public transportation system needs to be better connected; and there is a need for new funding which included general support for a sales tax measure.

In March 2015, a follow-up public opinion survey of 1,400 respondents was conducted with statistically significant sub-samples representing sub-areas of the County. This was not a traditional voter poll, but a representative sample of County residents. The poll also included a sub-sample of self-reported likely November 2016 voters. Some of the key findings included: concern over the growth in traffic congestion; the belief that a transportation plan must include a mix of local road,

freeway and public transportation projects; and the programs that resonated most with respondents included, traffic congestion relief, freeway improvements, keeping senior/disabled/student fares low, bridge safety improvements and repaving local streets. The survey also found that support for a transportation ballot measure appeared relatively strong, slightly above the two-thirds threshold.

The third effort was conducted in September 2015. Fourteen focus groups were held at seven locations (two focus groups per location) across the County to gain further qualitative data from residents regarding transportation concerns and feedback on concepts to communicate the benefits of Metro's LRTP. Overall, participants agreed that traffic congestion has gotten significantly worse; expressed support for a proposed ballot measure; had limited awareness of Metro's responsibilities; and responded positively to LRTP informational materials including a map depicting projects completed, under construction or planned.

As part of Metro's LRTP update, staff is planning to conduct additional public opinion research to provide the Metro Board of Directors with another layer of information as they consider placing a sales tax measure on the November 2016 ballot.

DISCUSSION

Fund Elements of the Plan

Major Transit Construction Projects - 35% Allocation
The major transit construction fund includes a 33% allocation for new rail and Bus Rapid Transit (BRT) capital projects, whose final project definition will be determined following completion of an environmental review process. Rail yards, rail cars, and start-up clean fuel buses are also eligible for this fund.

In addition to the elements listed above, the Major Transit Construction Fund includes a sub-category of $350 million for additions to the Countywide Bus Rapid Transit system. Bus Rapid Transit lines include enhanced speeds gained through protected rights-of-way, signal priority, and bus stop enhancements that reduce dwell time at each stop. During each decade, Bus Rapid Transit lines will be added to enhance Metro's existing system already in place. Eligibility for the funds available includes advanced planning, environmental, and construction related costs.

A total of $35 million is included for Streetcar and Circulator projects such as those proposed in Downtown Los Angeles, Glendale and other locales around the County. This allocation is eligible for capital only and will leverage operating and maintenance commitments as seed funding for Streetcar and Circulator type project sponsors.

This category also includes $20 million in seed money for visionary projects, such as an express connection between the Los Angeles World Airport and Union Station in downtown Los Angeles or extending the Sepulveda Pass from LAX to Long Beach. These visionary ideas are important to foster as Los Angeles County grows.

For project descriptions on the Transit Construction Projects and maps, see Attachment H. An additional 2% of the funds are recommended for Transit System Connectivity Projects such as

described in Attachment I.

Major Highway Projects - 17% Allocation

The major highway construction fund includes a 15% allocation for safety enhancements, bottleneck relief, and capacity projects, whose final project definition will be determined based upon the completion of an environmental review process. Environmental studies, plans, specifications, and estimates, right-of-way acquisition, and construction are also eligible for this fund.

For project descriptions and maps on the Highway Construction Projects, see Attachment H. An additional 2% of the funds are recommended for Highway System Connectivity Projects such as ground access to seaports and airports described in Attachment I.

Transit Operations - 20% Allocation

The transit operations fund includes a 20% allocation to support countywide transit operations (consistent with ridership patterns) for Metro and Municipal Operators. The funds will improve system safety, provide faster, frequent, reliable, accessible services, and improve customer service. Estimated to generate $23.9 billion during the term of the proposed new sales tax, this fund is critical to continue to grow the service and create a balanced more flexible multi-modal transit system. During the early years of the draft Plan, when transit expansion has not yet been fully implemented, some of these revenues can be used to address the transit State of Good repair backlog. For example, some of these funds could be used to meet bus system related repair. For detail information on the Transit Operations, see Attachment J.

Local Return - 16% Allocation

The 88 cities and the County of Los Angeles are responsible for building, improving, operating and maintaining much of the transportation infrastructure throughout Los Angeles County; a 15% local return allocation of the existing ½ cent Measure R sales tax provides a key revenue source for needs, such as, potholes, curb cuts, sidewalks, and active transportation projects. The existing program is structured to provide maximum flexibility for local jurisdictions to meet their transportation priorities and needs and staff recommends that the additional local return allocation maintain this flexibility.

In recent months, Metro has taken several steps to go beyond the traditional transit-oriented development focus to the creation of “Transit Oriented Communities” (TOC). TOCs represent an approach to development focused on compact, walkable and bikeable places in a community context (rather than focusing on a single development parcel), integrated with transit. Implementing TOCs requires coordination with local jurisdictions, as such, the draft Expenditure Plan proposes that the Local Return allocation include an expansion of the eligible use of funds for TOC development.

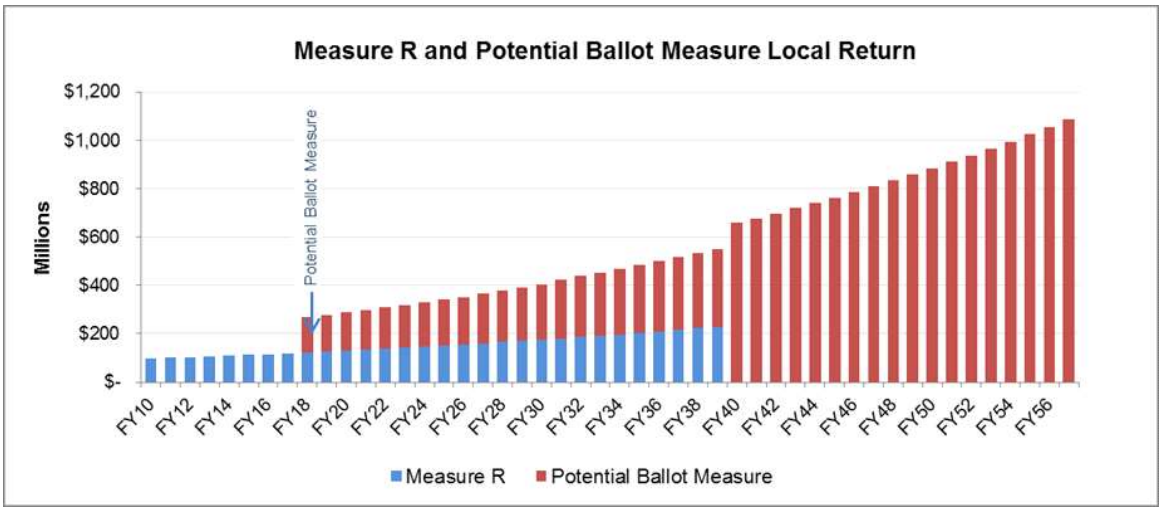
Metro has also taken several steps to elevate our response to storm water needs both for our own projects and programs, as well as in collaboration with communities around the County. In particular, last month the Metro Board adopted the following:

- Created a new requirement that all Metro construction projects implement methods to capture

and treat storm water;
- Required that design and construction projects incorporate sustainability best practices; and
- Expanded the Urban Greening Implementation Action Plan along with planning and technical tools to aid in project implementation.

Consistent with the recent policy initiatives, the draft Expenditure Plan proposes that the Local Return allocation also include an expansion of the eligible use of funds for “Green Streets”.

Estimated to generate $19.1 billion during the term of the proposed new sales tax, it is important to note that the recommended fund allocation of 16% for Local Return results in a more than doubling of existing Measure R Local Return funds between FY18 and FY39 and extends the tax for another 18 years. Specifically, beginning in FY18, the proposed new fund allocation of 16% for Local Return will be added to the 15% Local Return currently generated by Measure R. The amount of Local Funds will exponentially grow beyond that during the later years of the new Measure (FY203~~9~~40-FY2057) as illustrated in the table below.



Metro Rail Operations - 5% Allocation

Metro Rail is the backbone of the County’s transit network, providing service in highly congested corridors and moving riders at greater speeds. Historically, every time a rail line opens, transit ridership has increased, doubling in that rail corridor. As new rail projects open and the Metro Rail network expands, dedicated funding is needed to operate and maintain the service necessary to serve the expanding mobility needs of the region. During the early years of the draft Plan, when rail expansion has not yet been fully implemented, these revenues can be used to address the rail transit State of Good repair backlog. For example, some of these funds could be used to meet Blue Line repair needs ~~and~~ as well as the needs of other rail lines opened in the 1990s. The 5% allocation is estimated to generate $5.9 billion during the term of the proposed new sales tax.

Metro State of Good Repair (SGR), Safety Improvements, & Aging Infrastructure - 2% Allocation

This new category is critical given the aging nature of Metro’s system and is closely aligned with

safety and security. An emphasis on SGR is necessary to keep the expanding transit system in top form. The fund will help ensure safety, earthquake retrofitting of infrastructure, and minimize breaks in service delivery or unanticipated equipment failures during the course of providing transit service.

Specifically, the combination of older and newer rail systems places increased loads on the older rail infrastructure to service new destinations. To address this, Metro must ensure maintenance of the existing Metro Rail system, which in some corridors is over a quarter century old and does not have a dedicated funding source for its increasing SGR needs. The 2% allocation is estimated to generate $2.4 billion during the term of the proposed new sales tax.

Transit Operations (20%) and Rail Operations (5%) are eligible to fund state of good repair needs. In addition, Metro is developing an asset management plan that evaluates the age and condition of assets. The draft Expenditure Plan also proposes a provision where Metro Board may, after fiscal year 2039, increase the SGR percentage allocation based on the condition of the transportation assets. These provisions will help mitigate funding needs for state of good repair.
~~The draft Expenditure Plan also proposes a provision where Metro Board may, after fiscal year 2039, increase the SGR percentage allocation based on the condition of the transportation assets.~~

Americans with Disabilities Act (ADA) Paratransit Service for the Disabled; Discounts for Seniors and Students - 2% Allocation

Proposed as a new category of funds, ADA-mandated Paratransit Service is a mobility lifeline for disabled residents. Currently, no dedicated funding for ADA-mandated paratransit exists, yet ADA ridership is expected to more than double in the next decade. The projected growth is due to the aging population of baby boomers and the cuts in federal human services transportation funding. This portion of funding could also include funding for discounting Metro transit passes for students and seniors. The 2% allocation is estimated to generate $2.4 billion during the term of the proposed new sales tax.

Regional Rail - 1% Allocation

The regional rail fund includes a 1% allocation (or $1.2 billion) as supplementary funding for improvements to regional rail service within Los Angeles County, with service in Antelope Valley as a first priority. Regional rail operations, maintenance, expansion, and State of Good Repair are eligible uses of these funds. The proposed 1% allocation builds upon the existing 3% Measure R commuter rail allocation. Specifically, beginning in FY18, the proposed new fund allocation of 1% for Regional Rail will build upon the existing Measure R 3% allocation for Regional Rail for a combined total of 4% of ~~1~~ 1/2 cent until 2039. The draft Expenditure Plan also proposes a provision where the Metro Board can, after FY2039, increase the Regional Rail percentage up to an additional 1% based on verifiable service improvements and need. In addition, Metrolink Capital Projects are eligible for Transit System Connectivity funds as outlined in Attachment I.

Regional Active Transportation Program (ATP) - 2% Allocation

The Regional Active Transportation program is a multimodal program of regionally significant projects that encourage, promote and facilitate environments that promote walking, bicycling, rolling modes and transit use, as part of a robust and integrated countywide transportation system. To support this

effort, and in response to stakeholders, Metro has created a 2% portion of the draft Expenditure Plan, which is expected to generate $17 million annually in the first year and more than $2.4 billion over the 40-year life of the measure.

Approximately half of the 2% allocated ATP funds would be used to fund Projects that would be consistent with Metro's Active Transportation Strategic Plan. Potentially eligible projects ~~including~~ include Safe Routes to Schools, complete streets improvements, and first/last mile connections with public transit such as bicycle facilities including bike hubs, protected bike lanes connecting the transportation network, and the countywide bike share program. These funds, administered by Metro, will be available for the purposes of implementing the Countywide Active Transportation Network, as identified in Metro's Active Transportation Strategic Plan. Additional information about ATP and Regional ATP eligibility criteria is available in Attachment K. The other half of this 2% allocation will go towards two major LA River Bike Path projects: Complete LA River Bike Path - San Fernando Valley Gap Closure; and LA River Bike Path - Central Connector.

Regional ATP fund allocation can leverage and enhance local investments being made through the Local Return allocation from Proposition A, Proposition C, and Measure R. Over the last six years, $443.8 million of Local Return funds (Prop A, Prop C, & Measure R) have been spent on Active Transportation. The Local Return of the Potential Ballot Measure is intended to be eligible for municipal ATP projects. Furthermore, subregions have identified active transportation projects as part of their subregional priorities in the Framework Funding Targets (Attachment D). An additional $2.853 billion (in 2015 dollars) in active transportation projects were selected by the subregions. In total, the amount of funding utilized for ATP is approximately 4.5% or $5.4 billion, ~~All told approximately 4.5 to 5% of the draft Expenditure Plan funds are projected to be utilized for ATP projects,~~exclusive of any Local Return Funds used ~~of~~ for ATP projects.

~~The draft Expenditure Plan assumes that approximately half of the 2% ATP allocation funds two major Los Angeles River projects ATP projects earmarked in the draft Expenditure Plan as well as a portion of the costs of ATP projects submitted by the COGs and included in the draft Expenditure Plan. The 1% or $1.2 billion Regional ATP fund allocation can leverage and enhance local investments being made through the Local Return allocation from Proposition A, Proposition C, and Measure R. Over the last five years, $443.8 million of Local Return funds (Prop A, Prop C, & Measure R) have been spent on Active Transportation. The Local Return of the Potential Ballot Measure is intended to be eligible for municipal ATP projects.~~

Administration - 1.5%

Up to one and one-half percent (1.5%) of gross sales tax revenues may be appropriated ~~by~~ to Metro for administrative costs related to the measure. The magnitude of the projects to be delivered through the new Potential Ballot Measure require additional oversight, infrastructure, and other related resources, to ensure a timely and cost effective delivery. Examples of eligible costs are: audits and audit-related functions, development and adoption of criteria, guidelines, rules and regulations, administrative and procedural responsibilities, planning and feasibility studies, compliance monitoring, and other associated costs of administering the measure. In no case shall the gross sales tax revenues appropriated for such costs exceed more than one and one-half percent (1.5%) of the gross sales tax revenues in any one year.

Recommended 45-Year and 50-Year Plan Considerations

Included in the draft Plan for public comment will be a recommended 45 year plan option and 50 year plan option, to address major capital projects that cannot be fully built in the first 40 years. The 45 year option generates $6 billion in current dollars ($23 billion YOE) permits additional long term project needs to be included in the plan and considered for possible acceleration. For example, Crenshaw Line Northern Extension acceleration dollars and the High Desert Multi-Purpose Corridor which could connect Las Vegas and Victorville into the City of Palmdale, taking full advantage of the right-of-way preservation proposed as an early part of the draft Expenditure Plan. The 50 year option generates $11 billion in current dollars ($28 billion YOE) and permits additional projects such as, the proposed Eastside Gold Line Extension (2nd alignment) and the Purple Line Extension to Bundy. Other visionary projects could be considered in this scenario as well, such as the South Bay Congestion Relief from LAX to Long Beach. If 45-year or 50-year plans are selected, the final projects would be based on Board direction.

Benefits of Draft Expenditure Plan

The list of major highway and transit improvements included in the draft Expenditure Plan were analyzed using Geographic Information Systems (GIS) and Metro's Travel Demand Model to forecast the estimated mobility, accessibility and quality of life benefits for the package of projects.

The analysis estimated that the proposed major highway and transit projects funded through the draft Expenditure Plan would both ease congestion and improve mobility countywide. The model forecasts a 15 percent reduction in daily person hours of delay for roadway travel while reducing the daily hours of truck delay by 15 percent. Benefits for the transit system include forecasted boardings on high-capacity Metro transit (HRT, LRT and BRT) to increase by about 80 million additional transit boardings per year or 3.2 billion additional riders during the 40 year period. Additionally, this will increase transit mode shares currently at 7% to a projected 20-30%. The number of miles traveled by transit riders each day increases by 2.5 million with the projects included in the draft Expenditure Plan.

The major projects are estimated to improve accessibility by increasing access to high-capacity, fixed guideway transit by 28 percent (to over a million more residents) and access to transit dependent travelers by 42 percent. In addition, the projects are estimated to provide new high-capacity transit access to over 650,000 jobs, a 26% increase of jobs within a half mile of transit stations. The new plan will nearly double the mileage of existing fixed guideway transit. The major projects are estimated to reduce vehicle miles traveled (VMT) by nearly 5 million daily (regionwide), resulting in greenhouse gas (GHG) reductions of four percent.

Additional benefits of the Potential Ballot Measure are acceleration or expansion of existing LRTP projects. In the draft Expenditure Plan, LRTP transit and highway projects are accelerated or expanded as follows. Specifically, the transit projects include: the Westside Purple Line; the West Santa Ana Transit Corridor; the Sepulveda Pass Transit Corridor; Airport Metro Connector Station/Green Line Extension to LAX; and South Bay Green Line Extension to Torrance. Additionally, two highway projects that will be accelerated are: the Interstate 5 North Capacity Enhancements

(from State Route 14 to Lake Hughes Road); and State Route 71 (from Interstate 10 to Rio Rancho Road).

DETERMINATION OF SAFETY IMPACT

Releasing the Plan for public comment will not have any adverse safety impacts on employees and patrons.

FINANCIAL IMPACT

LRTP Revenue Assumptions

Metro's Long Range Transportation Program (LRTP) revenue assumptions include both Metro controlled revenues and other local, state, and federal discretionary revenues based upon Metro's historic and/or anticipated success in securing these funds. For the period from FY 2017 to 2040, all Metro controlled and federal New Starts discretionary revenues are assumed to be committed to existing and planned projects in the adopted 2009 LRTP and Measure R program. For the period FY 2041-FY 2057, on-going administration, operations of all transit projects in the adopted 2009 LRTP, and on-going and new Proposition A and Proposition C debt service, at cost growth rates similar to FY 2040, are assumed funded from the continuing sales tax revenues, fare revenues, State Transit Assistance funds, Federal transit formula funds, Federal Regional Surface Transportation Program formula, and other funds.

A successful ballot measure will improve Metro's ability proved expanded service, or at least to avoid funding related service cuts in the event of an economic downturn. This service reliability feature of the Potential Ballot Measure is extremely important to the transit dependent, who rely on Metro and do not have alternative means of transportation.

New Metro Controlled LRTP Revenues

Metro-controlled LRTP revenues are assumed to continue past the 2009 LRTP horizon of FY 2040. These revenues include Proposition A, Proposition C, and Transportation Development Act sales taxes; fare revenues; State Transit Assistance formula funds; State Transportation Improvement Program formula funds; Federal highway formula funds; and Federal transit formula funds. Growth rates assumed are modest for sales tax revenues and minimal for State and Federal funds. Fare revenue growth and cost controls are ~~is~~ assumed to maintain a 33% fare recovery ratio. The schedules shown in Attachment A assume a reasonable level of borrowing (bonds) that will be modeled during the public review period and presented to the Metro Board of Directors as part of the final staff recommendation.

Cash ~~and bond~~ revenues available for new transit and highway capital projects and state of good repair are forecasted at $~~23.5~~ 15.4 billion for FY 2041-FY 2057 in year of expenditure dollars. IN 2015 dollars, this represents a value of approximately $5.6 billion. This $~~23.5~~ 15.4 billion averages about $900 million ~~$1.38 billion~~ per year and consists of $~~8.7~~ 5.6 billion in Proposition C discretionary funds, $~~8.2~~ 5.6 billion in ~~new~~ Proposition C 25% transit-related highway funds ~~bonds~~, ~~$4.0 billion~~ 1.47 billion in ~~new~~ Proposition A 35% rail ~~bonds~~ funds, $1.6 billion in ~~regional~~ State Regional Improvement

Program formula funds, and $1.0 billion in regional Federal Congestion Mitigation and Air Quality (CMAQ) formula funds. Annual details are found in Attachment L ~~below~~. As was done for Measure R, local agency contribution revenues of 3% of costs are assumed to help fund the package of new major transit projects. ~~Attachment L shows these revenue assumptions.~~

For the 11-year period of FY 2047-FY 2057, about $400 million per year of Proposition A 35% bonding is assumed with debt service equaling about 20% of those sales tax revenues annually. For the entire 17-year period of FY 2041-FY 2057, an average of $482 million per year of Proposition C 25% bonding is assumed with debt service equaling about 82% of those sales tax revenues annually.

New Discretionary Revenue Assumptions

The major new discretionary revenue assumptions over the 40-year Expenditure Plan period include State Cap-and-Trade, Federal New Starts (FY 2041-FY 2057), and Federal freight funds. Based on historic success in securing Federal New Starts funds, revenues of $200 million per year for the period FY 2041-FY 2057, totaling $3.4 billion, are also assumed to be available for new major transit capital projects. We assume that the New Starts funds would fund up to the maximum, which is 50% of a project's cost.

The State's Cap-and-Trade Program, which provides for the auction of emission allowances purchased by greenhouse gas emitters and deposits the proceeds in the Greenhouse Gas Reduction Fund (GGRF) for expenditure on greenhouse gas reducing projects, presents a significant opportunity to fund and accelerate the planned expansion of the public transit system in Los Angeles County as well as complementary Transit Oriented Communities (TOC) development, first/last mile connections, and goods movement enhancements.

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

Innovative Finance

Metro will make every effort to accelerate, improve, and reduce the costs of projects that have the potential to be delivered using innovative financing strategies. Innovative finance includes the ability infuse private sector dollars into projects. This can work under a revenue-risk model, where the private sector return on investment is contingent on tolls, or an availability payment model where the return is based on scheduled payments and performance. Either way, a private sector financing role can substantially reduce our risk on major construction projects. Private sector financing is only appropriate under certain circumstances, but it can also be a way to bring innovation to a construction project by giving the contractor, designer, and operator a financial stake in the outcome. Our unsolicited proposal policy seeks to advance this idea by enabling the private sector to indicate where they might be able to add value. Under the new policy, private sector construction and finance interests may see projects in the LRTP where they can play an effective role, and submit a proposal

that could accelerate the timeline for these projects.

Impact to Budget

The recommendation will have no impact on the FY 2016 Budget as the necessary expenditures have already been included in the FY 2016 Budget.

ALTERNATIVES CONSIDERED

The Metro Board of Directors could suspend further public review of the draft Expenditure Plan or ask staff to return with an alternate program of projects. We do not recommend delaying this effort as there will not be ample time to seek public review and make any necessary revisions to the plan in order to meet the schedule if the Metro Board of Directors decide to pursue a potential ballot measure this year. Returning to the Metro Board of Directors at a later date with a draft Expenditure Plan compromises the schedule necessary to seek public review, finalize the Expenditure Plan and submit the potential ballot measure to the County Registrar for placement on the November 2016 ballot.

NEXT STEPS

Though staff proposes a final decision by the Metro Board of Directors on whether to support the agendizing of a November 2016 Ballot Measure in June 2016, the Metro Board must make a go/no go decision no later than the regularly scheduled meeting in July 2016 in order to ensure placement on the November 2016 ballot. The next steps in the LRTP and potential ballot measure framework are as follows:

Draft Ordinance Outline

The draft ordinance outline is shown in Attachment M. Several key issues need to be defined in the ordinance going forward including formal use of revenue definitions, maintenance of effort requirements, and oversight provisions. The use of revenue definitions will put in place restrictions on each part of the proposed Expenditure Plan sub-funds, like local return, transit capital, highway capital, state-of-good repair, regional rail, transit operating, rail operating, and paratransit categories. Maintenance of effort requirements are clearly defined in Proposition A, Proposition C, and Measure R, and are anticipated to be included in this potential ballot measure.

Taxpayers Oversight

Metro will incorporate strong accountability requirements to ensure funds are spent in accordance with the authorizing legislation. Past research conducted on sales tax measures have repeatedly found that residents want such requirements embedded in tax measures. Staff is developing oversight provisions that will be governed by the proposed measure ordinance and subsequent guidelines after reviewing accountability requirements from other transportation measures in California. Evaluating various approaches compared to the Measure R accountability effort provides Metro with an opportunity to build upon the agency’s current oversight programs to ensure adequate oversight.

The Measure R Taxpayer Oversight provisions are implemented through a committee comprised of three retired state or federal judges. The Committee meets twice a year to review an independent audit of Measure R revenues and expenditures, including local return, and makes recommendations on proposed ordinance amendments and debt financing. The judges also consult with an advisory panel consisting of representatives from six transportation industry expertise areas. Staff plans to build on the solid foundation of the Measure R oversight provisions, which have received positive feedback, while proposing additional oversight responsibilities. These would include review of the budget and expenditures of each program funded by the proposed tax measure and an analysis of program spending consistent with the ordinance and expenditure plan. This review will also include an analysis of reasonableness of project cost, capital project cost increases, and effectiveness and efficiency of the program. Staff will also propose that the committee meet with the advisory panel on a quarterly basis.

Public Input and Outreach Process Summary

Upon release of the draft Expenditure Plan by the Metro Board, the roadmap to educate the public about the draft Expenditure Plan and provide opportunities for public input will occur through three main sectors of the community: Key Stakeholder Engagement, Public Engagement, and Media Engagement. The process will include elected officials' and key stakeholders' briefings; community meetings; a virtual community meeting; telephone town hall meetings; community group presentations; media briefings; online/digital engagement; and opportunities to provide comments through Metro website and social media channels. The input will be compiled and presented to the Board of Directors as another tool to assist the Board in its decision about whether to pursue a sales tax measure in November. See Attachment N for the whole plan.

Upcoming Public Opinion Research

A final round of research will be conducted in Spring 2016. Several focus groups will be held to ensure that information being developed to describe the draft Expenditure Plan and LRTP update is understood clearly. A public opinion survey will then be conducted as follow-up to the survey conducted in March 2015 to identify the current level of support for the proposed ballot measure. This information can be used to assist the Board in determining whether support is strong enough to warrant placing a measure on the November 2016 ballot.

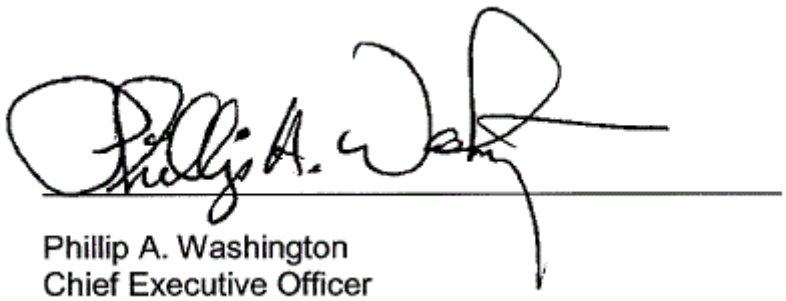
ATTACHMENTS

Attachment A - Draft Expenditure Plan
Attachment B - Working Assumptions Framework
Attachment C - Performance Metrics Framework for Major Projects
Attachment D - Subregional Stakeholder Project Priorities
Attachment E - Comparison of Draft Expenditure Plan with Sub-Regional Planning Area Input and Cost Information
Attachment F - Performance Analysis Results: Modeled Projects
Attachment G - Performance Analysis Results: Non-modeled Attachment D Projects
Attachment H - Project Descriptions
Attachment I - Systemwide Connectivity for Passengers and Goods

Attachment J - Operations and Other Programs
Attachment K - Regional Active Transportation Program
Attachment L - Revenue Assumptions/Updates from December 2015
Attachment M - Draft Ordinance Outline
Attachment N - Public Outreach Process

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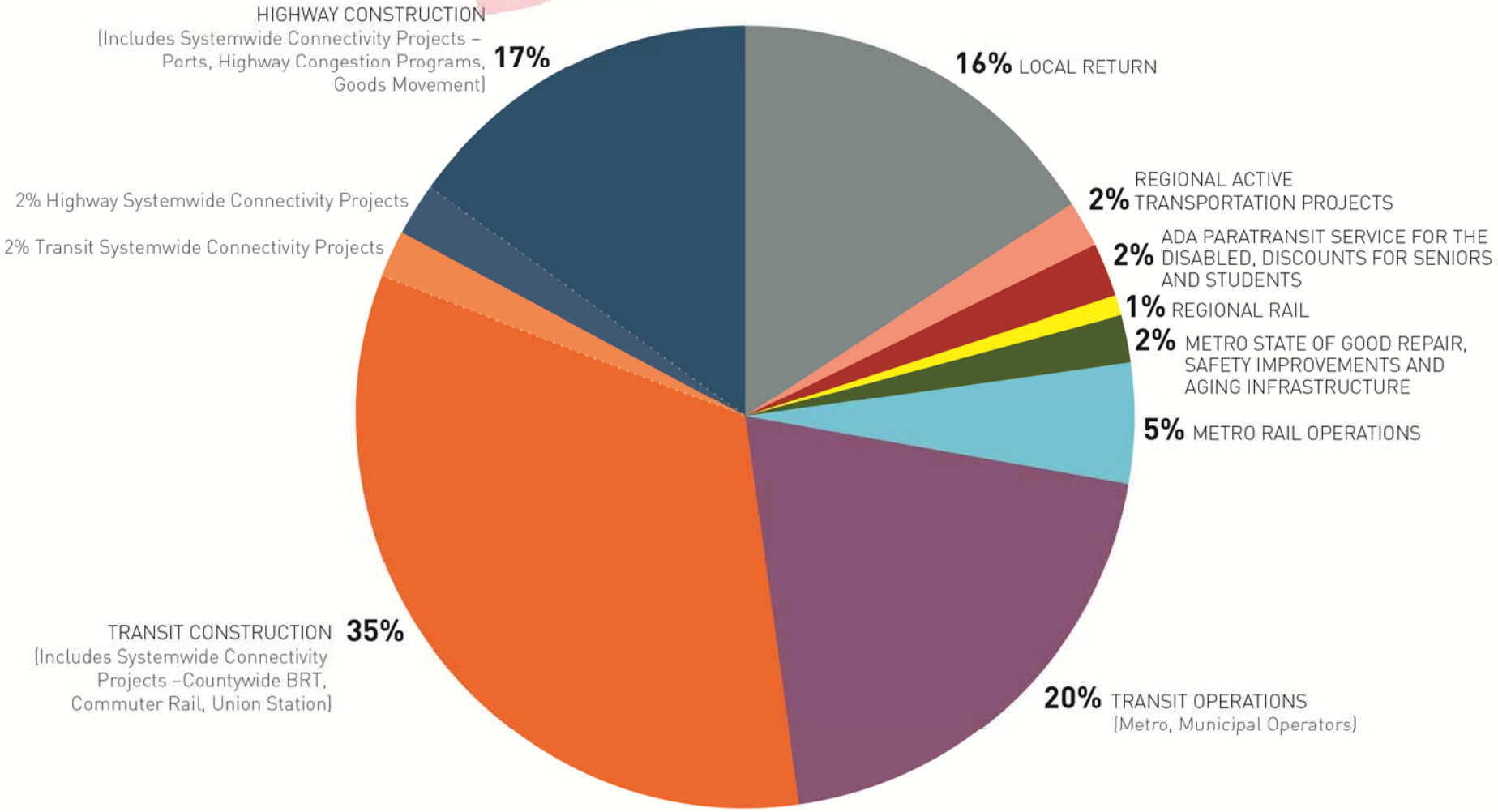


Phillip A. Washington
Chief Executive Officer

Attachment A

Potential Ballot Measure Expenditure Plan

DRAFT



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Proposed One-Half Cent Sales Tax for Transportation **ATTACHMENT A**
Outline of Expenditure Categories **DRAFT**
40-Years: Fiscal Year (FY) 2018 - 2057, Escalated Dollars
(millions)

Subfund	Program	% of Sales Tax (net of Admin)	First Year Amount	First 15 Year Period	Second 15 Year Period	Final 10 Year Period	40-Year Amount*
Local Return	Local Return (Local Projects and Transit Services)	16%	$ 136	$ 2,610	$ 7,480	$ 9,090	$ 19,180
Highway, Active Transportation, Complete Streets (Capital)	Highway Construction (includes 2% System Asset Projects - Ports Highway Congestion Programs, Goods Movement)	17%	$ 144	$ 3,420	$ 8,100	$ 8,810	$ 20,400
	Metro Active Transportation Program (Bicycle, Pedestrian, Complete Streets)	2%	$ 17	$ 470	$ 940	$ 980	$ 2,400
Transit, First/Last Mile (Capital)	Transit Construction (Includes 2% System Asset Projects - Airports and Transit Stations)	35%	$ 296	$ 12,140	$ 10,096	$ 19,665	$ 41,900
	Metro State of Good Repair	2%	$ 17	$ 350	$ 910	$ 1,140	$ 2,400
Transit Operating & Maintenance	Metro Rail Operations	5%	$ 42	$ 820	$ 2,300	$ 2,860	$ 5,980
	Transit Operations (Metro & Municipal Providers)	20%	$ 169	$ 3,270	$ 9,340	$ 11,380	$ 23,990
	ADA Paratransit for the disabled; Metro discounts for seniors and students	2%	$ 17	$ 350	$ 960	$ 1,090	$ 2,400
	Regional Rail	1%	$ 8	$ 180	$ 460	$ 560	$ 1,200
	TOTAL PROGRAMS		**$ 847**	**$ 23,610**	**$ 40,586**	**$ 55,575**	**$ 119,850**
	1.5% for Administration	1.50%	$ 13	$ 354	$ 609	$ 834	$ 1,800
	GRAND TOTAL		**$ 860**	**$ 23,964**	**$ 41,195**	**$ 56,409**	**$ 121,650**

* All totals are rounded; numbers presented in this document may not always add up to the totals provided.

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Potential Ballot Measure Expenditure Plan for Public Review

ATTACHMENT A

Groundbreaking Sequence
(Exceptions Noted)

(2015 $ in thousands)

For Reference Only	Project (Final Project to be Defined by the Environmental Process)	Notes	Approximate Schedule of Funds Available		Subregion*	2016 - 2057 LRTP / Other Funding 2015$	PBM funding 2015$	Most Recent Cost Estimate 2015$**
			Ground-breaking Start Date	Expected Completion Date (3 year range)				
	All Major Projects Included in the Potential Ballot Measure			1st yr of Range				
1	Airport Metro Connect 96th St. Station/Green Line Ext LAX ®	a	2018	2024	sc	$233,984	$337,716	$581,000
2	Westside Purple Line Extension Section 3 ®	b	2018	2024	w	$986,139	$994,251	$1,980,390
3	High Desert Corridor (HDC) Right-of-Way ®		2019	2021	nc	$100,000	$170,000	$270,000
4	I-5 N Cap. Enhancements (SR-14 to Lake Hughes Rd) ®		2019	2023	nc	$544,080	$240,000	$784,080
5	Gold Line Foothill Extension to Claremont ®	c	2019	2025	sg	$78,000	$1,019,000	$1,097,000
6	BRT Connector Orange/Red Line to Gold Line		2020	2022	av	$0	$133,500	$133,500
7	BRT Connector Orange/Red Line to Gold Line		2020	2022	sf	$0	$133,500	$133,500
8	East SF Valley Transit Corridor Project ®	d	2021	2027	sf	$520,500	$810,500	$1,331,000
9	Crenshaw/LAX Track Enhancement Project	e	2022	2024	sc	$0	$48,154	$48,154
10	SR-71 Gap from I-10 to Mission Blvd.		2022	2026	sg	$80,057	$26,443	$110,000
11	SR-71 Gap from Mission Blvd. to Rio Rancho Rd.		2022	2026	sg	$165,000	-	$165,000
12	LA River Waterway & System Bikepath		2023	2025	cc	$0	$365,000	$365,000
13	Complete LA River Bikepath		2023	2025	sf	$0	$60,000	$60,000
14	West Santa Ana Transit Corridor LRT Ph 1 ®	b,d	2023	2029	gc	$500,000	$535,000	$1,035,000
15	Sepulveda Pass Transit Corridor (Ph 1) ®	b,f	2024	2026	sf	$0	$130,000	$130,000
16	Sepulveda Pass Transit Corridor (Ph 1) ®	b,f	2024	2026	w	$0	$130,000	$130,000
17	Vermont Transit Corridor		2024	2028	cc	$400,000	$25,000	$425,000
18	Orange Line BRT Improvements		2024	2028	sf	$0	$286,000	$286,000
19	SR-57/SR-60 Interchange Improvements	d	2025	2031	sg	$565,000	$205,000	$770,000
20	I-710 South Corridor Project (Ph 1) ®	d,h	2026	2032	gc	$150,000	$250,000	$400,000
21	I-105 Express Lane from I-405 to I-605		2027	2029	sb	$0	$175,000	$175,000
22	Sepulveda Pass Transit Corridor (Ph 2) ®	b,f	2024	2033	sf	$1,567,000	$1,270,000	$2,837,000
23	Sepulveda Pass Transit Corridor (Ph 2) ®	b,f	2024	2033	w	$1,567,000	$1,270,000	$2,837,000
24	Gold Line Eastside Extension (One Alignment) ®	d	2029	2035	gc	$957,000	$543,000	$1,500,000
25	Gold Line Eastside Extension (One Alignment) ®	d	2029	2035	sg	$957,000	$543,000	$1,500,000
26	Green Line Extension to Crenshaw Blvd in Torrance ®	d,g	2031	2035	sb	$153,500	$737,500	$891,000
27	I-710 South Corridor Project (Ph 2) ®	h	2032	2041	gc	$658,500	$250,000	$908,500
28	West Santa Ana Transit Corridor LRT Ph 2 ®		2038	2047	gc	$982,500	$500,000	$1,482,500
29	West Santa Ana Transit Corridor LRT Ph 2 ®		2038	2047	cc	$1,082,500	$400,000	$1,482,500
30	I-5 Corridor Improvements (I-605 to I-710)		2041	2047	gc	$46,060	$1,059,000	$1,105,060
31	I-405/I-110 Int. HOV Connect Ramps & Intrchng Improv ®		2042	2044	sb	$0	$250,000	$250,000
32	I-605/I-10 Interchange		2043	2047	sg	$472,400	$126,000	$598,400
33	SR 60/I-605 Interchange HOV Direct Connectors		2043	2047	sg	$360,600	$130,000	$490,600
34	I-110 Express Lane Ext South to I-405/I-110 Interchange		2044	2046	sb	$228,500	$51,500	$280,000
35	I-405 South Bay Curve Improvements		2045	2047	sb	$250,840	$150,000	$400,840
36	Sepulveda Pass Westwood to LAX (Ph 3)		2048	2057	sc	$3,800,000	$65,000	$3,865,000
37	Crenshaw Northern Extension	i	2049	2055	cc	$495,000	$1,185,000	$1,680,000
38	Crenshaw Northern Extension	i	2049	2055	w	$0	$560,000	$560,000
39	Lincoln Blvd BRT		2050	2054	w	$0	$102,000	$102,000
40	Orange Line Conversion to Light Rail		2051	2057	sf	$1,067,000	$362,000	$1,429,000
42	Green Line Eastern Extension (Norwalk)		2051	2057	sc	$770,000	$0	$770,000
42	City of San Fernando Bike Master Plan		2052	2054	sf	$0	$5,000	$5,000
43	Historic Downtown Streetcar		2053	2057	cc	$0	$200,000	$200,000
44	**All Major Projects Included in the Potential Ballot Measure Subtotal**					**$19,738,160**	**$15,833,064**	**$35,584,024**

Footnotes on following page.

** The most recent cost estimate equals the accelerated cost.

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Potential Ballot Measure Expenditure Plan for Public Review

ATTACHMENT A

Groundbreaking Sequence
(Exceptions Noted)

(2015 $ in thousands)

For Reference Only	Project (Final Project to be Defined by the Environmental Process)	Notes	Approximate Schedule of Funds Available		Subregion*	2016 - 2057 LRTP / Other Funding 2015$	PBM funding 2015$	Most Recent Cost Estimate 2015$**
			Ground-breaking Start Date	Expected Completion Date (3 year range)				
45	**Multi-Year Subregional Programs**							
46	Metro Active Transport, Transit 1st/Last Mile Program		2018	2057	sc	$0	$600,000	$600,000
47	Visionary Project Seed Funding		2018	2057	sc	$0	$20,000	$20,000
48	Street Car and Circulator Projects	k	2018	2022	sc	$0	$35,000	$35,000
49	Active Transportation 1st/Last Mile Connections Prog.		2018	2057	w	$0	$361,000	$361,000
50	Active Transportation Program		2018	2057	nc	$0	$264,000	$264,000
51	Active Transportation Program		2018	2057	gc	$0	TBD	TBD
52	Active Transportation Program (Including Greenway Proj.)		2018	2057	sg	$0	$231,000	$231,000
53	Active Transportation, 1st/Last Mile, & Mobility Hubs		2018	2057	cc	$0	$215,000	$215,000
54	Active Transportation, Transit, and Tech. Program		2018	2057	lvm	$0	$32,000	$32,000
55	Highway Efficiency Program		2018	2057	lvm	$0	$133,000	$133,000
56	Bus System Improvement Program		2018	2057	sg	$0	$55,000	$55,000
57	First/Last Mile and Complete Streets		2018	2057	sg	$0	$198,000	$198,000
58	Highway Demand Based Prog. (HOV Ext. & Connect.)		2018	2057	sg	$0	$231,000	$231,000
59	I-605 Corridor "Hot Spot" Interchange Improvements ®		2018	2057	gc	$240,000	$1,000,000	$1,240,000
60	Modal Connectivity and Complete Streets Projects		2018	2057	av	$0	$202,000	$202,000
61	South Bay Highway Operational Improvements		2018	2057	sb	$600,000	$500,000	$1,100,000
62	Transit Program		2018	2057	nc	$500,000	$88,000	$588,000
63	Transit Projects		2018	2057	av	$0	$257,100	$257,100
64	Transportation System and Mobility Improve. Program		2018	2057	sb	$0	$350,000	$350,000
65	Countywide BRT Projects Ph 1 (All Subregions)	l	2020	2022	sc	$0	$50,000	$50,000
66	Countywide BRT Projects Ph 2 (All Subregions)	l	2030	2032	sc	$0	$50,000	$50,000
67	Active Transportation Projects		2033	2057	av	$0	$136,500	$136,500
68	Los Angeles Safe Routes to School Initiative		2033	2057	cc	$0	$250,000	$250,000
69	Multimodal Connectivity Program		2033	2057	nc	$0	$239,000	$239,000
70	Countywide BRT Projects Ph 3 (All Subregions)	l	2040	2042	sc	$0	$50,000	$50,000
71	Arterial Program		2048	2057	nc	$0	$726,130	$726,130
72	BRT and 1st/Last Mile Solutions e.g. DASH		2048	2057	cc	$0	$250,000	$250,000
73	Freeway Interchange and Operational Improvements		2048	2057	cc	$0	$195,000	$195,000
74	Goods Movement (Improvements & RR Xing Elim.)		2048	2057	sg	$0	$33,000	$33,000
75	Goods Movement Program		2048	2057	nc	$0	$104,000	$104,000
76	Goods Movement Projects		2048	2057	av	$0	$81,700	$81,700
77	Highway Efficiency Program		2048	2057	nc	$0	$128,870	$128,870
78	Highway Efficiency Program		2048	2057	sg	$0	$534,000	$534,000
79	Highway Efficiency, Noise Mitig. and Arterial Projects		2048	2057	av	$0	$602,800	$602,800
80	ITS/Technology Program (Advanced Signal Tech.)		2048	2057	sg	$0	$66,000	$66,000
81	LA Streetscape Enhance. & Great Streets Program		2048	2057	cc	$0	$450,000	$450,000
82	Modal Connectivity Program		2048	2057	lvm	$0	$68,000	$68,000
83	Public Transit State of Good Repair Program		2048	2057	cc	$0	$402,000	$402,000
84	Traffic Congestion Relief and Improvement Program		2048	2057	lvm	$0	$63,000	$63,000
85	Traffic Congestion Relief/Signal Synchronization		2048	2057	cc	$0	$50,000	$50,000
86	Arroyo Verdugo Projects to be Determined		2048	2057	av	$0	$217,400	$217,400
87	Countywide BRT Projects Ph 4 (All Subregions)	l	2050	2052	sc	$0	$100,000	$100,000
88	Countywide BRT Projects Ph 5 (All Subregions)	l	2060	2062	sc	$0	$100,000	$100,000
89	**Multi-Year Subregional Programs Subtotal**					**$1,340,000**	**$9,719,500**	**$11,059,500**
90	**GRAND TOTAL**					**$21,078,160**	**$25,552,564**	**$46,643,524**

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. Funding does not include prior year costs.
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. Federally-approved environmental document requires these enhancements when funds become available.
f. Sepulveda Pass Ph. 1 from Orange Line/Van Nuys to Westwood. Includes early delivery of highway ExpressLane/Busway.
g. Green Line to Redondo (initial phase) is funded from 2029 to 2036 in the LRTP. This initial Phase costs are not shown in the table above.
h. I-710 So. Project assumes an additional $2.8 billion in goods movement fees; not shown here with the cost or revenues for the project.
i. While these Council of Government descriptions vary, both are included in the "Crenshaw Northern Extension Project".
j. Intial phases funded in performance order, second phase funded later.
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.

® Indicates Measure R-related Projects

* Subregion Abbreviations:

sc = System Connectivity Projects
av = Arroyo Verdugo
lvm = Las Virgenes Malibu
cc = Central City Area
sg = San Gabriel Valley
nc = North County
sb = South Bay
w = Westside
gc = Gateway Cities
sf = San Fernando Valley

** The most recent cost estimate equals the accelerated cost.

3/17/2016

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Proposed One-Half Cent Sales Tax for Transportation: Expenditure Plan
40 Years, Fiscal Year (FY) 2017 - 2057

ATTACHMENT A

($ in thousands)

for reference only - not priority order	Sub-fund	Potential Project in Alphabetical Order by Category (project definition depends on final environmental process)	Subregion	Cost Estimate in Year of Expenditure	Cost Estimate	Potential Ballot Measure Funding FY 2015$	Other Funding (LRTP) FY15$	Ground-Breaking Start Date	Expected Ribbon Cutting
				Escalated $	2015$				1st Year 3rd Year
		Highway Projects: Including Express Lanes, HOV Connectors, Highway Interchanges and Major Street Programs							
1	Highway Capital Projects	Arterial Program	nc	$1,949,393	$726,130	$726,130	$0	2048	10 Year Program
2		Crenshaw/LAX Track Enhancement Project	sc	$54,213	$48,154	$48,154	$0	2022	2024 - 2026
3		First/Last Mile and Complete Streets	sg	$390,821	$198,000	$198,000	$0	2018	40 Year Program
4		Freeway Interchange and Operational Improvements	cc	$523,503	$195,000	$195,000	$0	2048	10 Year Program
5		High Desert Corridor (HDC) Right-of-Way ®	nc	$278,173	$270,000	$170,000	$100,000	2019	2021 - 2023
6		Highway Demand Based Prog. (HOV Ext. & Connect.)	sg	$455,958	$231,000	$231,000	$0	2018	40 Year Program
7		Highway Efficiency Program	nc	$345,969	$128,870	$128,870	$0	2048	10 Year Program
8		Highway Efficiency Program	sg	$1,433,594	$534,000	$534,000	$0	2048	10 Year Program
9		Highway Efficiency Program	lvm	$262,521	$133,000	$133,000	$0	2018	40 Year Program
10		Highway Efficiency, Noise Mitig. and Arterial Projects	av	$1,618,297	$602,800	$602,800	$0	2048	40 Year Program
11		I-105 Express Lane from I-405 to I-605	sb	$228,395	$175,000	$175,000	$0	2027	2029 - 2031
12		I-110 Express Lane Ext South to I-405/I-110 Interchange	sb	$604,004	$280,000	$51,500	$228,500	2044	2046 - 2048
13		I-405 South Bay Curve Improvements	sb	$890,615	$400,840	$150,000	$250,840	2045	2047 - 2049
14		I-405/I-110 Int. HOV Connect Ramps & Intrchng Improv ®	sb	$508,332	$250,000	$250,000	$0	2042	2044 - 2046
15		I-5 Corridor Improvements (I-605 to I-710)	gc	$2,374,316	$1,105,060	$1,059,000	$46,060	2041	2047 - 2049
16		I-5 N Cap. Enhancements (SR-14 to Lake Hughes Rd) ®	nc	$839,762	$784,080	$240,000	$544,080	2019	2023 - 2025
17		I-605 Corridor "Hot Spot" Interchange Improvements ®	gc	$2,447,568	$1,240,000	$1,000,000	$240,000	2018	40 Year Program
18		I-605/I-10 Interchange	sg	$1,302,809	$598,400	$126,000	$472,400	2043	2047 - 2049
19		I-710 South Corridor Project (Ph 1) ®	gc	$551,638	$400,000	$250,000	$150,000	2026	2032 - 2034
20		I-710 South Corridor Project (Ph 2) ®	gc	$1,519,897	$908,500	$250,000	$658,500	2032	2041 - 2043
21		ITS/Technology Program (Advanced Signal Tech.)	sg	$177,186	$66,000	$66,000	$0	2048	10 Year Program
22		LA Streetscape Enhance. & Great Streets Program	cc	$1,208,085	$450,000	$450,000	$0	2048	10 Year Program
23		Modal Connectivity and Complete Streets Projects	av	$398,717	$202,000	$202,000	$0	2018	40 Year Program
24		Modal Connectivity Program	lvm	$190,179	$68,000	$68,000	$0	2048	10 Year Program
25		South Bay Highway Operational Improvements	sb	$2,171,229	$1,100,000	$500,000	$600,000	2018	40 Year Program
26		SR 60/I-605 Interchange HOV Direct Connectors	sg	$1,068,112	$490,600	$130,000	$360,600	2043	2047 - 2049
27		SR-57/SR-60 Interchange Improvements	sg	$1,030,974	$770,000	$205,000	$565,000	2025	2031 - 2033
28		SR-71 Gap from I-10 to Mission Blvd.	sg	$93,693	$110,000	$26,443	$83,557	2022	2026 - 2028
29		SR-71 Gap from Mission Blvd. to Rio Rancho Rd.	sg	$295,897	$165,000	$0	$165,000	2022	2026 - 2028
30		Traffic Congestion Relief and Improvement Program	lvm	$169,132	$63,000	$63,000	$0	2048	10 Year Program
31		Traffic Congestion Relief/Signal Synchronization	cc	$134,232	$50,000	$50,000	$0	2048	10 Year Program
32		Arroyo Verdugo Projects to be Determined	av	$583,639	$217,400	$217,400	$0	2048	10 Year Program
	Subtotal Highway Capital Projects:			**$26,100,856**	**$12,960,834**	**$8,496,297**	**$4,464,537**		

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ATTACHMENT A

Proposed One-Half Cent Sales Tax for Transportation: Expenditure Plan

40 Years, Fiscal Year (FY) 2017 - 2057

($ in thousands)

for reference only - not priority order	Sub-fund	Potential Project in Alphabetical Order by Category (project definition depends on final environmental process)	Subregion	Cost Estimate in Year of Expenditure	Cost Estimate	Potential Ballot Measure Funding FY 2015$	Other Funding (LRTP) FY15$	Ground-Breaking Start Date	Expected Ribbon Cutting	
				Escalated $	2015$				1st Year	3rd Year
		Transit Projects: New Rail and/or Bus Rapid Transit Capital Projects.								
33		Airport Metro Connect 96th St. Station/Green Line Ext LAX ®	sc	$634,582	$581,000	$337,716	$243,284	2018	2024 - 2026	
34		BRT and 1st/Last Mile Solutions e.g. DASH	cc	$699,189	$250,000	$250,000	$0	2048	10 Year Program	
35		BRT Connector Orange/Red Line to Gold Line	av	$141,671	$133,500	$133,500	$0	2020	2022 - 2024	
36		BRT Connector Orange/Red Line to Gold Line	sf	$141,671	$133,500	$133,500	$0	2020	2022 - 2024	
37		Bus System Improvement Program	sg	$108,561	$55,000	$55,000	$0	2018	40 Year Program	
38		Countywide BRT Projects Ph 1 (All Subregions)	sc	$53,060	$50,000	$50,000	$0	2020	2022 - 2024	
39		Countywide BRT Projects Ph 2 (All Subregions)	sc	$71,309	$50,000	$50,000	$0	2030	2032 - 2034	
40		Countywide BRT Projects Ph 3 (All Subregions)	sc	$95,833	$50,000	$50,000	$0	2040	2042 - 2044	
41		Countywide BRT Projects Ph 4 (All Subregions)	sc	$257,583	$100,000	$100,000	$0	2050	2052 - 2054	
42		Countywide BRT Projects Ph 5 (All Subregions)	sc	$346,170	$100,000	$100,000	$0	2060	2062 - 2064	
43		Crenshaw Northern Extension	w	$1,527,532	$560,000	$560,000	$0	2049	2055 - 2057	
44		Crenshaw Northern Extension	cc	$4,582,596	$1,680,000	$1,185,000	$495,000	2049	2055 - 2057	
45		East SF Valley Transit Corridor Project ®	sf	$1,586,858	$1,331,000	$810,500	$520,500	2021	2027 - 2029	
46		Gold Line Eastside Extension (One Alignment) ®	gc	$2,265,421	$1,500,000	$543,000	$957,000	2029	2035 - 2037	
47		Gold Line Eastside Extension (One Alignment) ®	sg	$2,265,421	$1,500,000	$543,000	$957,000	2029	2035 - 2037	
48		Goods Movement (Improvements & RR Xing Elim.)	sg	$92,293	$33,000	$33,000	$0	2048	10 Year Program	
49		Goods Movement Program	nc	$290,863	$104,000	$104,000	$0	2048	10 Year Program	
50	Transit Capital Projects	Goods Movement Projects	av	$228,495	$81,700	$81,700	$0	2048	10 Year Program	
51		Green Line Eastern Extension (Norwalk)	sc	$2,228,268	$770,000	$0	$770,000	2051	2057 - 2059	
52		Green Line Extension to Crenshaw Blvd in Torrance ®	sb	$1,366,445	$891,000	$737,500	$153,500	2031	2035 - 2037	
53		Historic Downtown Streetcar	cc	$587,710	$200,000	$200,000	$0	2053	2057 - 2059	
54		Lincoln Blvd BRT	w	$274,298	$102,000	$102,000	$0	2050	2054 - 2056	
55		Gold Line Foothill Extension to Claremont ®	sg	$1,145,143	$1,097,000	$1,019,000	$78,000	2019	2025 - 2027	
56		Multimodal Connectivity Program	nc	$527,214	$239,000	$239,000	$0	2033	25 Year Program	
57		Orange Line BRT Improvements	sf	$356,632	$286,000	$286,000	$0	2024	2028 - 2030	
58		Orange Line Conversion to Light Rail	sf	$4,135,318	$1,429,000	$362,000	$1,067,000	2051	2057 - 2059	
59		Public Transit State of Good Repair Program	cc	$1,124,296	$402,000	$402,000	$0	2048	10 Year Program	
60		Sepulveda Pass Transit Corridor (Ph 1) ®	sf	$155,272	$130,000	$130,000	$0	2024	2026 - 2028	
61		Sepulveda Pass Transit Corridor (Ph 1) ®	w	$155,272	$130,000	$130,000	$0	2024	2026 - 2028	
62		Sepulveda Pass Transit Corridor (Ph 2) ®	sf	$4,058,470	$2,837,000	$1,270,000	$1,567,000	2024	2033 - 2035	
63		Sepulveda Pass Transit Corridor (Ph 2) ®	w	$4,058,470	$2,837,000	$1,270,000	$1,567,000	2024	2033 - 2035	
64		Sepulveda Pass Westwood to LAX (Ph 3)	sc	$10,627,675	$3,865,000	$65,000	$3,800,000	2048	2057 - 2059	
65		Street Car and Circulator Projects	sc	$36,602	$35,000	$35,000	$0	2018	2022 - 2024	
66		Transit Program	nc	$1,160,621	$588,000	$88,000	$500,000	2018	40 Year Program	
67		Transit Projects	av	$507,476	$257,100	$257,100	$0	2018	40 Year Program	
68		Transportation System and Mobility Improve. Program	sb	$690,846	$350,000	$350,000	$0	2018	40 Year Program	
69		Vermont Transit Corridor	cc	$529,960	$425,000	$25,000	$400,000	2024	2028 - 2030	
70		Visionary Project Seed Funding	sc	$39,477	$20,000	$20,000	$0	2018	40 Year Program	
71		West Santa Ana Transit Corridor LRT Ph 1 ®	gc	$1,309,106	$1,035,000	$535,000	$500,000	2023	2029 - 2031	
72		West Santa Ana Transit Corridor LRT Ph 2 ®	gc	$3,085,156	$1,482,500	$500,000	$982,500	2038	2047 - 2049	
73		West Santa Ana Transit Corridor LRT Ph 2 ®	cc	$3,085,156	$1,482,500	$400,000	$1,082,500	2038	2047 - 2049	
74		Westside Purple Line Extension Section 3 ® ~~$1,756,637~~	w	$2,328,000	$1,980,390	$994,251	$986,139	2018	2024 - 2026	
	Subtotal Transit Capital:			**~~$58,390,630~~ $58,961,992**	**$31,163,190**	**$14,536,767**	**$16,626,423**			

DRAFT

ATTACHMENT A

Proposed One-Half Cent Sales Tax for Transportation: Expenditure Plan

40 Years, Fiscal Year (FY) 2017 - 2057

($ in thousands)

for reference only - not	Sub-fund	Potential Project in Alphabetical Order by Category (project definition depends on final environmental process)	Subregion	Cost Estimate in Year of Expenditure	Cost Estimate	Potential Ballot Measure Funding FY 2015$	Other Funding (LRTP) FY15$	Ground-Breaking Start Date	Expected Ribbon Cutting
				Escalated $	2015$				1st Year 3rd Year
		Active Highway and Transit Projects: Bicycle, Pedestrian, and Other Active Transportation Programs							
75	Active Transportation Related Highway Capital and/or Transit Capital Subfunds	Active Transportation 1st/Last Mile Connections Prog.	w	$712,558	$361,000	$361,000	$0	2018	40 Year Program
76		Active Transportation Program	gc	$0	TBD	TBD	$0	2018	40 Year Program
77		Active Transportation Program	nc	$521,095	$264,000	$264,000	$0	2018	40 Year Program
78		Active Transportation Program (Including Greenway Proj.)	sg	$455,958	$231,000	$231,000	$0	2018	40 Year Program
79		Active Transportation Projects	av	$301,108	$136,500	$136,500	$0	2033	25 Year Program
80		Active Transportation, 1st/Last Mile, & Mobility Hubs	cc	$424,377	$215,000	$215,000	$0	2018	40 Year Program
81		Active Transportation, Transit, and Tech. Program	lvm	$63,163	$32,000	$32,000	$0	2018	40 Year Program
82		City of San Fernando Bike Master Plan	sf	$13,663	$5,000	$5,000	$0	2052	2054 - 2056
83		Complete LA River Bikepath	sf	$69,575	$60,000	$60,000	$0	2023	2025 - 2027
84		LA River Waterway & System Bikepath	cc	$423,246	$365,000	$365,000	$0	2023	2025 - 2027
85		Los Angeles Safe Routes to School Initiative	cc	$551,479	$250,000	$250,000	$0	2033	25 Year Program
86		Metro Active Transport, Transit 1st/Last Mile Program	sc	$1,184,307	$600,000	$600,000	$0	2018	40 Year Program
	Subtotal Active Transport. Highway and Transit:			**$4,720,528**	**$2,519,500**	**$2,519,500**	**$0**		
		Total (FY2018 - FY2057)		~~**$89,212,014**~~ **$89,785,003**	**$46,644,969**	**$25,554,008**	**$21,090,960**		

Long Range Transportation Plan and Potential Ballot Measure Framework Working Assumptions

Mobility Matrices/Bottoms-Up Process

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

Concurrent with the work of the sub-regional and regional facilities groups, staff worked closely with other stakeholder groups described above to determine their priorities and policy considerations. Metro executives attended several productive meetings with coalitions of leadership representatives from environmental, active transportation, business, and disadvantaged community organizations. These leaders jointly expressed significant support for a potential ballot measure, if it properly balances their mobility, economic development, and environmental justice concerns. In December 2015, the Board adopted performance metrics framework for analysis of proposed projects.

Performance Based Planning Improves Systemwide Results

The evaluation process for the elements of the Plan above was intended to determine whether to include and how to sequence new projects to be added to the plan relative to other new projects. In addition, the Performance Metrics were used to guide recommendations regarding the potential acceleration of some Measure R projects already in the LRTP relative to other Measure R projects. The Metro Board of Directors also stipulated that these acceleration recommendations be considered by staff only to the extent that other existing LRTP projects remain on their current LRTP funding schedules and no later. The intent is to prevent any existing LRTP project delays, while at the same time enabling the possible acceleration of highly beneficial major projects.

Subregional Input on Project Priorities

As of September 1, 2015, Metro received the project priority and policy input from the Sub-Regional Planning Areas. Attachments D contains draft Stakeholder Input project lists that

staff has synthesized in order to summarize the subregional input. Attachment D completed one phase of the multi-phase stakeholder and public input process, except for the Westside Cities Council of Governments (COG). The Westside Cities COG submitted an unconstrained list of transportation priorities December 1, 2015. Attachment D now reflects that unconstrained request along with the amount requested in excess of their target. The staff recommendation is to remain constrained to no more than the working assumption target provided to the Westside Cities COG.

The subregional targets, as well as other working assumptions for the Ballot Measure framework that were presented to the Board in December 2015 include the following:

Augment, Extend, and Sunset Assumptions

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

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

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

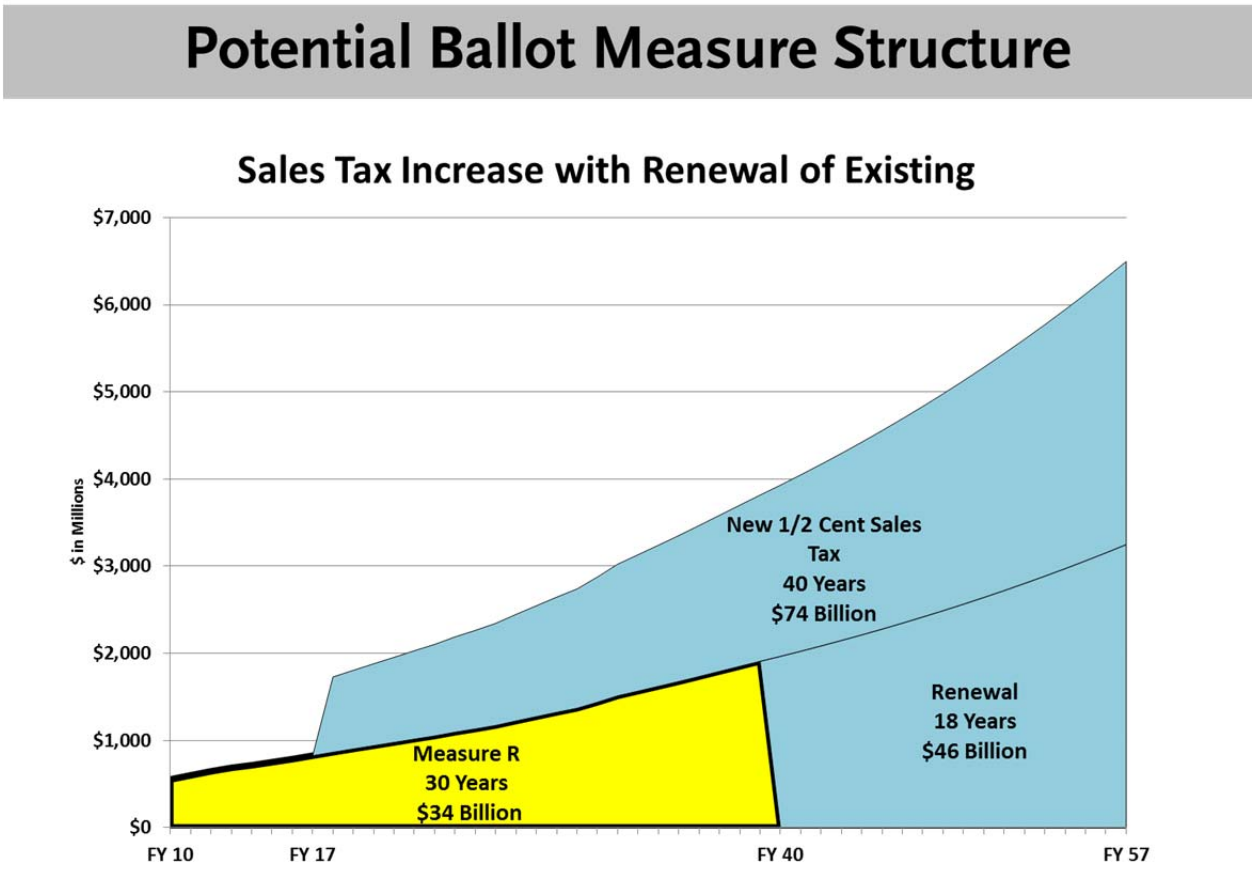
- Unmet transportation infrastructure improvement needs: The Mobility Matrix process concluded that the entire inventory of needs for transportation capital improvements countywide was between $157 and $273 billion (in 2015 dollars). Shorter sunsets did not provide enough resources to develop the necessary level of consensus given this need;

- Market research indicates public support for transportation improvements: Past statistically reliable quantitative surveys conducted found no significant advantage to including a sunset clause in a Los Angeles County transportation sales tax ballot measure;

- Alameda County super majority: In November 2014, 70% of voters in Alameda County approved a ballot measure that augmented an existing ½ cent transportation sales tax while at the same time extending the original ½ cent transportation sales tax when it expired; and

- Subregional feedback included a desire to accelerate existing Measure R priority projects, which could be facilitated, in part by replacing the Measure R tax when it sunsets.

As a result of these considerations, the LRTP Framework assumes an augment and



extend approach similar to the Alameda County strategy, as shown in Table 1 below:

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

<u>Project Cost Inflation and Sales Tax Revenue Growth Assumptions</u>

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

The sales tax revenue growth assumption is 3.8% per year through 2040 and 3% thereafter. The difference between inflation cost growth and revenue growth through 2040 is primarily economic growth from the UCLA Anderson School Forecast of taxable sales

for Los Angeles County. Countywide Planning staff has found the UCLA Anderson School Forecast to be the best available for our long term planning needs.

Optimal Subregional Target Assumptions

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

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

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

Basis for Optimal Targets Vary by Subregion

Optimization Will Require Supplemental Non-Measure Funds by the LRTP Horizon Year

40 Years	12.11% =	$4.5 billion

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

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

REVISION #3

As one can see from the data in Table 2, at least one subregion had a credible argument to use each of four differing basis for the targets. To avoid disagreements over the basis of the targets to be used, Metro staff offered a blended approach and an optimal approach. The blended approach added-up to 100%, but the optimal approach would not at 112%. This meant the optimal approach would require approximately $4.5 billion in non-measure funds from existing taxes beyond the 2009 LRTP planning horizon of 2039, but within the new LRTP planning horizon of 2057. The subregion's all preferred the optimal target approach and Metro staff found it to be workable and concurred, making the optimal basis the consensus choice for the initial subregional priority setting exercise.

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

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

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

Table 3, Consensus Subregional Targets:

Optimal Capital Improvement Targets
Year of Expenditure $'s (includes inflation) vs. Current $'s (excludes inflation)

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

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

Financial Constraints

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

Cost Effectiveness

One key performance metric that is applied to all major highway and transit projects is an evaluation of costs versus benefits, with the benefits defined as those in the Performance

Metrics Framework. While a specific cost effectiveness measure is not shown in Attachment A, it will be calculated through the performance evaluation process using the other measures of project benefit. This explains why a specific weight is not assigned to cost effectiveness, even though it is important that all projects recommended through this process meet cost effectiveness criteria.

Attachment C

2017 LRTP Update
Metro Board Adopted Performance Metrics Framework for Major Projects

Metro Theme	Goals and Objectives	System Performance Measures	Weight (%)	Highway Project Performance Measures	Transit Project Performance Measures
Mobility	• Relieve congestion • Increase travel by transit, bicycle, and pedestrians • Improve travel times • Improve system connectivity • Increase person throughput • Improve effectiveness & reliability for core riders • Address operating & life cycle costs • Extend life of facility & equipment	• Reduced person hours of delay • Increased person throughput • Reduced single-occupant vehicle mode share • Increased annual boardings per mile • Increased annual hours of delay savings/mile • Improve roadway condition rating • Reduced portion of transit assets passed useful life	**45%**	• Increased person throughput • Reduced person hours of delay[2]	• Increased transit ridership • Increased person throughput • Improved travel time reliability • Improved service frequency
Economy	• Increase economic output • Support job creation & retention • Support goods movement • Invest in disadvantaged communities	• Improved linkages to major employment/activity centers[1] • Increased number of jobs • Improved REMI Model economic benefit results • Reduced vehicle hours of delay for trucks • Dollars invested in transportation projects in disadvantaged communities	**12.5%**	• Reduced truck vehicle hours of delay[2] • Improved job access • Dollars invested in transportation projects in disadvantaged communities	• Increased transit oriented development • Improved job access • Dollars invested in transportation projects in disadvantaged communities

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

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

Attachment C

Metro Theme	Goals and Objectives	System Performance Measures	Weight (%)	Highway Project Performance Measures	Transit Project Performance Measures
Accessibility	• Increase population served by facility • Increase service to transit-dependent, cyclist, pedestrian populations including youth, seniors, and people with disabilities • Improve first-last mile connections • Utilize technology	• Job accessibility by population subgroup • Mode choice by income quintile • SB 535 Disadvantaged Communities mapping (CalEnviroScreen) • Increased number of households with access to transit • Increased number of households with access to bicycle infrastructure • Increased number of households with disabled persons with access to transit • Increased access to parks and open space areas	**17.5%**	• Increased number of disadvantaged population served • Improved access or system connectivity • Improved access to parks and open space • See note 3	• Increased number of population served by frequent transit • Increased number of transit dependent households served • Improved system connectivity • Improved access to parks and open space • See note 3
Safety	• Reduce incidents • Improve personal safety	• Fatalities by mode • Injuries by mode • Fatalities per capita	**12.5%**	• High fatal and severe injury collision area addressed • Reduced safety conflicts	• Improved transit system safety • High collision area addressed [4]

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

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

Attachment C

Metro Theme	Goals and Objectives	System Performance Measures	Weight (%)	Highway Project Performance Measures	Transit Project Performance Measures
Sustainability & Quality of Life	Improve environmental quality • Reduce greenhouse gas (GHG) emissions • Reduce urban heat island effect • Reduce storm water runoff impacts • Reduce biological and habitat impact Improve public health Improve quality of life • Improve access to parks and recreation • Reduce noise impacts	Improve environmental quality • Reduced VMT per capita • Reduced GHG per capita • Reduced impact on habitat preservation and open space areas Improve public health • Reduced EPA air quality conformity criteria pollutants • Increased bike, pedestrian, and transit trips Improve quality of life	**12.5%**	Reduced impact on environment • Reduced GHG emissions • Reduced urban heat island effect • Reduced storm water runoff impact • Reduced impact on habitat preservation and open space areas Improved public health • Support for active transportation Improve quality of life • Reduced noise impacts	Reduced impact on environment • Reduced GHG emissions • Reduced VMT • Reduced urban heat island effect • Reduced storm water runoff impact • Reduced impact on habitat preservation and open space areas Improved public health • Support for active transportation Improve quality of life • Reduced noise impacts

Subregional Stakeholder Draft Project Priorities

ATTACHMENT D

(2015 $ in thousands)

for reference only - not priority order	Project	Notes	Cost Assumption	Draft Subregional Target (2015$)	Difference
1	**Arroyo Verdugo**				
2	North Hollywood to Pasadena Bus Rapid Transit Corridor	a	$ 283,000	$ 283,000	$ -
3	Active Transportation Projects		$ 136,500	$ 136,500	$ -
4	Goods Movement Projects		$ 81,700	$ 81,700	$ -
5	Highway Efficiency, Noise Mitigation and Arterial Projects		$ 602,800	$ 602,800	$ -
6	Modal Connectivity and Complete Streets Projects		$ 202,000	$ 202,000	$ -
7	Transit Projects		$ 257,100	$ 257,100	$ -
8	Unprogrammed		$ 67,900	$ 67,900	$ -
9	**Arroyo Verdugo Subtotal**		$ 1,631,000	$ 1,631,000	$ -
10	**San Fernando Valley**				
11	City of San Fernando Bike Master Plan	b	$ 5,000	$ 5,000	
12	Complete LA River Bike Path Across the Valley	b	$ 60,000	$ 60,000	
13	Complete East Valley Transit Corridor Project as LRT		$ 1,000,000	$ 1,000,000	$ -
14	North Hollywood to Pasadena Bus Rapid Transit Corridor	a	$ 230,000	$ 230,000	$ -
15	Orange Line BRT Improvements		$ 300,000	$ 300,000	$ -
16	Orange Line Conversion to Light Rail		$ 1,400,000	$ 62,000	$ 1,338,000
17	Sepulveda Pass Transit Corridor	d	$ 3,390,000	$ 1,400,000	$ 1,990,000
18	**San Fernando Valley Subtotal**		$ 6,385,000	$ 3,057,000	$ 3,328,000
19	**Westside**				
20	Active Transportation and First/Last Mile Connections Prog.	c	$ 700,000	$ 700,000	$ -
21	Crenshaw Line Extension to West Hollywood/Hollywood	e	$ 580,000	$ 1,400,000	$ (820,000)
22	Lincoln Blvd BRT		$ 307,000	$ 307,000	$ -
23	Purple Line Extension to Santa Monica	k	$ 2,647,100	$ 1,400,000	$ 1,247,100
24	Sepulveda Pass Transit Corridor	d	$ 3,390,000	$ 1,400,000	$ 1,990,000
	Westside Requested Subtotal		$ 7,624,100	$ 5,207,000	$ 2,417,100
25	**Amount Requested in Excess of Constrained Target**		N/A	$ (2,484,000)	$ 2,484,000
26	**Westside Subtotal**		$ 7,624,100	$ 2,723,000	$ 4,901,100
27	**Central City Area**				
28	Crenshaw/Purple Line/Vermont Corridor to West Hollywood/Hollywood	e	$ 1,750,000	$ 1,185,000	$ 565,000
29	Vermont "Short Corridor" Subway from Wilshire to Exposition		$ 1,700,000	$ 425,000	$ 1,275,000
30	Bus Rapid Transit and 1st/Last Mile Solutions such as DASH	b	$ 250,000	$ 250,000	$ -
31	Freeway Interchange and Operational Improvements	b	$ 195,000	$ 195,000	$ -
32	Historic Streetcar	b	$ 200,000	$ 200,000	$ -
33	LA River Waterway & System Bikepath	b	$ 365,000	$ 365,000	$ -
34	Los Angeles Safe Routes to School Initiative	b	$ 250,000	$ 250,000	$ -
35	LA Streetscape Enhancements & Great Streets Program	b	$ 450,000	$ 450,000	$ -
36	Active Transportation, 1st/Last Mile, & Mobility Hubs	b	$ 215,000	$ 215,000	$ -
37	Traffic Congestion Relief/Signal Synchronization Program	b	$ 50,000	$ 50,000	$ -
38	Public Transit State of Good Repair Program	b	$ 402,000	$ 402,000	$ -
39	**Central Cities Subtotal**		$ 5,827,000	$ 3,987,000	$ 1,840,000
40	**North County**				
41	Active Transportation Program	b	$ 264,000	$ 264,000	$ -
42	Arterial Program	b	$ 726,130	$ 726,130	$ -
43	Goods Movement Program	b	$ 104,000	$ 104,000	$ -
44	High Desert Corridor (HDC) Right-of-Way		$ 270,000	$ 170,000	$ 100,000
45	Highway Efficiency Program	b	$ 128,870	$ 128,870	$ -
46	I-5 North Capacity Enhancements (Parker Rd. + 1.5 miles)		$ 785,000	$ 240,000	$ 545,000
47	Multimodal Connectivity Program	b	$ 239,000	$ 239,000	$ -
48	Transit Program	b	$ 88,000	$ 88,000	$ -
49	**North County Subtotal**		$ 2,605,000	$ 1,960,000	$ 645,000

Subregional Stakeholder Draft Project Priorities

ATTACHMENT D

(2015 $ in thousands)

for reference only - not priority order	Project	Notes	Cost Assumption	Draft Subregional Target (2015$)	Difference
50	**Las Virgenes-Malibu**				
51	Active Transportation, Transit, and Technology Program	b	$ 32,000	$ 32,000	$ -
52	Highway Efficiency Program	b	$ 133,000	$ 133,000	$ -
53	Modal Connectivity Program	b	$ 68,000	$ 68,000	$ -
54	Traffic Congestion Relief and Improvement Program	b	$ 63,000	$ 63,000	$ -
55	**Las Virgenes-Malibu Subtotal**		$ 296,000	$ 296,000	$ -
56	**Gateway Cities**				
57	Gold Line Eastside Extension Phase II - Washington Blvd.	f	$ 1,500,000	$ 543,000	$ 957,000
58	Green Line Eastern Extension (Norwalk)		$ 500,000	$ 500,000	$ -
59	I-5 Corridor Improvements (I-605 to I-710)		$ 1,100,000	$ 1,059,000	$ 41,000
60	I-605 Corridor "Hot Spot" Interchange Improvements		$ 850,000	$ 300,000	$ 550,000
61	I-710 South Corridor Project	g	$ 4,000,000	$ 500,000	$ 3,500,000
62	SR 60/I-605 Interchange HOV Direct Connectors	h	$ 260,000	$ 200,000	$ 60,000
63	West Santa Ana Branch (Eco Rapid Transit Project)		$ 2,000,000	$ 1,035,000	$ 965,000
64	Active Transportation Program (ATP)	j		To be determined	
65	**Gateway Cities Subtotal**		$ 10,210,000	$ 4,137,000	$ 6,073,000
66	**San Gabriel Valley**				
67	Active Transportation Program (Bicycle/Pedestrian Facilities)	b	$ 231,000	$ 231,000	$ -
68	Bus System Improvement Program	b	$ 55,000	$ 55,000	$ -
69	Goods Movement Program (Improvements & RR Xing Elim.)	b	$ 33,000	$ 33,000	$ -
70	Highway Demand Based Program (HOV Ext. & Connectors)	b	$ 231,000	$ 231,000	$ -
71	Highway Efficiency Program	b	$ 534,000	$ 534,000	$ -
72	I-605/I-10 Interchange		$ 126,000	$ 126,000	$ -
73	ITS/Technology Program (Advanced Signal Technology)	b	$ 66,000	$ 66,000	$ -
74	Metro Gold Line Eastside Transit Corridor Phase II - SR-60	f	$ 1,500,000	$ 543,000	$ 957,000
75	Metro Gold Line Foothill Light Rail Extension - Phase 2B	i	$ 1,130,000	$ 1,019,000	$ 111,000
76	First/Last Mile and Complete Streets	b	$ 198,000	$ 198,000	$ -
77	SR 60/I-605 Interchange	h	$ 130,000	$ 130,000	$ -
78	SR-57/SR-60 Interchange Improvements		$ 205,000	$ 205,000	$ -
79	**San Gabriel Valley Subtotal**		$ 4,439,000	$ 3,371,000	$ 1,068,000
80	**South Bay**				
81	South Bay Highway Operational Improvements		$ 1,100,000	$ 500,000	$ 600,000
82	I-405 South Bay Curve Widening		$ 150,000	$ 150,000	$ -
83	I-405/I-110 Int. HOV Connector Ramps & Intrchng Improv		$ 355,000	$ 355,000	$ -
84	I-110 Express Lane Ext South to I-405/I-110		$ 81,500	$ 51,500	$ 30,000
85	I-105 Hot Lane from I-405 to I-605		$ 350,000	$ 200,000	$ 150,000
86	Green Line Extension to Crenshaw Blvd in Torrance		$ 607,500	$ 607,500	$ -
87	Transportation System and Mobility Improvements Program	b	$ 350,000	$ 350,000	$ -
88	**South Bay Subtotal**		$ 2,994,000	$ 2,214,000	$ 780,000
89	**GRAND TOTAL**		$ 42,011,100	$ 23,376,000	$ 18,635,100

a. Cost Assumption equals subregional funding share proposed by the Arroyo Verdugo and San Fernando Valley areas.

b. Cost Assumption equals proposed subregional funding.

c. Includes the I-10 Roberson/National Area Multimodal Circulation Improvement Project. Additional funds may be available from other regional/state/federal active transportation-related funding.

d. Final cost, scope, and subregional shares will be determined by the environmental process. The WSCCOG is co-committed with the SFVCOG to contributing funds for the Sepulveda Pass Corridor Project. The working assumption for cost shown here for any existing available LRTP funding is 50% San Fernando Valley area and 50% Westside.

e. Final cost, scope, and subregional shares will be determined by the environmental process. The WSCCOG is co-committed with Central LA to contributing funds for the Crenshaw Line Extension to West Hollywood/Hollywood Project. The working assumption for cost shown here is 75% Central-25% Westside.

f. Final cost, scope, and subregional shares will be determined by the environmental process. The working assumption here for any existing available LRTP funding (including Measure R) is 50% Gateway area and 50% San Gabriel Valley area.

g. At least $3.5 B in funding needs for this project is not shown here. We are pursuing a strategy to fund 12.5% from existing resources, 12.5% from State resources, 12.5% from Federal resources, & 12.5% from subregional target. The remaining 50% is to come from private tolls or fees originating from freight.

h. Final cost, scope, & subregional shares will be determined by the environmental process. The working assumption here is 2/3 Gateway & 1/3 San Gabriel Valley.

i. Subregional target does not include full 25% contingency.

j. The ATP is to be based upon the Gateway COG's Strategic Transportation Plan.

k. WSCCOG proposes funding to suport the alignment study and construction of the project from Westwood/VA Hospital to City of Santa Monica.

Current as of February 22, 2016

Attachment E reflects the constrained staff recommendation for public comment and a side-by-side comparison with all the Sub-Regional planning area project lists, including the Westside Cities COG. The comparisons capture the impacts of the end result of numerous moving parts, including refined cost estimates, updated performance results, project phasing assumptions necessary due to financial constraints, and changes to the overall structure of the working assumptions with respect to proposed multi-modal capital and operating divisions of the entire tax revenue pie. Overlaid on these changes is the impact of the Metro Board of Director's adopted Performance Metrics, which guided the proposed project schedules required by SB 764 (de León). Each of these changes is explained where it impacted a subregional list, as indicated herein.

Of note are the refined cost estimates for the West Santa Ana Transit Corridor and the Metro Gold Line Eastside Extension projects. Previous estimates from 2010 were updated to reflect inflation to the current year, market conditions, actual cost experience on similar projects, comprehensive categories of cost including soft costs, changes in infrastructure type and other project characteristics and adequate levels of contingency. Additional cost information is included in a separate attachment to this report. As a result, the draft plan only provides a phased implementation of the West Santa Ana Transit Corridor and only one alignment for the Gold Line Eastside Extension can be constructed in the 40 year plan scenario. With a 50 year plan scenario, the second alignment for the Gold Line Eastside Extension can be constructed, or the subregion where the first alignment was not selected can act to identify a replacement project(s) valued at $1.5 billion, the amount conceded to the other subregion for the first alignment. The Metro Board of Directors must concur with the replacement project(s) recommendation.

Expenditure Plan DRAFT for Public Comment

ATTACHMENT E - Difference Sheet

(2015 $ in thousands)

Project	Attach D Cost Assumption 2015$	Attach D Target Amount 2015$	Most Recent Cost Estimate 2015$*	PBM funding 2015$	Changes from Attachment D: Cost Difference b/w Attach D & Most Recent Estimate	Changes from Attachment D: Difference b/w PBM Funding and Target Amount 2015$	Notes
Arroyo Verdugo							
BRT Connector Orange/Red Line to Gold Line	$283,000	$283,000	$133,500	$133,500	($149,500)	($149,500)	Cost Reduction; See Attached
Active Transportation Projects	$136,500	$136,500	$136,500	$136,500	$0	$0	
Goods Movement Projects	$81,700	$81,700	$81,700	$81,700	$0	$0	
Highway Efficiency, Noise Mitig. and Arterial Projects	$602,800	$602,800	$602,800	$602,800	$0	$0	
Modal Connectivity and Complete Streets Projects	$202,000	$202,000	$202,000	$202,000	$0	$0	
Transit Projects	$257,100	$257,100	$257,100	$257,100	$0	$0	
Arroyo Verdugo Projects to be Determined	$67,900	$67,900	$217,400	$217,400	$149,500	$149,500	Adjusted to ensure appropriate equity
Arroyo Verdugo Subtotal:	$1,631,000	$1,631,000	$1,631,000	$1,631,000	$0		
San Fernando Valley							
City of San Fernando Bike Master Plan	$5,000	$5,000	$5,000	$5,000	$0	$0	
Complete LA River Bikepath	$60,000	$60,000	$60,000	$60,000	$0	$0	
East SF Valley Transit Corridor Project ®	$1,000,000	$1,000,000	$1,331,000	$810,500	$331,000	($189,500)	$ Spread added from LRTP $'s [§]
BRT Connector Orange/Red Line to Gold Line	$230,000	$230,000	$133,500	$133,500	($96,500)	($96,500)	Cost Reduction; See Attached
Orange Line BRT Improvements	$300,000	$300,000	$286,000	$286,000	($14,000)	($14,000)	Cost Reduction; See Attached
Orange Line Conversion to Light Rail	$1,400,000	$62,000	$1,429,000	$362,000	$29,000	$300,000	Cost increase, paid with add'l LRTP$
Sepulveda Pass Transit Corridor (Ph 1) ®	$0	$0	$130,000	$130,000	$130,000	$130,000	Project phased
Sepulveda Pass Transit Corridor (Ph 2) ®	$3,390,000	$1,400,000	$2,837,000	$1,270,000	($553,000)	($130,000)	Cost Reduc.; Project Phased
San Fernando Valley Subtotal:	$6,385,000	$3,057,000	$6,211,500	$3,057,000	($173,500)	$0	
Westside							
Active Transportation 1st/Last Mile Connections Prog.	$700,000	$700,000	$361,000	$361,000	($339,000)	($339,000)	Reduced request to match target
Crenshaw Northern Extension	$580,000	$1,400,000	$560,000	$560,000	($20,000)	($840,000)	Cost Reduction; See Attached
Lincoln Blvd BRT	$307,000	$307,000	$102,000	$102,000	($205,000)	($205,000)	Cost Reduction; See Attached
Purple Line Extension to Bundy	$2,647,100	$1,400,000	$2,647,100	$0	$0	($1,400,000)	Not funded to match target & perform.
Sepulveda Pass Transit Corridor (Ph 1) ®	$0	$0	$130,000	$130,000	$130,000	$130,000	Project phased
Sepulveda Pass Transit Corridor (Ph 2) ®	$3,390,000	$1,400,000	$2,837,000	$1,270,000	($553,000)	($130,000)	Cost Reduc.; Project Phased
Westside Requested Subtotal:	$7,624,100	$5,207,000	$6,637,100	$2,423,000	($987,000)	($2,784,000)	
Amount Requested in Excess of Constrained Target	N/A	$ (2,484,000)	N/A	N/A			
Westside Subtotal:	$7,624,100	$2,723,000	$6,637,100	$2,423,000	($1,974,000)	($300,000)	$300 million in LRTP added for equity
Central City Area							
Crenshaw Northern Extension	$1,750,000	$1,185,000	$1,680,000	$1,185,000	($70,000)	$0	Cost reduction
Vermont Transit Corridor	$425,000	$425,000	$425,000	$25,000	$0	($400,000)	Cost increase, paid with LRTP$
BRT and 1st/Last Mile Solutions e.g. DASH	$250,000	$250,000	$250,000	$250,000	$0	$0	
Freeway Interchange and Operational Improvements	$195,000	$195,000	$195,000	$195,000	$0	$0	
Historic Downtown Streetcar	$200,000	$200,000	$200,000	$200,000	$0	$0	
LA River Waterway & System Bikepath	$365,000	$365,000	$365,000	$365,000	$0	$0	Central Area re-balancing request. See February 5, 2016 Letter from Central Subregion.
Los Angeles Safe Routes to School Initiative	$250,000	$250,000	$250,000	$250,000	$0	$0	
LA Streetscape Enhance. & Great Streets Program	$450,000	$450,000	$450,000	$450,000	$0	$0	
Active Transportation, 1st/Last Mile, & Mobility Hubs	$215,000	$215,000	$215,000	$215,000	$0	$0	
Traffic Congestion Relief/Signal Synchronization	$50,000	$50,000	$50,000	$50,000	$0	$0	
Public Transit State of Good Repair Program	$402,000	$402,000	$402,000	$402,000	$0	$0	
West Santa Ana Transit Corridor LRT Ph 2 ®	$0	$0	$1,482,500	$400,000	$1,482,500	$400,000	
Central City Area Subtotal:	$4,552,000	$3,987,000	$5,964,500	$3,987,000	($70,000)	($400,000)	
North County							
Active Transportation Program	$264,000	$264,000	$264,000	$264,000	$0	$0	
Arterial Program	$726,130	$726,130	$726,130	$726,130	$0	$0	
Goods Movement Program	$104,000	$104,000	$104,000	$104,000	$0	$0	
High Desert Corridor (HDC) Right-of-Way ®	$270,000	$170,000	$270,000	$170,000	$0	$0	
Highway Efficiency Program	$128,870	$128,870	$128,870	$128,870	$0	$0	
I-5 N Cap. Enhancements (SR-14 to Lake Hughes Rd) ®	$785,000	$240,000	$784,080	$240,000	($920)	$0	Cost Reduction
Multimodal Connectivity Program	$239,000	$239,000	$239,000	$239,000	$0	$0	
Transit Program	$88,000	$88,000	$588,000	$88,000	$500,000	$0	High performer, $ added for geo equity
North County Subtotal:	$2,605,000	$1,960,000	$3,104,080	$1,960,000	$499,080	$0	

* The most recent cost estimate equals the accelerated cost.

ATTACHMENT E - Difference Sheet

(2015 $ in thousands)

Project	Attach D Cost Assumption 2015$	Attach D Target Amount 2015$	Most Recent Cost Estimate 2015$*	PBM funding 2015$	Changes from Attachment D		
					Cost Difference b/w Attach D & Most Recent Estimate	Difference b/w PBM Funding and Target Amount 2015$	Notes
Las Virgenes-Malibu							
Active Transportation, Transit, and Tech. Program	$32,000	$32,000	$32,000	$32,000	$0	$0	
Highway Efficiency Program	$133,000	$133,000	$133,000	$133,000	$0	$0	Accelerated for geographic equity
Modal Connectivity Program	$68,000	$68,000	$68,000	$68,000	$0	$0	
Traffic Congestion Relief and Improvement Program	$63,000	$63,000	$63,000	$63,000	$0	$0	
Las Virgenes-Malibu Subtotal:	$296,000	$296,000	$296,000	$296,000	$0	$0	
Gateway Cities							
Gold Line Eastside Extension (One Alignment) ®	$1,500,000	$543,000	$1,500,000	$543,000	$0	$0	
Green Line Eastern Extension (Norwalk)	$500,000	$500,000	$770,000	$0	$270,000	($500,000)	Low perf. transferred to system asset
I-5 Corridor Improvements (I-605 to I-710)	$1,100,000	$1,059,000	$1,105,060	$1,059,000	$5,060	$0	See Attached
I-605 Corridor "Hot Spot" Interchange Improvements ®	$850,000	$300,000	$1,240,000	$1,000,000	$390,000	$700,000	See Attached
I-710 South Corridor Project (Ph 1) ®	$4,000,000	$500,000	$400,000	$250,000	($3,600,000)	($250,000)	Goods mvmt fee excluded from equity
I-710 South Corridor Project (Ph 2) ®	incl. above		$908,500	$250,000	$0	$250,000	Goods mvmt fee excluded from equity
SR 60/I-605 Interchange HOV Direct Connectors	$260,000	$200,000	$0	$0	($260,000)	($200,000)	Geo equity adjustment
West Santa Ana Transit Corridor LRT Ph 1 ®	$ 2,000,000	$ 1,035,000	$1,035,000	$535,000	($965,000)	($500,000)	Project built in separate phases
West Santa Ana Transit Corridor LRT Ph 2 ®	incl. above		$1,482,500	$500,000	$0	$500,000	Project built in separate phases
Active Transportation Program	TBD	TBD	TBD	TBD	TBD	TBD	
Gateway Cities Subtotal:	$10,210,000	$4,137,000	$8,441,060	$4,137,000	($4,159,940)	$0	
San Gabriel Valley							
Active Transportation Program (Including Greenway Proj.)	$231,000	$231,000	$231,000	$231,000	$0	$0	
Bus System Improvement Program	$55,000	$55,000	$55,000	$55,000	$0	$0	
Goods Movement (Improvements & RR Xing Elim.)	$33,000	$33,000	$33,000	$33,000	$0	$0	
Highway Demand Based Prog. (HOV Ext. & Connect.)	$231,000	$231,000	$231,000	$231,000	$0	$0	
Highway Efficiency Program	$534,000	$534,000	$534,000	$534,000	$0	$0	
I-605/I-10 Interchange	$126,000	$126,000	$598,400	$126,000	$472,400	$0	See Attached
ITS/Technology Program (Advanced Signal Tech.)	$66,000	$66,000	$66,000	$66,000	$0	$0	
Gold Line Eastside Extension (One Alignment) ®	$1,500,000	$543,000	$1,500,000	$543,000	$0	$0	
Gold Line Foothill Extension to Claremont ®	$1,130,000	$1,019,000	$1,097,000	$1,019,000	($33,000)	$0	Cost reduction; see Attached
First/Last Mile and Complete Streets	$198,000	$198,000	$198,000	$198,000	$0	$0	
SR 60/I-605 Interchange HOV Direct Connectors	$130,000	$130,000	$490,600	$130,000	$360,600	$0	See Attached
SR-57/SR-60 Interchange Improvements	$205,000	$205,000	$770,000	$205,000	$565,000	$0	See Attached
San Gabriel Valley Subtotal:	$4,439,000	$3,371,000	$5,804,000	$3,371,000	$1,365,000	$0	
South Bay							
South Bay Highway Operational Improvements	$1,100,000	$500,000	$1,100,000	$500,000	$0	$0	
I-405 South Bay Curve Improvements	$150,000	$150,000	$400,840	$150,000	$250,840	$0	See Attached
I-405/I-110 Int. HOV Connect Ramps & Intrchng Improv ®	$355,000	$355,000	$250,000	$250,000	($105,000)	($105,000)	Cost reduction; see Attached
I-110 Express Lane Ext South to I-405/I-110 Interchange	$81,500	$51,500	$280,000	$51,500	$198,500	$0	See Attached
I-105 Express Lane from I-405 to I-605	$350,000	$200,000	$175,000	$175,000	($175,000)	($25,000)	Cost reduction; see Attached
Green Line Extension to Crenshaw Blvd in Torrance ®	$607,500	$607,500	$891,000	$737,500	$283,500	$130,000	See Attached; funding rebalance
Transportation System and Mobility Improve. Program	$350,000	$350,000	$350,000	$350,000	$0	$0	
South Bay Subtotal:	$2,994,000	$2,214,000	$3,446,840	$2,214,000	$452,840	$0	
GRAND TOTAL	40,736,100	23,376,000	41,536,080	23,076,000	($3,073,520)	$0	

§ Spread is the difference between cost increase and revenue decrease.

* The most recent cost estimate equals the accelerated cost.

Metro

COMPARISON OF COST ESTIMATES - HIGHWAY PROJECT (2015$)

Line #	Dec 2015 Board Item 17 Attachment D Line Item	Highway Projects	Total Project Cost Metro Estimates	Dec 2015 Board Item 17 Attachment D	Difference
1	59	I-605 Corridor "Hot Spot" Interchange Improvements	$ 1,540,000,000	$ 850,000,000	$ 690,000,000
2	77	SR-57/SR-60 Interchange Improvements	$ 770,000,000	$ 205,000,000	$ 565,000,000
3	71	I-605/I-10 Interchange	$ 598,400,000	$ 126,000,000	$ 472,400,000
4	81	I-405 South Bay Curve Widening	$ 400,840,000	$ 150,000,000	$ 250,840,000
5	83	I-110 Express Lanes Extension South to I-405/I-110	$ 280,000,000	$ 81,500,000	$ 198,500,000
6	60	I-710 South Corridor Project	$ 4,108,500,000	$ 4,000,000,000	$ 108,500,000
7	61	SR-60/I-605 Interchange HOV Direct Connectors	$ 490,600,000	$ 390,000,000	$ 100,600,000
8	58	I-5 Corridor Improvements (I-605 to I-710)	$ 1,105,060,000	$ 1,100,000,000	$ 5,060,000
9	43	High Desert Corridor (HDC) Right-of-Way	$ 270,000,000	$ 270,000,000	$ -
10	80	South Bay Highway Operational Improvements	$ 1,100,000,000	$ 1,100,000,000	$ -
11	45	I-5 North Capacity Enhancements (Parker Rd. + 1.5 miles)	$ 784,080,000	$ 785,000,000	$ (920,000)
12	82	I-405/I-110 Interchange HOV Connector Ramps and Interchange Improvements	$ 250,000,000	$ 355,000,000	$ (105,000,000)
13	84	I-105 Hot Lane from I-405 to I-605	$ 175,000,000	$ 350,000,000	$ (175,000,000)
		Total Highway Projects:	$ 11,872,480,000	$ 9,762,500,000	$ 2,109,980,000

Metro

COMPARISON OF COST ESTIMATES - TRANSIT PROJECT (2015$)

Line #	Dec 2015 Board Item 17 Attachment D Line Item	Transit Corridor Projects	Total Project Cost Metro Estimates	Dec 2015 Board Item 17 Attachment D	Difference
1	12	East San Fernando Valley Transit Corridor Project as LRT	$ 1,331,000,000	$ 1,000,000,000	$ 331,000,000
2	28	Vermont "Short Corridor" Subway from Wilshire to Exposition	$ 2,006,000,000	$ 1,700,000,000	$ 306,000,000
3	85	Green Line Extension to Crenshaw Blvd in Torrance	$ 891,000,000	$ 607,500,000	$ 283,500,000
4	57	Green Line Eastern Extension (Norwalk) LRT	$ 770,000,000	$ 500,000,000	$ 270,000,000
5	23	Purple Line Extension to Santa Monica	$ 2,730,000,000	$ 2,647,100,000	$ 82,900,000
6	15	Orange Line Conversion to Light Rail (Phased with Line 14)	$ 1,429,000,000	$ 1,400,000,000	$ 29,000,000
7	56	Metro Gold Line Eastside Transit Corridor Phase II - Washington Alignment	$ 3,000,000,000	$ 1,500,000,000	$ -
8	73	Metro Gold Line Eastside Transit Corridor Phase II - SR-60		$ 1,500,000,000	
9	62	West Santa Ana Branch (Eco Rapid Transit Project) - Total Project	$ 2,000,000,000	$ 2,000,000,000	$ -
10	14	Orange Line BRT Improvements	$ 286,000,000	$ 300,000,000	$ (14,000,000)
11	74	Metro Gold Line Foothill Light Rail Extension - Phase 2B	$ 1,097,000,000	$ 1,130,000,000	$ (33,000,000)
12	21	Crenshaw Line Extension to West Hollywood/Hollywood LRT	$ 2,240,000,000	$ 2,330,000,000	$ (90,000,000)
13	22	Lincoln Blvd BRT	$ 102,000,000	$ 307,000,000	$ (205,000,000)
14	2	North Hollywood to Pasadena BRT Corridor	$ 267,000,000	$ 513,000,000	$ (246,000,000)
15	16A	Sepulveda Pass Transit Corridor (N) - PLE Westwood/UCLA to Orange Van Nuys Station	$ 5,934,000,000	$ 6,780,000,000	$ (846,000,000)
16	N/A	Westside Purple Line Extension Section 3	$ 1,980,390,000	N/A	$ -
		Total Transit Projects: ~~$24,083,000,000~~	$ 26,063,390,000	$ 24,214,600,000	$ (131,600,000)

Note:

Cost Reduction:

- All Metro Parametric Estimate (MPE) contingencies were reduced to 25% from 35%
- Metro Gold Line Eastside Phase II, use Dec 2015 Board Item #17 Attachment D of $3 billion, instead of MPE of $4.81 billion
- West Santa Ana Branch Corridor, use Dec 2015 Board Item #17 Attachment D of $2 billion, instead of MPE of $3.74 billion
- Lincoln Blvd BRT, MPE was adjusted lower with less uncertainty than before to replicate with the completed Wilshire BRT project

Cost Increase:

- Orange Line Conversion to LRT, current MPE is for the entire alignment, where the Dec 2015 Board Item #17 Attachment D cost was only for the E-W (N. Hollywood to Warner Center) portion
- Higher Heavy Rail project's ROW and Vehicle costs because of the recent updated information from the Purple Line Extension

Attachment F: Funded Projects - Draft Highway Project Evaluation - Countywide Weighted Scores

Row #	Attach. D	Subregion	Project Name [2]	Mobility 45.0%	Economy 12.5%	Access. 17.5%	Safety 12.5%	S & QoL 12.5%	Total Score [1]
1	45	North County	I-5 N Cap. Enhancements (SR-14 to Lake Hughes Rd)	45.0	6.3	5.8	3.1	-1.6	58.6
2		SGV	SR-71 Gap from Mission Blvd. to Rio Rancho Rd.	22.5	10.4	11.7	9.4	-1.6	52.4
3	43	Gateway Cities	I-710 South Corridor Project	11.3	10.4	11.7	12.5	6.3	52.1
3		SGV	SR-71 Gap from I-10 to Mission Blvd.	22.5	4.2	5.8	6.3	-1.6	37.2

[1] Total Scores may not add up due to rounding.
[2] Project name describes the project scope that was funded. Modeled scope may vary.

Metro Long Range Transportation Plan

Attachment F - Draft Highway Project Evaluation - Countywide Weighted Scores

Row #	Attach. D	Subregion	Project Name [2]	Mobility 45.0%	Economy 12.5%	Access. 17.5%	Safety 12.5%	S & QoL 12.5%	Total Score [1]
1	43 (ROW only)	North County	High Desert Corridor	33.8	8.3	2.9	12.5	4.7	62.2
2	16, 24	Westside, SFV	Sepulveda Pass Transit Corridor (Ph 1) *Re-stripe 2 HOT lanes in each direction*	39.4	8.3	11.7	6.3	-7.8	57.8
3	84	South Bay	I-105 Express Lane from I-405 to I-605	33.8	6.3	14.6	3.1	-7.8	49.9
4	58	Gateway Cities	I-5 Corridor Improvements (I-605 to I-710)	28.1	4.2	14.6	6.3	-9.4	43.8
5	83	South Bay	I-110 Express Lane Ext South to I-405/I-110 Interchange	22.5	2.1	11.7	3.1	-7.8	31.6
6	81	South Bay	I-405 South Bay Curve Improvements	16.9	6.3	14.6	0.0	-10.9	26.8

[1] Total Scores may not add up due to rounding.

[2] Project name describes the project scope that was funded. Modeled scope may vary.

Metro Long Range Transportation Plan

Attachment F: Funded Projects - Draft Transit Project Evaluation - Countywide Weighted Scores

Row #	Attach. D	Subregion	Project Name [2]	Mobility 45.0%	Economy 12.5%	Access. 17.5%	Safety 12.5%	S & QoL 12.5%	Total Score [1]
1		Westside	Westside Purple Line Extension Section 3 (to Westwood/VA Hospital)	45.0	8.3	10.9	12.5	10.0	86.8
2	62	Central, Gateway Cities	West Santa Ana Transit Corridor (Downtown to Pioneer Bl in Artesia)	45.0	6.3	8.8	6.3	6.3	72.5
3	12	SFV	East San Fernando Valley Transit Corridor (Orange Line to Sylmar)	33.8	4.2	13.1	6.3	7.5	64.8
4	85	South Bay	Green Line Extension to Crenshaw Blvd in Torrance	33.8	4.2	8.8	6.3	3.8	56.7
5	56, 73	SGV	Gold Line Eastside Extension: SR-60 Alignment	22.5	6.3	6.6	6.3	8.8	50.3
6	56, 73	Gateway Cities	Gold Line Eastside Extension: Washington Blvd Alignment	22.5	8.3	6.6	6.3	5.0	48.6

[1] Total Scores may not add up due to rounding.
[2] Project name describes the project scope that was funded. Modeled scope may vary.

Metro Long Range Transportation Plan

Attachment F: Draft Transit Project Evaluation - Countywide Weighted Scores

Row #	Attach. D	Subregion	Project Name [2]	Mobility 45.0%	Economy 12.5%	Access. 17.5%	Safety 12.5%	S & QoL 12.5%	Total Score [1]
1	2, 13	SFV, Arroyo Verdugo, *SGV*	BRT Connector Orange/Red Line to Gold Line	45.0	8.3	15.3	6.3	8.8	83.6
2	16, 24	SFV, Westside	Sepulveda Pass Transit Corridor	45.0	4.2	10.9	12.5	10.0	82.6
3	28	Central	Vermont Transit Corridor	39.4	6.3	13.1	12.5	8.8	80.0
4	21, 27	Westside, Central	Crenshaw Northern Extension	33.8	10.4	15.3	9.4	10.0	78.9
5	22	Westside	Lincoln Blvd BRT	39.4	10.4	15.3	6.3	3.8	75.1
6	23	Westside	Westside Purple Line Extension - Section 4 to Bundy	33.8	8.3	13.1	12.5	6.3	74.0
7	74	SGV	Gold Line Foothill Extension Phase to Claremont	45.0	6.3	6.6	6.3	6.3	70.3
8	57	Gateway Cities	Green Line Eastern Extension (Norwalk)	39.4	8.3	6.6	9.4	5.0	68.6
9	15	SFV	Orange Line Conversion	33.8	2.1	2.2	9.4	7.5	54.9

[1] Total Scores may not add up due to rounding.
[2] Project name describes the project scope that was funded. Modeled scope may vary.

Attachment G:

COG Priorities Not Modeled from Attachment D, by rank

RANK	Project	Subregion	Mobility 45.0%	Economy 12.5%	Access. 17.5%	Safety 12.5%	S & QoL 12.5%	Total Score 100%
1	Highway Demand Based Program	San Gabriel Valley	● 45.0	◔ 3.1	◔ 5.3	◔ 3.1	◔ 3.1	**59.6**
2	Transit Projects	Arroyo Verdugo	◑ 22.5	◔ 3.1	● 17.5	◔ 3.1	● 12.5	**58.8**
3	Transportation System and Mobility Improvements Program	South Bay	◑ 22.5	◔ 3.1	● 17.5	◔ 3.1	● 12.5	**58.8**
4	I-605 Corridor "Hot Spot" Interchange Improvements	Gateway	● 45.0	◑ 6.3	○ 0.0	◔ 3.1	○ 0.0	**54.4**
5	Highway Operational Improvements	South Bay	● 45.0	◔ 3.1	○ 0.0	◔ 3.1	◔ 3.1	**54.4**
6	Transit Program	North County	◑ 22.5	◔ 3.1	● 17.5	◔ 3.1	◑ 6.3	**52.5**
7	Bus System Improvement Program	San Gabriel Valley	◑ 22.5	◔ 3.1	● 17.5	◔ 3.1	◑ 6.3	**52.5**
8	Modal Connectivity and Complete Streets Projects	Arroyo Verdugo	◑ 22.5	○ 0.0	◑ 8.8	◑ 6.3	● 12.5	**50.0**
9	Active Transportation and First/Last Mile Connections Program	Westside	◑ 22.5	◔ 3.1	◑ 8.8	◔ 3.1	● 12.5	**50.0**
10	Active Transportation, 1st/Last Mile & Mobility Hubs	Central	◑ 22.5	◔ 3.1	◑ 8.8	◔ 3.1	● 12.5	**50.0**
11	Active Transportation Program	North County	◑ 22.5	◔ 3.1	◑ 8.8	◔ 3.1	● 12.5	**50.0**
12	Active Transportation, Transit, and Technology Program	Las Virgenes Malibu	◑ 22.5	◔ 3.1	◑ 8.8	◔ 3.1	● 12.5	**50.0**
13	Active Transportation Program	Gateway	◑ 22.5	◔ 3.1	◑ 8.8	◔ 3.1	● 12.5	**50.0**
14	Active Transportation Program	San Gabriel Valley	◑ 22.5	◔ 3.1	◑ 8.8	◔ 3.1	● 12.5	**50.0**
15	First/Last Mile and Complete Streets	San Gabriel Valley	◑ 22.5	○ 0.0	◑ 8.8	◑ 6.3	● 12.5	**50.0**
16	Los Angeles Safe Routes to School Initiative	Central	◔ 11.3	○ 0.0	● 17.5	● 12.5	◑ 6.3	**47.5**

Attachment G:

COG Priorities Not Modeled from Attachment D, by rank

RANK	Project	Subregion	Mobility 45.0%	Economy 12.5%	Access. 17.5%	Safety 12.5%	S & QoL 12.5%	Total Score 100%
17	Multimodal Connectivity Program	North County	11.3	0.0	17.5	6.3	12.5	**47.5**
18	Active Transportation Projects	Arroyo Verdugo	22.5	0.0	8.8	3.1	12.5	**46.9**
19	Complete LA River Bike Path Across the Valley	San Fernando Valley	22.5	0.0	8.8	3.1	12.5	**46.9**
20	LA River Waterway & System Bikepath	Central	22.5	0.0	8.8	3.1	12.5	**46.9**
21	Orange Line BRT Improvements	San Fernando Valley	22.5	3.1	5.3	3.8	6.3	**40.9**
22	Highway Efficiency, Noise Mitigation and Arterial Projects	Arroyo Verdugo	22.5	6.3	5.3	3.1	3.1	**40.3**
23	Highway Efficiency Program	North County	22.5	6.3	4.4	3.1	3.1	**39.4**
24	Highway Efficiency Program	Las Virgenes Malibu	22.5	6.3	4.4	3.1	3.1	**39.4**
25	Traffic Congestion Relief and Improvement Program	Las Virgenes Malibu	22.5	6.3	4.4	3.1	3.1	**39.4**
26	BRT and 1st/Last Mile Solutions such as DASH	Central	11.3	3.1	8.8	3.1	12.5	**38.8**
27	LA Streetscape Enhancements & Great Streets Program	Central	11.3	6.3	8.8	6.3	6.3	**38.8**
28	Multimodal Connectivity Program	Las Virgenes Malibu	11.3	0.0	8.8	6.3	12.5	**38.8**
29	Highway Efficiency Program	San Gabriel Valley	22.5	3.1	5.3	3.1	3.1	**37.1**
30	ITS/Technology Program	San Gabriel Valley	22.5	3.1	4.4	3.1	3.1	**36.3**
31	SR-60/I-605 Interchange HOV Direct Connectors	Gateway	22.5	6.3	0.0	6.3	0.0	**35.0**

Attachment G:

COG Priorities Not Modeled from Attachment D, by rank

RANK	Project	Subregion	Mobility 45.0%	Economy 12.5%	Access. 17.5%	Safety 12.5%	S & QoL 12.5%	Total Score 100%
32	Freeway Interchange and Operational Improvements	Central	22.5	3.1	4.4	3.1	0.0	**33.1**
33	Public Transit State of Good Repair Program	Central	22.5	0.0	4.4	3.1	3.1	**33.1**
34	Historic Streetcar	Central	11.3	6.3	8.8	3.1	3.1	**32.5**
35	SR-60/I-605 Interchange	San Gabriel Valley	22.5	6.3	0.0	3.1	0.0	**31.9**
36	SR-57/SR-60 Interchange Improvements	San Gabriel Valley	22.5	6.3	0.0	3.1	0.0	**31.9**
37	I-405/I-110 Interchange/HOV Connector Ramps & Interchange Improvements	South Bay	22.5	3.1	0.0	6.3	0.0	**31.9**
38	Goods Movement Program	Arroyo Verdugo	11.3	12.5	0.0	6.3	0.0	**30.0**
39	Goods Movement Program	North County	11.3	12.5	0.0	6.3	0.0	**30.0**
40	Goods Movement Program	San Gabriel Valley	11.3	12.5	0.0	6.3	0.0	**30.0**
41	Arterial Program	North County	22.5	3.1	0.0	3.1	0.0	**28.8**
42	I-605/I-10 Interchange	San Gabriel Valley	22.5	3.1	0.0	3.1	0.0	**28.8**
43	City of San Fernando Bike Master Plan	San Fernando Valley	11.3	0.0	4.4	3.1	6.3	**25.0**

Attachment G:

COG Priorities Not Modeled from Attachment D, by rank

RANK	Project	Subregion	Mobility 45.0%	Economy 12.5%	Access. 17.5%	Safety 12.5%	S & QoL 12.5%	Total Score 100%
44	Traffic Congestion Relief/Signal Synchronization Program	Central	◔ 11.3	○ 0.0	◔ 4.4	◔ 3.1	◔ 3.1	**21.9**
45	Unprogrammed	Arroyo Verdugo	N/A	N/A	N/A	N/A	N/A	**N/A**

To Achieve the following score in a single theme:	Project must meet the corresponding criterion:
● HIGH BENEFIT	Significantly benefits one or more theme goals or metrics on a **subregional** scale
◑ MEDIUM BENEFIT	Significantly benefits one or more theme goals or metrics on a **corridor or activity center** scale
◔ LOW BENEFIT	Addresses one or more theme goals or metrics on a **limited/localized** scale (e.g., at a single intersection)
○ NEUTRAL BENEFIT	Has no cumulative positive or negative impact on theme goals or metrics
▬ NEGATIVE IMPACT	Results in cumulative negative impact on one or more theme goals or metrics

HIGH BENEFIT = 1.0
MEDIUM BENEFIT = 0.5
LOW BENEFIT = 0.25
NEUTRAL BENEFIT = 0.0

Metro Transit & Highway Projects: 40-Year Buildout

	Highway Projects
First 15 Years	1 High Desert Corridor Project (Right-of-Way) (P3 Candidate) [NC]
	2 I-5 N Capacity Enhancements (SR-14 to Lake Hughes Rd) [NC]
	3 SR-71 Gap: I-10 to Rio Rancho Rd [SG]
	4 SR-57/SR-60 Interchange Improvements [SG]
	5 I-105 Express Lane: I-405 to I-605 [SB]
	6 Sepulveda Pass Corridor (Busway) (P3 Candidate) [SF, W]
	7 I-710 South Corridor Project Phase 1 (P3 Candidate) [GC]
Second 15 Years	15 I-605/I-10 Interchange [SG]
	16 I-5 Corridor Improvements: I-605 to I-710 [GC]
	17 I-405 South Bay Curve Improvements [SB]
	18 I-710 South Corridor Project Phase 2 (P3 Candidate) [GC]
	19 I-110 ExpressLanes Extension to I-405/I-110 Interchange [SB]
	20 SR-60/I-605 Interchange HOV Direct Connectors [SG]
	26 I-405/I-110 Interchange HOV Connect Ramps & Interchange Improvements [SB]

	Transit Projects
First 15 Years	8 Airport Metro Connector/Green Line Extension [SA]
	9 East San Fernando Valley Transit Corridor [SF]
	10 BRT Connector Orange/Red Line to Gold Line [AV, SF]
	11 Gold Line Foothill Extension Phase 2B [SG]
	12 Purple Line Extension Transit Project Section 3 [W]
	13 West Santa Ana Transit Corridor Phase 1 [GC]
	14 Orange Line BRT Improvements (Locations TBD) [SF]
	23 Vermont Transit Corridor [C]
	Not shown: Crenshaw/LAX Track Enhancement Project [SA], Complete LA River Bike Path [SF] and LA River Waterway and System Bike Path [C]
Second 15 Years	21 Gold Line Eastside Extension Phase 2 (one alignment) [SG, GC]
	22 Green Line Extension to Crenshaw Blvd in Torrance [SB]
	24 Sepulveda Pass Corridor (Rail) (P3 Candidate) [SF, W]
	25 West Santa Ana Transit Corridor Phase 2 [C, GC]
Final 10 Years	27 Crenshaw Line Northern Extension [C, W]
	28 Orange Line Conversion to Light Rail [SF]
	29 Lincoln Blvd Bus Rapid Transit [W]
	30 Green Line to Norwalk Metrolink Station [GC]
	31 Sepulveda Pass Corridor Westwood to Airport Metro Connector (P3 Candidate) [W]
	Not shown: City of San Fernando Bike Master Plan [SF] and Historic Downtown Streetcar [C]



Metro

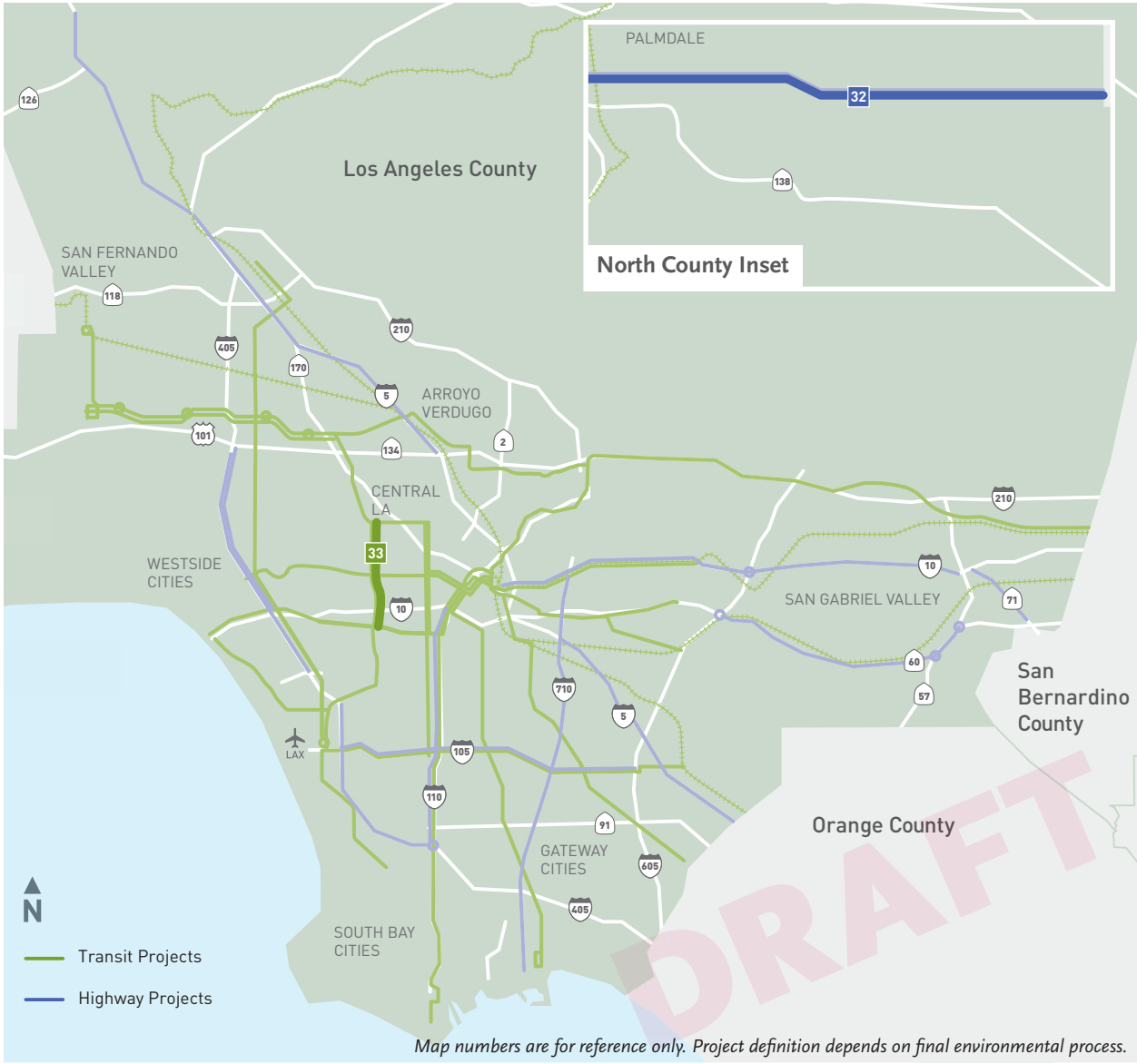
Metro Transit & Highway Projects: 45-Year Scenario

Highway Projects

32 High Desert Corridor Project (Construction) (P3 Candidate) [NC]

Transit Projects

33 Crenshaw Line Northern Extension (Accelerated) [C,W]

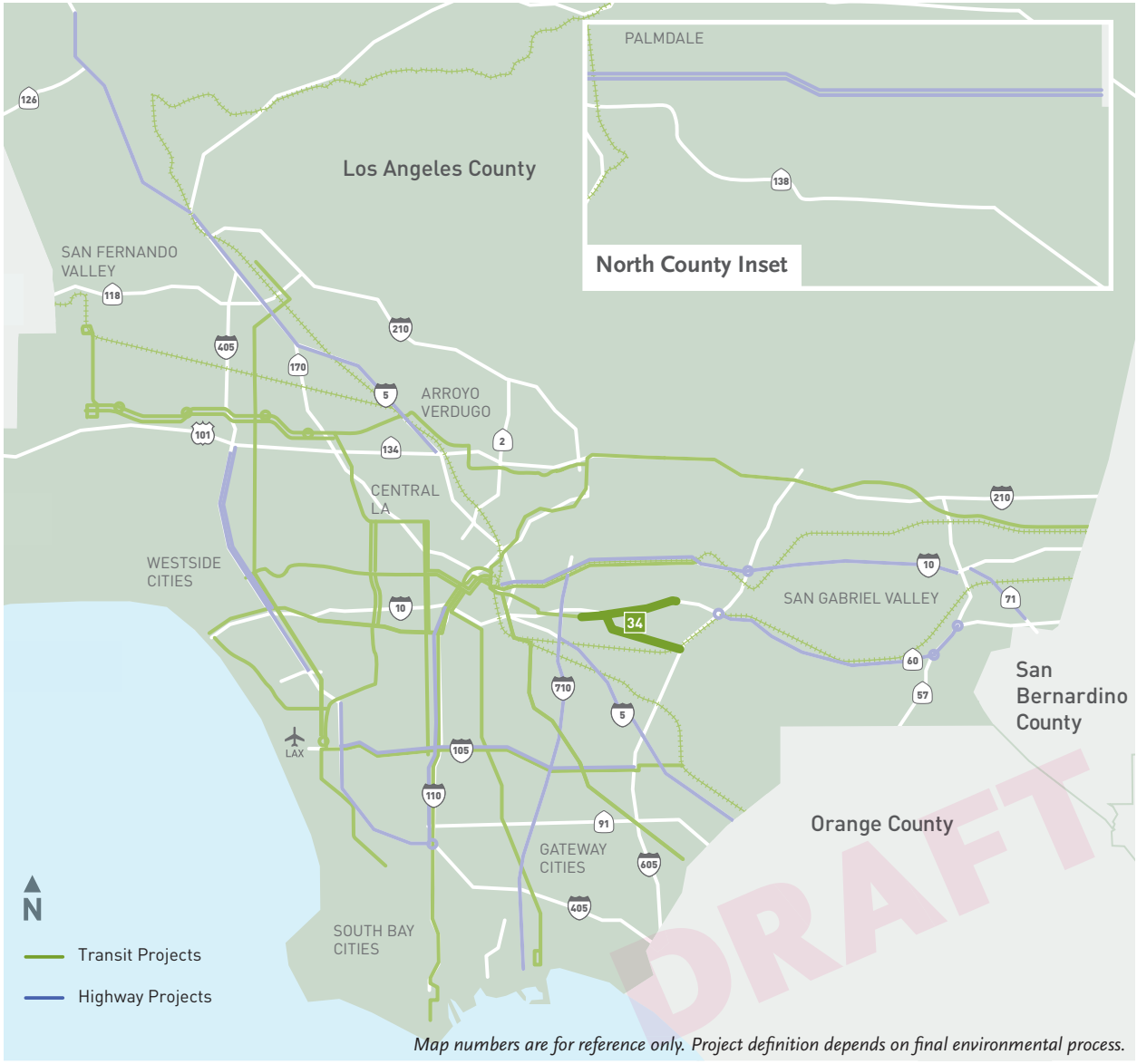


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Metro Transit & Highway Projects: 50-Year Scenario

Transit Projects

34 Gold Line Eastside Extension Phase 2 (funding for second alignment) [SG, GC]



Metro

ATTACHMENT H

MAJOR TRANSIT AND HIGHWAY CONSTRUCTION PROJECT DESCRIPTIONS

Major Highway Construction Projects

(Map 1) **®High Desert Corridor (ROW only) -** *ROW only funding requested by the subregion.* 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, Energy corridor that runs parallel to the freeway, and 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.

(Map 2) **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.

(Map 3) **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.

(Map 4) **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.

(Map 5) **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.

(Map 6/24) **®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.

(Map 7/18) **®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.

(Map 15) **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**.**

(Map 16) **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.

(Map 17) **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.

(Map 19) **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.

(Map 20) **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.

(Map 26) **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

(Map 8) **®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.

(Map 9) **®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.

(Map 10) **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.

(Map 11) **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.

(Map 12) **®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.

(Map 13/25) **®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.

(Map 14) **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 key intersections, in addition to other improvements.

(Map 23) **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.

(Map 21) **®Metro Gold Line Eastside Phase II (one alignment)** – 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.

(Map 22) **®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.

(Map 27) **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.

(Map 28) **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.

(Map 29) **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.

(Map 30) **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.

(Map 31) **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.

(Not Shown on Map) **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.

(Not Shown on Map) **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.)~~This project, connecting Downtown Los Angeles to the San Fernando Valley, would complete the LA River Bike Path.~~

(Not Shown on Map) **LA River Waterway & System Bike p~~P~~ath – 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.)~~This project will connect Canoga Park to Elysian Valley and close 12 miles of gaps along the LA River.~~

(Not Shown on Map) **City of San Fernando Bike Master Plan –** This project will create a bike path to run along the Pacoima Wash.

(Not Shown on Map) **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.

Systemwide Connectivity for Passengers and Goods

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.

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,

Systemwide Connectivity - Representative Projects*

* 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 hiqhway system or regional transit system.

	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 2nd 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

Attachment J

Potential Ballot Measure: Operations and other Programs

Introduction

This potential ballot measure is designed to ease congestion by expanding LA County's transportation network. Los Angeles is building the best, most innovative, balanced, customer-focused transportation system in the world. Thanks to Measure R, two more rail lines are opening this year and three more are under construction. The entire region is involved: each city, each transit operator and all the regional stakeholders are shaping the landscape of Los Angeles County.

The region faces many challenges in easing congestion and traffic. With population expected to grow by ¾ of a million people in the next decade, it is vital that LA invests in its' transit infrastructure, building and maintaining assets now and for the next century.

A ballot measure designed to provide funding for an integrated, connected, multimodal transportation network to serve all residents of Los Angeles County must include reasonable funding levels for all categories, including countywide transit operations, Metro Rail operations, state of good repair, commuter rail, ADA-mandated paratransit service, and local return.

To reflect the ongoing transportation needs of the region, to seek input from all stakeholders and to establish need-based recommendations for transit operations and other programs categories, a working group of representatives from ten transit agencies (seven of whom are part of cities), two cities and the County of Los Angeles was set up (the "Working Group"). **The intent of the Working Group was to reflect and represent the ongoing transportation needs of the region.**

The results of the Working Group were presented to Metro staff for use as a starting point for the Operating and other programs Category funding in the expenditure plan draft (included at the end of this attachment). The next section details Metro's staff recommendation, including descriptions, justifications, projected need and projected funding allocations for each of the categories.

Metro Staff Recommendation

Transit Operations **20%**	*For countywide transit operations(consistent with ridership patterns), Metro and Municipal Operators, allocated through the Formula Allocation Procedure (FAP). Funding will improve system safety and customer service, and fund state of good repair while providing faster, frequent, reliable and accessible services, while prioritizing enhanced services in transit dependent areas.*

Los Angeles County requires a robust, accountable and sustainable plan to meet the transportation needs of its 10.4 million residents. In addition to being one of the most populous, Los Angeles County is also the most congested region in the nation after Washington, DC. Los Angeles County residents, on average, spend 80 hours of their time and 19 gallons of fuel in traffic jams each year. With the population expected to grow by another 750,000 people in the next decade, alternatives to driving alone are needed now more than ever in order to ease congestion in the region. In order to encourage use of public transit, improvements must be made in the following areas:

- **Faster Service:** Investing in more BRT services, expanded freeway bus services and other, more direct and on demand "emerging transit alternatives", will decrease travel times for our customers. In addition, bus stop dwell times will be reduced through additional off board fare payment options and street improvements such as bus stop bulb out (curb extension).

- **Frequent Service:** Establishing all-day frequent bus service on high demand corridors will increase the convenience, usability, and attractiveness of the transit network.

- **Reliable and Accessible Service:** With improved line management, more fixed guideways, transit priorities, and accessibility to more transit services, this provides residents with greater public access, that they can count on, to all parts of the County.

- **System safety:** Providing a safe system for our riders and our communities is essential. The safety of our system includes the maintenance and improvement of our infrastructure (from vehicles, transit facilities, bus stops, stations, etc.) as well as the safety of our patrons.

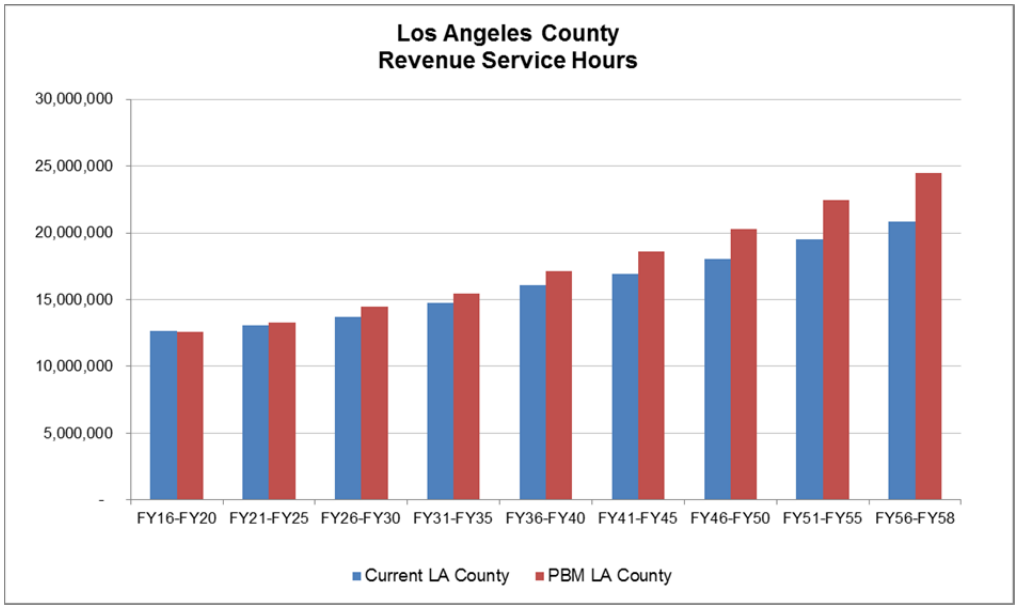
- **Customer experience:** Enhancing the overall customer experience is essential in attracting more riders to our expanding system. As emerging technology becomes the foundation of everyday life for a changing demographic, we need to ensure the system is simple to use, convenient, and provides instant information. Advancements in technology that not only provides real-time information on schedules and service alerts, but also for promotions relevant to location, time of day, day of week, or discounted fares based on real time service demand, will ensure that our system stays ahead of the technology curve that will be expected from LA County residents and visitors alike.

Focusing on these areas will improve the overall customer experience and provide the region with better transportation options and a balanced transit system for the next century.

With the expansion of Metro Rail service throughout the county, municipal operator systems are critical feeder services and first/last mile connections to new infrastructure expansion. Throughout the region, funding from the potential ballot measure would also be used to expand the regional transportation system in innovative new ways to accommodate demographic and demand shifts. By creating a balanced, more flexible multi-modal

transportation system, more people will be able to travel at the same time, easing congestion and speeding up travel time countywide.

As service expands and mobility improves throughout the region, ridership is projected to increase over the next 40 years. The chart below illustrates the projected the increase in revenue service hours throughout the county over the next 40 years.



Transit services (bus services – Metro and Municipal Operators, BRT, and Metro Rail) throughout the county will have the capacity to double, with transit usage and ridership potentially tripling. With faster, frequent, reliable, accessible services available, shifts in current travel modes to public transit will reduce single occupancy vehicles and ease congestion throughout the county.

Transit Operations			
($ in millions)	Annual Allocation	Annual ($FY18)	Total ($YOE)
Existing Measure R (ends FY39)	20% of 1/2 cent	$170.2	$5,796.0
Potential Ballot Measure Addition			
FY18 - FY39	20% of 1/2 cent	170.2	5,796.0
FY40 - FY57	20% of 1 cent	340.4	18,127.0
		Total PBM Addition	**$23,923.0**
Total Measure R + Potential Ballot Measure (FY18 - FY57)			**$29,719.0**

The Potential Ballot Measure will provide up to an additional $23.9 Billion, over the next 40 years to ease congestion throughout the county.Transit operations funds will be distributed to Metro and the Municipal Operators according to the Formula Allocation Process (FAP).

Recommendation – 20% over the life of the expenditure plan, providing approximately $23.9 Billion in year of expenditure.

Local Return **16%**	*For 88 local jurisdictions and Los Angeles County, allocated by population. Funds are used for communities' transportation needs, including transit, streets and roads, storm drains, "Green" streets, Active Transportation Projects, Transit Oriented Communities' Investments and other unmet transit needs.*

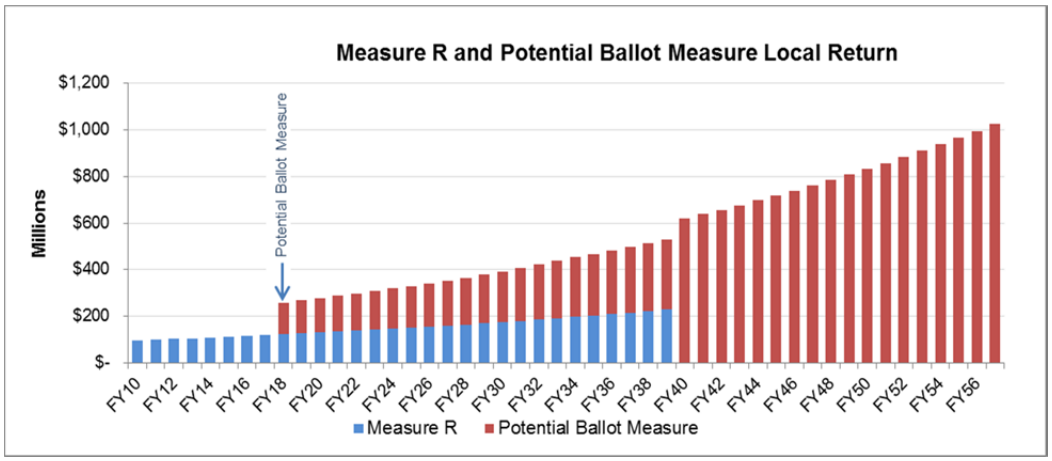
Each of Metro's sales tax measures includes a dedicated funding source for allocation to local jurisdictions throughout Los Angeles County. These funds are used by 88 cities and the County of Los Angeles for their transit services, transportation projects and infrastructure improvements. There are more than 4700 miles of major roads and local streets with hundreds of traffic control devices such as traffic signals, pedestrian crossing signs, and signal synchronization systems.

The Potential Ballot Measure will more than double the Measure R Local Return funds from 2017 to 2057 (forty years), with 15% of Measure R sales tax receipts plus 16% of the new ballot measure's receipts going to Local Return. These additional funds will be used to improve local neighborhoods and communities with projects such as major street resurfacing and rehabilitation, pothole repair, left turn signals, Active Transportation Projects (ATP) such as bikeways, pedestrian improvements, and traffic control measures such as signal synchronization, technological innovations. They will also provide additional funding for local transit services, such as those represented by the LTSS and Tier 2 operators.

Local Return			
($ in millions)	**Annual Allocation**	**Annual ($FY18)**	**Total ($YOE)**
Existing Measure R (ends FY39)	15% of 1/2 cent	$127.7	$4,347.0
Potential Ballot Measure Addition			
FY18 - FY39	16% of 1/2 cent	$136.2	4,637.0
FY40 - FY57	16% of 1 cent	272.4	14,501.0
		Total PBM Addition	**$19,138.0**
Total Measure R + Potential Ballot Measure (FY18 - FY57)			**$23,485.0**

The Potential Ballot Measure will provide up to an additional $19.1 Billion, over the next 40 years to pursue each local cities' transportation priorities and needs.

Currently, 9% of the Measure R Local Return funds are used for public transit. The Potential Ballot Measure provides maximum flexibility for local jurisdictions for use of these funds, allowing jurisdictions to potentially double the amount they can allocate for local transit or for other transit projects, based on their priorities and needs.



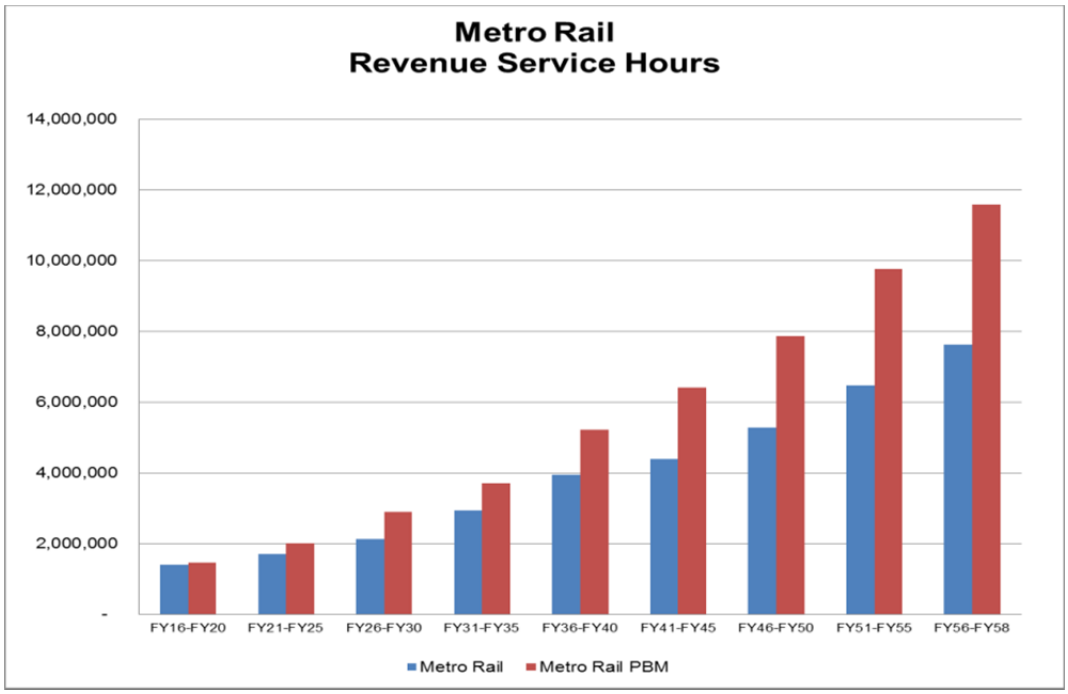
As part of the Local Return program, oversight and maintenance of efforts will be developed, with annual audits, providing for strict oversight and full transparency on the use of these funds to ensure compliance with the ordinance. Local Return program guidelines will be developed through a Working Group that is represented by the cities. The guidelines will provide for flexible financing options, allowing local jurisdictions to issue its own debt or work with Metro to issue bonds on their behalf.

Recommendation – 16% over the life of the expenditure plan, providing approximately $19.1 Billion in year of expenditure.

Metro Rail Operations **5%**	*For Metro Rail Operations, emphasizing system safety, improved customer service and faster, frequent, reliable and accessible services. To fund growing rail operating needs and rail state of good repair due to the expansion of the rail system.*

Metro Rail is the backbone of the county's transit network, providing service in highly congested corridors and moving more riders at greater speeds. Historically, every time a rail line opens, transit ridership has increased, doubling in that corridor. Rail service is provided on fixed guideways, resulting in faster and more reliable service. Not only does rail relieve congestion by offering another transit option, it also transforms communities by presenting transit-oriented development opportunities around rail stations. As these projects open and the Metro Rail network expands, dedicated funding will be needed to operate and maintain the service necessary to serve the mobility needs of the region. Funds can be used to supplement rail state of good repair needs.

In FY15, the Metro Rail system consisted of six lines and 87 route miles. Within the next few months, it will expand to 106 route miles, and by 2030 grow to over 125 route miles. The new ballot measure will provide even more: over 100 more route miles, over 20 light and heavy rail lines and over 70 more stations. New funding dedicated to Metro Rail operations will address this need. Supplementing the 5% allocation for Metro Rail operations from Measure R with another 5% and ensuring the funding will continue until at least 2057 are critical steps to the success of the plan for Metro Rail expansion.



Over the next 40 years, rail service has the capacity to increase up to 10 times, with frequent service allowing for 2 minute headways and more car consists to meet ridership demands. With this expansion and increase, rail service could represent half of the county's transit services. Rail service increases system speed and capacity for transit, allowing for more boardings per hour and per mile, to ease congestion and traffic in the county.

Metro Rail Operations			
($ in millions)	**Annual Allocation**	**Annual ($FY18)**	**Total ($YOE)**
Existing Measure R (ends FY39)	5% of 1/2 cent	$42.6	$1,449.0
Potential Ballot Measure Addition			
FY18 - FY39	5% of 1/2 cent	42.6	1,449.0
FY40 - FY57	5% of 1 cent	85.2	4,532.0
		Total PBM Addition	**$5,981.0**
Total Measure R + Potential Ballot Measure (FY18 - FY57)			**$7,430.0**

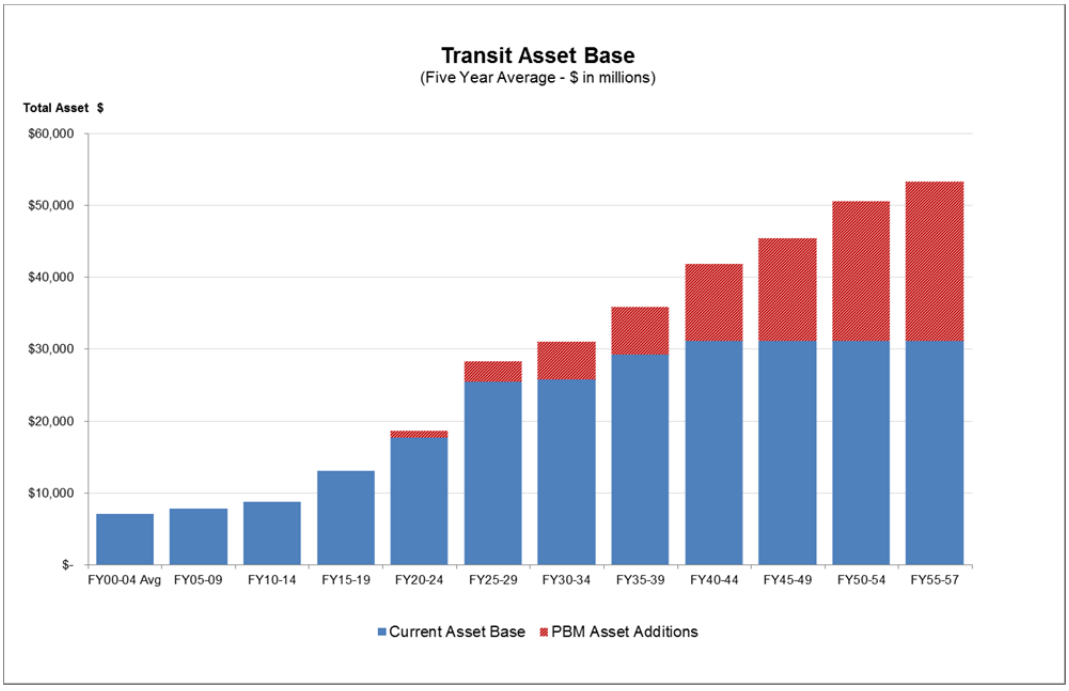
The Potential Ballot Measure will provide up to an additional $5.9 Billion, over the next 40 years to ease congestion throughout the county.

Recommendation – 5% over the life of the expenditure plan, this would provide approximately $5.9 Billion.

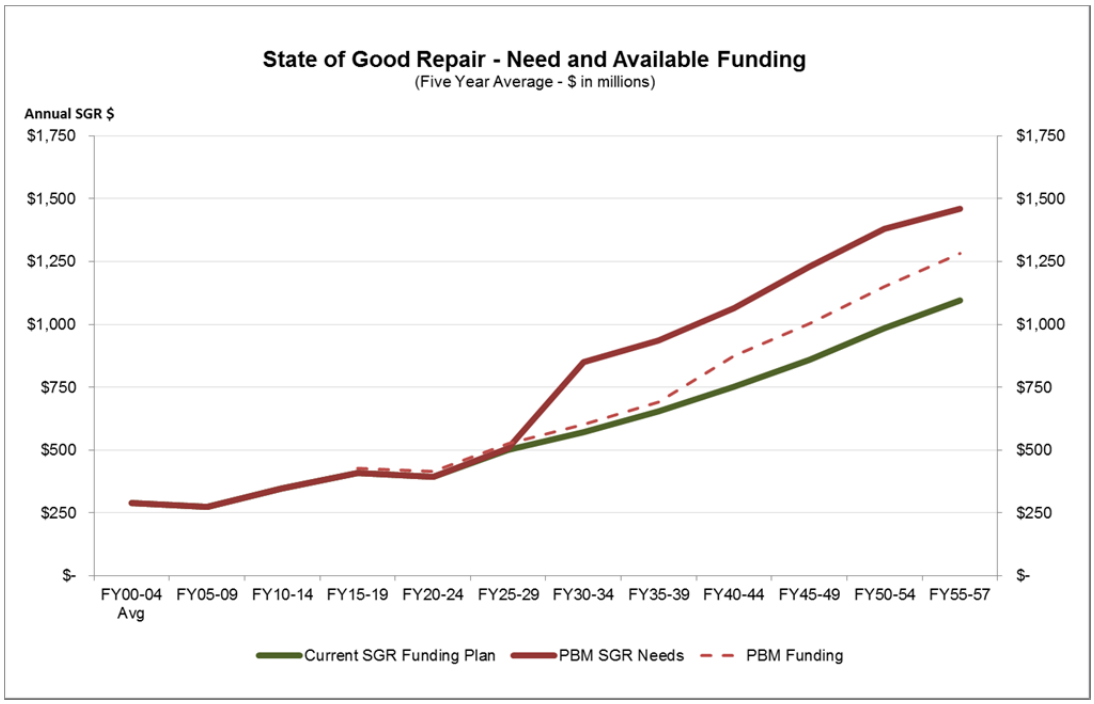
Metro State of Good Repair, Safety Improvements and Aging Infrastructure **2%**	***(NEW)*** *A robust state of good repair program is necessary to keep the current aging infrastructure, such as Blue Line, and expanding system in top form. A dedicated funding source will allow for quality, reliable, on-time, and uninterrupted services for our riders. Currently no dedicated funding for state of good repair exists.*

State of Good Repair is closely aligned with safety and security and is the first mega-trend that all transit agencies are facing. While we continue to expand, it is critical to take care of what we have and what we will build to prevent safety issues. An emphasis on SGR is critically necessary to keep the expanding transit system in top form. A robust SGR funding program is a top tier priority to ensure safety, earthquake retrofitting of infrastructure, and to prevent breaks in service delivery or unanticipated equipment failures during the course of providing transit service for Metro's 1.4 million average daily boardings.

Thanks to Measure R, the Metro Rail transit infrastructure will grow to over 125 route miles by 2030. This combination of older and newer rail systems places increased loads on our older rail infrastructure to service the new destinations. To address this, Metro must ensure that we maintain the existing Metro Rail system, which in some corridors is over a quarter century old and does not have a dedicated funding source for its increasing SGR needs. In addition, our asset base continues to expand as we build new lines, and SGR expenses for new services will increase accordingly.



The asset base will continue to grow as Measure R projects are completed and as older assets are replaced. For the FY15-FY19 time frame, the estimated asset base will be over $14 billion and is estimated to be over $50 billion, after the term of the new ballot measure. The chart below shows the projected funding need to maintain these assets in a state of good repair. The red line denotes our projected funding need, the green line denotes our current funding plan, the gap between these two lines is the funding gap.



The resources needed to maintain this expanding system will need to grow. Assuming an average asset lifespan of 25 years, revenue sources will be insufficient to keep up with the costs associated with State of Good Repair efforts. In recent years, Metro has been diverting Operations eligible funding to supplement SGR project resources. While this is helping to restore assets in a state of good repair, it is not a sustainable practice. A 2% allocation of the potential ballot measure will alleviate near term funding pressures to maintain SGR. However, with the continued asset growth due to transit expansion beyond Measure R, the 2% allocation is also not a long term solution to the SGR problem as costs to maintain growing Metro assets is expected to outpace available SGR dedicated resources. Metro is taking steps to further mitigate this funding gap in the Asset Management Plan by utilizing a condition-based asset approach, which will assess the assets' condition rather than just the age of the asset.

State of Good Repair, Safety Improvements and Aging Infrastructure			
($ in millions)	**Annual Allocation**	**Annual ($FY18)**	**Total ($YOE)**
Existing Measure R (ends FY39)	None	-	-
Potential Ballot Measure Addition			
FY18 - FY39	2% of 1/2 cent	17.0	580.0
FY40 - FY57	2% of 1 cent	34.0	1,813.0
		Total PBM Addition	**$2,393.0**
Total Measure R + Potential Ballot Measure (FY18 - FY57)			**$2,393.0**

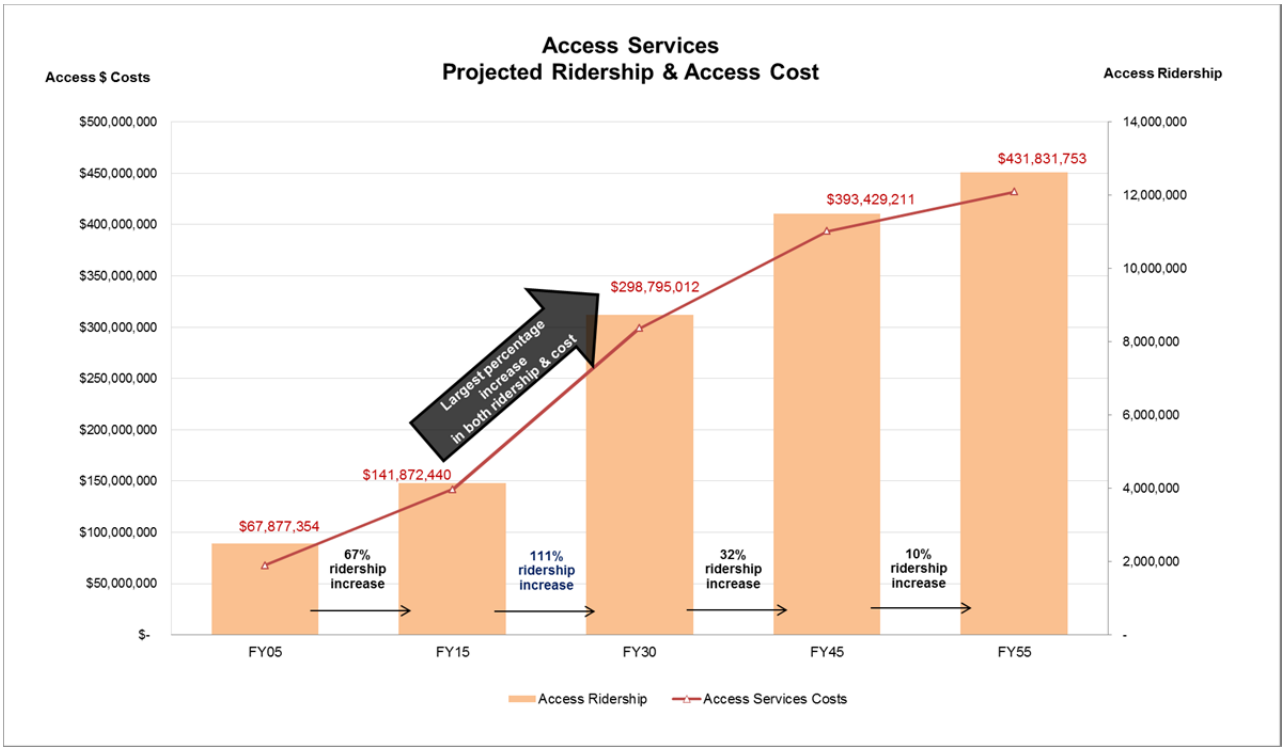
The Potential Ballot Measure will provide up to $2.4B over the next 40 years to maintain our expanding and aging infrastructure. This dedicated funding source will allow us to leverage federal and state grants and bond financing.

Recommendation – 2% over the life of the expenditure plan, providing approximately $2.4 Billion in year of expenditure. Note: Create provision where Metro Board can increase State of Good Repair percentage after 2039, based on the condition of assets, when approximately 15 rail lines will be in operation.

Americans with Disabilities Act (ADA) Paratransit Services for the Disabled; Discounts for Seniors and Students 2%	***(NEW)*** *To fund paratransit services mandated by the American with Disabilities Act (ADA) and student discounts. Currently no dedicated funding for ADA-mandated paratranst exists.*

Paratransit services are mandated by the Americans with Disabilities Act (ADA). In Los Angeles County, ADA paratransit is currently provided by Access Services (Access) on behalf of 44 fixed-route operators including Metro. No funding for ADA paratransit service was included in previous ballot measures. ADA paratransit costs and demands are growing due to demographic shifts of an aging population of baby boomers and cuts in human services transportation funding.

The provision of compliant ADA-mandated paratransit services is considered a civil right under federal law and must be appropriately funded. Access has traditionally been funded using federal and local funds which have not been growing at the same rate as ADA paratransit demand. From 2005 through 2015, demand for ADA paratransit services has increased by 67% and is expected to continue growing at a significant rate in the years ahead, as seen in the graph below. Over the next 15 years, ADA ridership is expected to significantly increase by 111%, with projected costs doubling to $298M in FY30.



In order to minimize the impact of funding for other fixed route services, there is a pressing need for a new, dedicated source of funding to maintain a quality, compliant ADA paratransit system.

ADA Paratransit Service for the Disabled; Discounts for Seniors and Students			
($ in millions)	**Annual Allocation**	**Annual ($FY18)**	**Total ($YOE)**
Existing Measure R (ends FY39)	None	-	-
Potential Ballot Measure Addition			
FY18 - FY39	2% of 1/2 cent	17.0	580.0
FY40 - FY57	2% of 1 cent	34.0	1,813.0
		Total PBM Addition	**$2,393.0**
Total Measure R + Potential Ballot Measure (FY18 - FY57)			**$2,393.0**

The Potential Ballot Measure will provide up to $2.4B over the next 40 years to serve our seniors and people with disabilities in the coming decades, which is one of the primary challenges to transit systems on both an operational and financial basis.

Recommendation – 2% over the life of the expenditure plan, providing approximately $2.4 Billion in year of expenditure.

Regional Rail 1%	*Improvements for regional rail service within Los Angeles County, includes operating, maintenance, expansion, and state of good repair*

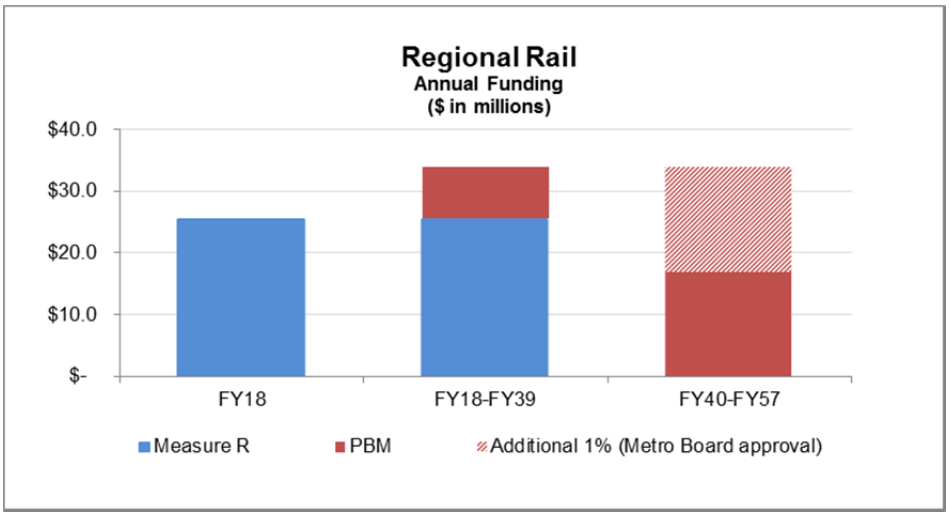
Metrolink is the only inter-county commuter rail system, providing connectivity for Los Angeles County residents with long distance travel options between six counties in Southern California. Commuter Rail funding will be eligible for operating, maintenance, expansion and state of good repair improvements within Los Angeles County.

As Metrolink's largest partner, Metro is seeking to increase services and safety investments throughout Los Angeles County. Funds will be used to provide strategic investments in additional track capacity, grade crossing and other safety improvements and enhance service levels in the Antelope, San Fernando, and San Gabriel Valleys. Proposed projects include pedestrian and vehicle crossing improvements in the cities of Lancaster, Palmdale, and Santa Clarita and the continued implementation of Sealed Corridor improvements on Metro owned rights-of-way through the San Fernando Valley. Additional projects include track expansion improvements in the San Fernando Valley to allow increases in system speeds and increase service capacity. With increased services the need for vital safety improvements, Metro has also targeted over 160 railroad crossings in Los Angeles County that are in need of vital improvements to enhance the safety of residents, pedestrians, and passengers alike.

Additional service expansion is also expected on the Antelope Valley, as a first priority and San Bernardino Lines, carrying the largest number of Los Angeles County residents. Increased mid-day and nighttime services are necessary to address the reverse peak and off-peak service as Metrolink transitions to a more balanced regional rail system offering bi-directional travel.

Metro currently provides the largest commuter rail funding contribution to the commuter rail agency, Metrolink, among all of the Member Agencies. However, this funding amount is not in alignment with Metrolink's governance structure. As a partner in Metrolink, Metro's contributions are matched by up to an additional $3 dollars by the other Member Agencies and fare revenues – each dollar can equal up to four. Capital Expenditures are matched up to a dollar for dollar basis by Federal, State or other Local Funds.

Regional Rail			
($ in millions)	**Annual Allocation**	**Annual ($FY18)**	**Total ($YOE)**
Existing Measure R (ends FY39)	3% of 1/2 cent	$25.5	$869.0
Potential Ballot Measure Addition			
FY18 - FY39	1% of 1/2 cent	8.5	290.0
FY40 - FY57	1% of 1 cent	17.0	906.0
		Total PBM Addition	**$1,196.0**
Total Measure R + Potential Ballot Measure (FY18 - FY57)			**$2,065.0**



The Potential Ballot Measure will increase Regional Rail allocation by $8.5M annually from FY17-FY39, for a total of $1.2 Billion over the life of the measure to pursue vital infrastructure improvements. In addition, Regional Rail capital projects are also eligible to participate in the 2% of the regional asset projects, included in the 32% Transit Construction portion.

Recommendation – 1% over the life of the expenditure plan, providing approximately $1.2 Billion in year of expenditure. Note: Create provision where Metro Board can increase Regional Rail percentage up to an additional 1% after 2039 based on verifiable service improvements.

Working Group Formation and Process

The final list of categories and Working Group representatives for each category is as follows:

- **Transit Operations**: The Los Angeles County Municipal Operators Association (LACMOA) provided the following representatives:
  - Art Ida, Culver City Bus Lines
  - Ed King, Santa Monica Big Blue Bus
  - Kim Turner, Torrance Transit
- **Metro Rail Operations**:
  - Melissa Wang, Metro
- **State of Good Repair**:
  - Greg Kildare, Metro
- **Commuter Rail**:
  - Art Leahy (replaced by Anne-Louise Rice), Southern California Regional Rail Association (SCRRA)
- **ADA Paratransit**:
  - Andre Colaiace, Access Service
- **Local Transit Systems**: The Local Transit Systems Subcommittee (LTSS) provided the following representatives:
  - Justine Garcia, City of Glendora
  - Sebastian Hernandez, City of Pasadena
- **Tier 2 Operations**:
  - Kari Derderian, Los Angeles Department of Transportation (LADOT)
  - Kathryn Engel, City of Glendale
- **Local Return**: The Technical Advisory Committee (TAC) provided the following representatives:
  - Pat DeChellis (replaced by Pat Proano), Los Angeles County Department of Public Works
  - Dan Mitchell, LADOT
  - Mohammad Mostahkami, City of Downey

The Working Group met five times from November 2015 through January 2016. Realizing no single interest group was going to get everything desired, the Working Group negotiated down to three options, each of which had varying levels of support from the representatives, with Option 1 as the preferred option. These three options are presented in the table below.

Working Group Results

The funding breakdowns of the final three options considered by the Working Group are shown in the table below. The augment and extend construct of the Potential Ballot Measure builds on and dovetails with Measure R. For that reason and for comparison purposes, the closest equivalent Measure R categories are also shown.

Potential Ballot Measure Non-Capital Working Group
Final Funding Breakdown Options and Priority Votes

Option Number	1	2	3	Measure R (for Comparison)
Option Sponsor	**Metro**	**Local Return**	**Commuter Rail**	
Funding Category				
Transit Operations (Distributed by FAP)	20%	20%	20%	20%
Metro Rail Operations	5%	5%	5%	5%
Metro State of Good repair	6%	3%	1%	2% Rail Imp, $150M Clean Fuel Buses
Commuter Rail (Ops/Cap Flexible)	1%	1%	5%	3% Capital Only
ADA Paratransit (Ops/Cap Flexible)	3%	1%	2%	0%
Local Transit Systems (LTSS)	0%	0%	1%	0%
Tier 2 Operators	0%	0%	1%	0%
Local Return	15%	20%	15%	15%
Total Percentage of Entire Measure	**50%**	**50%**	**50%**	**45%+**
Subgroup Priority Ranking (1=highest)				
LACMOA Municipal Operators	1	2	3	
ADA Paratransit	1	3	2	
Commuter Rail	2	3	1	
LTSS/Tier 2	3	2	1	
Local Return	2	1	3	
Metro	1	2	3	
Average Subgroup Priority Score	**1.67**	**2.17**	**2.17**	
Average Subgroup Priority Ranking	**1st**	**2nd (tie)**	**2nd (tie)**	

Limiting the Operations and other Programs funding to 50% of the total created tight constraints for all categories. For example, the Local Return percentage in all three options falls below the 25% level requested by the North County and South Bay COGs in their Initial Stakeholder Input Submittals. In the case of Local Return, the COG's Capital funding requests for Active Transportation Projects and/or Transit projects, eligible categories for Local Return dollars, provides supplemental funding to the percentages listed on this table.

Regional Active Transportation Program (ATP) - 2% Allocation

The Regional Active Transportation program is a multimodal program of regionally significant projects that encourage, promote and facilitate environments that promote walking, bicycling, rolling modes and transit use, as part of a robust and integrated countywide transportation system. Through various policies and programs, Metro both leads the development of active transportation infrastructure and programs, and provides local jurisdictions with technical support needed for local planning efforts and implementation. To continue this effort, and in response to stakeholders, Metro has created a 2% portion of the draft Expenditure Plan, which is expected to generate $17 million annually in the first year and more than $2.4 billion over the 40-year life of the measure.

Approximately half of the allocated ATP funds would be used to fund Projects that would be consistent with Metro's Active Transportation Strategic Plan Potentially eligible projects including Safe Routes to Schools, complete streets improvements, and first/last mile connections with public transit such as bicycle facilities including bike hubs, protected bike lanes connecting the transportation network, and the countywide bike share program.

These funds, administered by Metro, will be available for the purposes of implementing the Countywide Active Transportation Network, as identified in Metro's Active Transportation Strategic Plan to improve access to transit; enhance safety; promote clean transportation options; improve public health; and foster healthy, equitable, and economically vibrant communities where all residents and visitors have greater transportation choices and access to key destinations. These funds will be made available by Metro for projects and programs that Implement the Countywide Active Transportation Network, as identified in Metro's Active Transportation Strategic Plan and which specifically improve connectivity among rail and bus lines, other active transportations facilities and population centers to employment and educational centers. Outcome expected include the following:

- Increase the number of trips made by people who walk or bicycle, rather than drive alone;
- Enhance safety and improve the physical environment for people who walk, bicycle, and take transit;
- Implement;
- Provide bicycle education and training;
- Demonstrate innovative, creative, and/or technological approaches that may expedite project implementation; build community support; and foster multi-modal policies and long-term infrastructure improvements;
- Improve coordination between jurisdictions for multi-jurisdictional projects;
- Support Safe Routes to Schools;
- Leverage other sources of funding.

It is intended that these funds be used to match federal, state, local, and private funding to maximize the number of improvements to be implemented. Metro will establish specific project eligibility criteria for this program to be approved by the Board.

The draft Expenditure Plan assumes that approximately half of the 2% ATP allocation funds two major Los Angeles River projects ATP projects earmarked in the draft Expenditure Plan as well as a portion of the costs of ATP projects submitted by the COGs and included in the draft Expenditure Plan. All told approximately 4.5 to 5% of the draft Expenditure Plan funds are projected to be utilized for ATP projects. This excludes L ocal Return Funds used for ATP projects. .The 1% or $1.2 billion Regional ATP fund allocation can leverage and enhance local investments being made through the Local Return allocation from Proposition A, Proposition C, and Measure R. Over the last five years, $443.8 million of Local Return funds (Prop A, Prop C, & Measure R) have been spent on Active Transportation.

Regional Funds FY 41-57
Forecast Estimate as of 3/22/16

REVISED ATTACHMENT L

($ in millions)

	Total	FY 41	FY 42	FY 43	FY 44	FY 45	FY 46	FY 47	FY 48	FY 49	FY 50	FY 51	FY 52	FY 53	FY 54	FY 55	FY 56	FY 57
Proposition C 25%	$ 5,620	$ 150	$ 170	$ 180	$ 200	$ 210	$ 230	$ 260	$ 290	$ 330	$ 360	$ 380	$ 410	$ 430	$ 460	$ 490	$ 520	$ 550
Proposition C 40% Cash	$ 5,670	$ 330	$ 100	$ 360	$ 180	$ 330	$ 350	$ 320	$ 280	$ 260	$ 320	$ 330	$ 360	$ 270	$ 580	$ 300	$ 620	$ 380
Proposition A 35%	$ 1,475							$ 25	$ 50	$ 70	$ 100	$ 120	$ 130	$ 150	$ 170	$ 200	$ 220	$ 240
Regional Improvement Prog.	$ 1,615	$ 95	$ 95	$ 95	$ 95	$ 95	$ 95	$ 95	$ 95	$ 95	$ 95	$ 95	$ 95	$ 95	$ 95	$ 95	$ 95	$ 95
CMAQ	$ 1,020	$ 60	$ 60	$ 60	$ 60	$ 60	$ 60	$ 60	$ 60	$ 60	$ 60	$ 60	$ 60	$ 60	$ 60	$ 60	$ 60	$ 60
Total	$ 15,400	$ 635	$ 425	$ 695	$ 535	$ 695	$ 735	$ 760	$ 775	$ 815	$ 935	$ 985	$ 1,055	$ 1,005	$ 1,365	$ 1,145	$ 1,515	$ 1,325
New Starts	$ 3,400	$ 200	$ 200	$ 200	$ 200	$ 200	$ 200	$ 200	$ 200	$ 200	$ 200	$ 200	$ 200	$ 200	$ 200	$ 200	$ 200	$ 200

~~**Regional Funds FY 41-57**~~
~~**Forecast Estimate as of 3/1/16**~~
($ in millions)

	Total	FY 41	FY 42	FY 43	FY 44	FY 45	FY 46	FY 47	FY 48	FY 49	FY 50	FY 51	FY 52	FY 53	FY 54	FY 55	FY 56	FY 57
Proposition C 25% Bonds	$ 7,800	$ 400	$ 400	$ 400	$ 400	$ 200	$ 500	$ 600	$ 500	$ 500	$ 500	$ 600	$ 400	$ 400	$ 500	$ 500	$ 500	$ 500
Proposition C 40% Cash	$ 5,670	$ 330	$ 100	$ 360	$ 180	$ 330	$ 350	$ 320	$ 280	$ 260	$ 320	$ 330	$ 360	$ 270	$ 580	$ 300	$ 620	$ 380
Proposition A 35% Bonds	$ 4,000							$ 400	$ 400	$ 400	$ 400	$ 400	$ 200	$ 200	$ 400	$ 400	$ 400	$ 400
Regional Improvement Prog.	$ 1,615	$ 95	$ 95	$ 95	$ 95	$ 95	$ 95	$ 95	$ 95	$ 95	$ 95	$ 95	$ 95	$ 95	$ 95	$ 95	$ 95	$ 95
CMAQ	$ 1,020	$ 60	$ 60	$ 60	$ 60	$ 60	$ 60	$ 60	$ 60	$ 60	$ 60	$ 60	$ 60	$ 60	$ 60	$ 60	$ 60	$ 60
Total	$ 20,105	$ 885	$ 655	$ 915	$ 735	$ 685	$ 1,005	$ 1,475	$ 1,335	$ 1,315	$ 1,375	$ 1,485	$ 1,115	$ 1,025	$ 1,635	$ 1,355	$ 1,675	$ 1,435
New Starts	$ 3,400	$ 200	$ 200	$ 200	$ 200	$ 200	$ 200	$ 200	$ 200	$ 200	$ 200	$ 200	$ 200	$ 200	$ 200	$ 200	$ 200	$ 200

Ballot Measure Augmentation & Extension Ordinance Outline

Preamble

1. Title of the Measure
2. Summary of the Measure
3. Definitions
4. Statutory Authority
5. Extension and/or Imposition of Retail Transaction and Use Tax
6. Administration by Board of Equalization
7. Use of Revenues
8. Oversight
9. Maintenance of Effort Requirements
10. Cost of Administration
11. Amendments and Termination
12. Establishment of Bonding Authority
13. Appropriations Limit
14. Election
15. Effective and Operative Dates
16. Severability

Expenditure Plan Public Input and Outreach Process

March 2016 - June 2016

PURPOSE

As the Los Angeles County Metropolitan Transportation Authority (Metro) plans for future growth and transportation needs, educating and engaging the public about Metro's Long-Range Transportation Plan (LRTP) is essential. This plan is designed to guide Metro's public input and outreach process about the draft Expenditure Plan as part of the overall LRTP Education Program.

SITUATION ANALYSIS

Metro is updating its LRTP to improve mobility and quality of life for all Los Angeles County residents. The plan aims to provide a balanced transportation system that positions the county for future growth. The LRTP will articulate the transportation priorities for Los Angeles County for the next 40 years. The foundation for the updated LRTP is a draft Expenditure Plan that identifies major highway and transit projects evaluated and sequenced based on performance metrics, including project costs and schedules through 2057. The draft Expenditure Plan will also include projects to connect the region and enhance goods movement; active transportation; ADA/paratransit services for seniors and the disabled; transit assistance for students; investments to fund bus and rail operations; ongoing system maintenance and repair; and benefits at the local level.

Development of the draft Expenditure Plan has occurred through a bottoms-up process of collaboration with regional stakeholders including the councils of governments (CoGs) from the county's nine sub-regions. Metro will continue this coordination to get the various stakeholders' feedback on the draft plan.

Upon release of the plan by the Metro Board, the roadmap to educate the public about the draft Expenditure Plan and provide opportunities for public input will occur through four main sectors of the community: Elected Officials Engagement, Key Stakeholder Engagement, Public Engagement, and Media Engagement.

ELECTED OFFICIAL INPUT/ENGAGEMENT

Metro Board members and staff will continue to collaborate with local, state and federal elected officials and their staffs to continue the regional dialogue about the Expenditure Plan.

- **Local Officials** – Community and Municipal Affairs will continue with the team's "88 Cities" project including briefings with city leadership and staff and the LA County Division of California League of Cities. Community and Municipal Affairs will also encourage the cities to take a position on the Expenditure Plan that can be shared with Metro's Board through resolutions. Metro's "88 Cities Project" was developed to strengthen the important relationships between Metro and the county's cities, and further connect them to Metro's regional planning efforts. This established process is an obvious way for staff to guide the cities through a coordinated approach to share their formal positions on the Expenditure Plan and potential ballot measure with Metro officials.

- **State Officials** – Metro's Government Relations Team has continued to keep members of the Los Angeles County's State Senate and Assembly Delegation and their staffers updated on the status of the Potential Ballot Measure (PBM) and will now expand that education to include the draft Expenditure Plan. The team continues to provide briefings and attend transportation forums in the county at the request of state elected officials. Staff will conduct a series of briefings in Los Angeles and Sacramento for members of the Los Angeles County State Senate and Assembly delegation specifically related to the Draft Expenditure Plan and next steps in the public input process. Government Relations is also leading the process to get the Potential Ballot Measure certified for the November ballot if the Board approves the plan.

- **Federal Officials** – Metro's Government Relations Team has been and will continue to keep members of the Los Angeles County Congressional Delegation and their staffers updated on the status of the Potential Ballot Measure. The team is holding briefings in Los Angeles County and in Washington, DC with congressional aides to provide a detailed update on the status of the future transportation plan process, and will now extend that effort to educate about the Expenditure Plan and the next steps in the public input process. Government Relations will continue to provide frequent updates to members of the Congressional Delegation and their staff.

KEY STAKEHOLDER ENGAGEMENT

In continuing with the bottoms-up process Metro has established with the various key stakeholder groups of LA County, staff will continue to collaborate with regional partners such

as the Councils of Governments (CoGs); the business community; labor and environmental groups; community organizations, faith-based groups and other regional entities.

- **Stakeholder Group Briefings** – Briefings with key stakeholder groups to present the Expenditure Plan and solicit feedback.
- **Community Presentations** – Speakers' bureau to provide widespread community and stakeholder presentations to educate the region about the Expenditure Plan.
- **CEO LRTP's Newsletter** – Continue CEO's monthly LRTP Progress Update to stakeholders.
- **Regional Communicators Briefing** – Briefing with key communications professionals from agencies across the region to share information that they can push out through their communication channels.
- **Messaging Toolkits** – Information, graphics, pre-written social media posts and articles, and talking points to assist partner organizations in messaging the transportation plan.
- **Influencer Marketing** – Encouraging key influencers to help frame the understanding of funding transportation planning and investment through thought leadership communications.

PUBLIC INPUT/ENGAGEMENT

Engaging the public will be a major component of the input process. Metro will implement various feedback mechanisms to solicit the public's opinions and perspectives on the long-term mobility plan for the region. Public polling, focus groups, public meetings and telephone town hall meetings will be part of the input gathering process to ensure that Metro aligns its future transportation plan with the priorities of the public.

- **Public Meetings** – Community Relations staff will plan and host nine (9) community meetings around the county and one (1) virtual community meeting. These meetings will happen in April with weekday meetings occurring in the evening, and one traditional meeting and one virtual meeting each happening on a Saturday during the day.
- **Telephone Town Halls** – Community Relations and Public Relations staff will plan and host 13 one-hour telephone town hall meetings in May – one in each Board director's geographic area. These will occur in the evening with the goal of holding two per evening to streamline resources.
- **Website Engagement** – Staff will update the "Metro Eases Traffic" section of the Metro website as the draft Expenditure Plan process evolves. The Marketing team will develop

different maps to reflect the projects proposed through the life of the Expenditure Plan. Throughout the public input process, the public will be able to submit comments through the website, which will be compiled and evaluated as part of the overall input process.

- **Social Media/Digital Outreach** – The Metro Social Media team will continue to implement the current campaign that features a series of animated graphics highlighting favorable but lesser known programs, services and investments that Metro provides to the region. Additional social media feedback mechanisms will also be utilized.
    - Social media tools to capture comments and questions about the plan.
    - Micro-targeted content highlighting current investments at the local level and promoted within those communities via Facebook and native advertising.
    - Video vignettes of personal stories highlighting common transportation issues and the potential impact of cornerstone projects from the draft Expenditure Plan, promoted via Facebook native video and YouTube.
    - Targeted promotion of public meetings and telephone town halls via Facebook.
    - Informal polls and feedback via Facebook and Twitter.
    - Frequent articles on Metro's blog, *The Source*, explaining the LRTP process, the expenditure plan and the programs and projects to receive funding. *The Source* will also continue to provide daily media headlines, providing us with the chance to steer readers to outside coverage about the LRTP and PBM and to offer information, context and visuals that voters may find helpful.
- **Focus Groups** – Metro will hold several focus groups in April on proposed transportation improvements.
- **Public Poll** – In May, Metro will conduct a public opinion survey to seek the level of support for additional local investment to fund proposed transportation improvements.
- **Crowdsourcing** – Community engagement through crowdsourcing – online efforts to tap into the collective intelligence of the public at large, enabling Metro to gain deeper insight into their wants and needs.
- **Progress Milestones** – Metro will continue to showcase the visible signs of progress being made through local investment.
- **Community Events** – Staff will have a presence at major community events to share information about the plan and give the public an opportunity to comment.
- **Quality of Life Benefits** – Staff will roll out the results of the Quality of Life (QoL) Report and communicate the real benefits already occurring across the county through transportation investment. The QoL Report will be presented in May.

MEDIA ENGAGEMENT

Traditional and online media are important partners in sharing information about Metro. The media will play an essential role in helping to educate the public about Metro's future transportation plans. Therefore, Metro staff will utilize a number of tactics to engage the media.

- News media briefings
- Editorial board briefings
- Press releases
- FAQs
- Television and radio public affairs programming
- Opinion editorials/guest columns
- Newspaper and digital ads promoting public meetings
- Proactive pitching of news story ideas from the QoL Report
- Metro Motion Cable TV Program coverage
- Metro Briefs

SCHEDULE OF MAJOR ACTIVITIES

March

- Update Metro website with Expenditure Plan information
- Begin elected official briefings
- Begin stakeholder briefings
- Hold regional communicators briefing
- Hold media briefings
- Send news release on public input opportunities
- Schedule public affairs programming opportunities
- Begin community presentations
- Publicize public meetings
- Begin promoting public input opportunities
- Begin social media/digital outreach
- Request city resolutions through "88 Cities Project"

April

- Hold public meetings
- Hold focus groups

- Promote telephone town hall meetings
- Begin social media polls and feedback
- Encourage city resolutions on PBM

May

- Hold telephone town hall meetings
- Conduct public poll
- Showcase results of Quality of Life Report
- Staff information booth and take comments at Crenshaw/LAX Halfway Event
- Compile public input
- Compile city resolutions

June

- Report public input
- Report public and social media poll results
- Send news release on Board's decision

Metro's Plan to Ease Traffic
Draft Expenditure Plan Overview

March 24, 2016

Metro

A Collaborative COG Process

- The Metro Board established a process to work with the sub-regional councils of government to identify priority projects
- Metro conducted a bottoms-up process with the nine sub-regions of the county, which submitted projects for evaluation
- Each sub-region was given targets based on their population and employment
- Board adopted highway and transit performance measures; projects scored using weighted themes

Metro

Board Approved Performance Metrics

- **Mobility: Ease Congestion** **45.0%**
  - Improve travel times and reliability; increase active transportation
- **Accessibility: Provide Access** **17.5%**
  - Increase service to the transit dependent, cyclists, youths, pedestrians, seniors, and people with disabilities; increase those served by Metro; improve first-last mile
- **Safety: Improve Safety** **12.5%**
  - Enhance personal and public safety; reduce incidents
- **Economy: Grow Economic Benefits** **12.5%**
  - Create jobs; increase goods movement; invest in disadvantaged communities
- **Sustainability and Quality of Life: Enhance Quality of Life** **12.5%**
  - Reduce greenhouse gases; improve air quality; positively impact public health

Metro

Modeling and Cost Estimates

- Modeling Process
  - Scored and ranked highway and transit projects separately
  - Applied Board-approved performance methodology
  - Considered high-performing existing projects for acceleration without impacting other projects
- Cost Estimate Methodology
  - Reviewed current studies, engineering plans and cost estimates
  - Applied comparable, actual cost experience to each infrastructure type and cost category
  - Applied factors for soft costs based on historical experience
  - Applied project contingency

Metro

Annual Revenue Assumptions

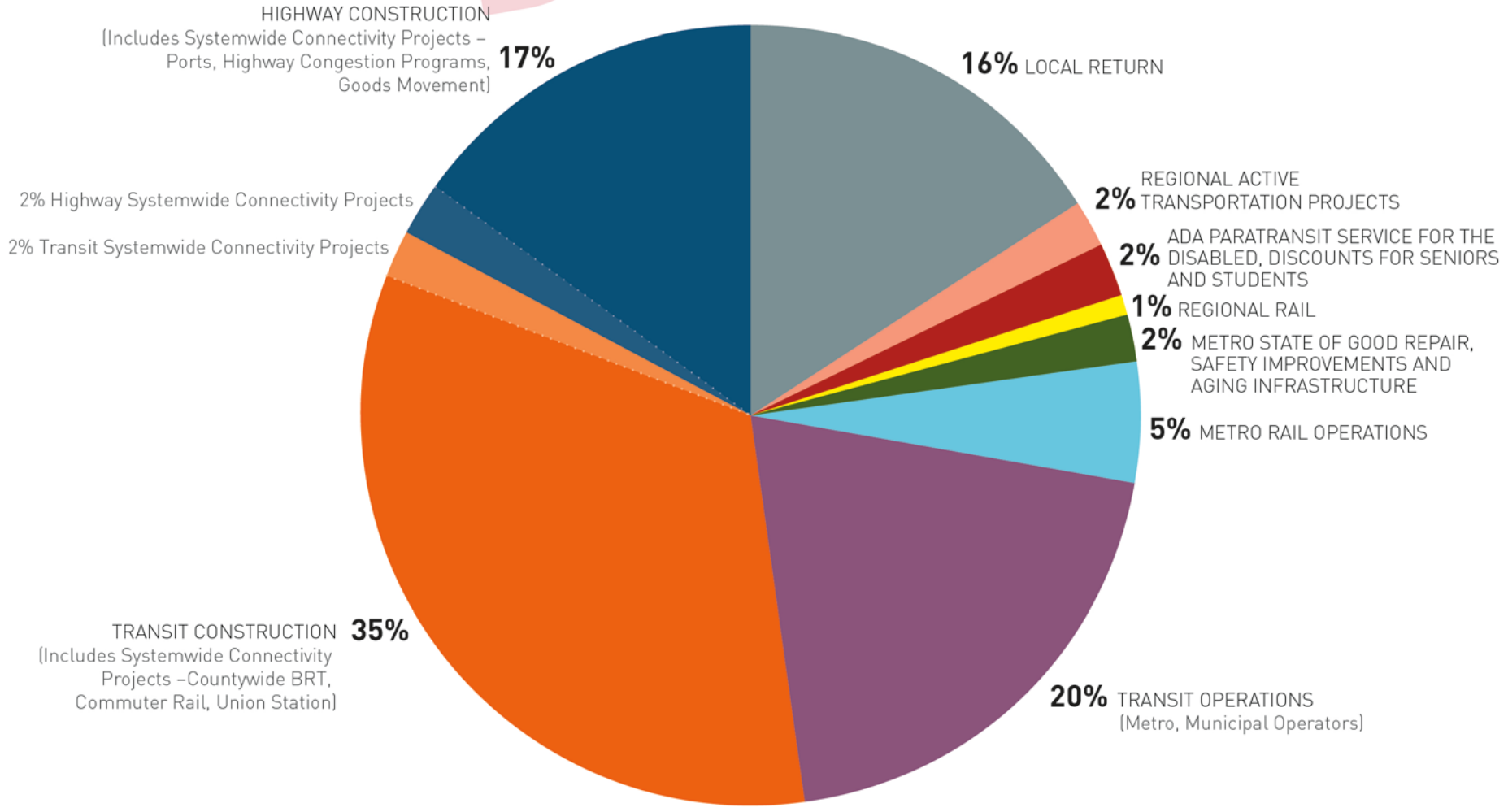
- New ½ cent tax = $860 million/year
  - FY18-FY39 – ½ cent building on top of existing Measure R
- New ½ cent and Measure R together – $1.7 billion/year
  - FY40-FY57 – 1 cent replaces Measure R tax rate
- New revenues would begin in FY18

$120 billion in YOE dollars would be generated over the 40-year program

Metro

Potential Ballot Measure Expenditure Plan

DRAFT



Capital Projects List

Metro

Transit Construction – 35%

- Capital expenses in support of transit capacity improvements specifically listed in the Measure's project Expenditure Plan
- New rail and/or Bus Rapid Transit (BRT) capital projects whose project definition depends upon the final environmental review process
- Rail yards, rail cars, and start-up buses for new BRT lines are eligible
- Includes 2% for systemwide connectivity projects such as airports, countywide BRT, and Union Station

Metro

Highway Construction – 17%

- Capital expenses in support of highway project capacity and safety enhancements and/or highway project elements specifically listed in the Measure's project Expenditure Plan, such as environmental studies, plans, specifications, and estimates, right-of-way (including support), construction (including support)
- Examples include High Desert Corridor, I-5 capacity enhancements, SR-71 capacity enhancements, Express Lane expansion, truck lanes, and auxiliary lanes
- Includes 2% for systemwide connectivity Projects such as ports, highway congestion programs, and goods movement

Metro

Regional Active Transportation – 2% (NEW)

- Includes 2% for regional ATP projects
- Projects and programs that encourage walking, biking, and rolling modes
- Eligible projects would include Safe Routes to Schools; complete streets improvements; and first/last mile connections with public transit such as bicycle facilities including bike hubs, protected bike lanes connecting the transportation network, and countywide bike share program
- Expected to generate $17 million annually in the first year and more than $2.4 billion over the 40-year life of the measure
- Total of 4.5% of PBM funds are projected for ATP (combo of 2% Regional ATP and 2.5% of locally planned ATP investments)

Metro

The Maps

Metro


Los Angeles County
North County Inset
SAN FERNANDO VALLEY
ARROYO VERDUGO
CENTRAL LA
WESTSIDE CITIES
SAN GABRIEL VALLEY
PACIFIC OCEAN
GATEWAY CITIES
SOUTH BAY CITIES
Orange County
San Bernardino County
LAX
N
Metro Transit (Existing)
Metro Transit (Under Construction)
Metrolink
Highway (Completed and Under Construction)

Metro

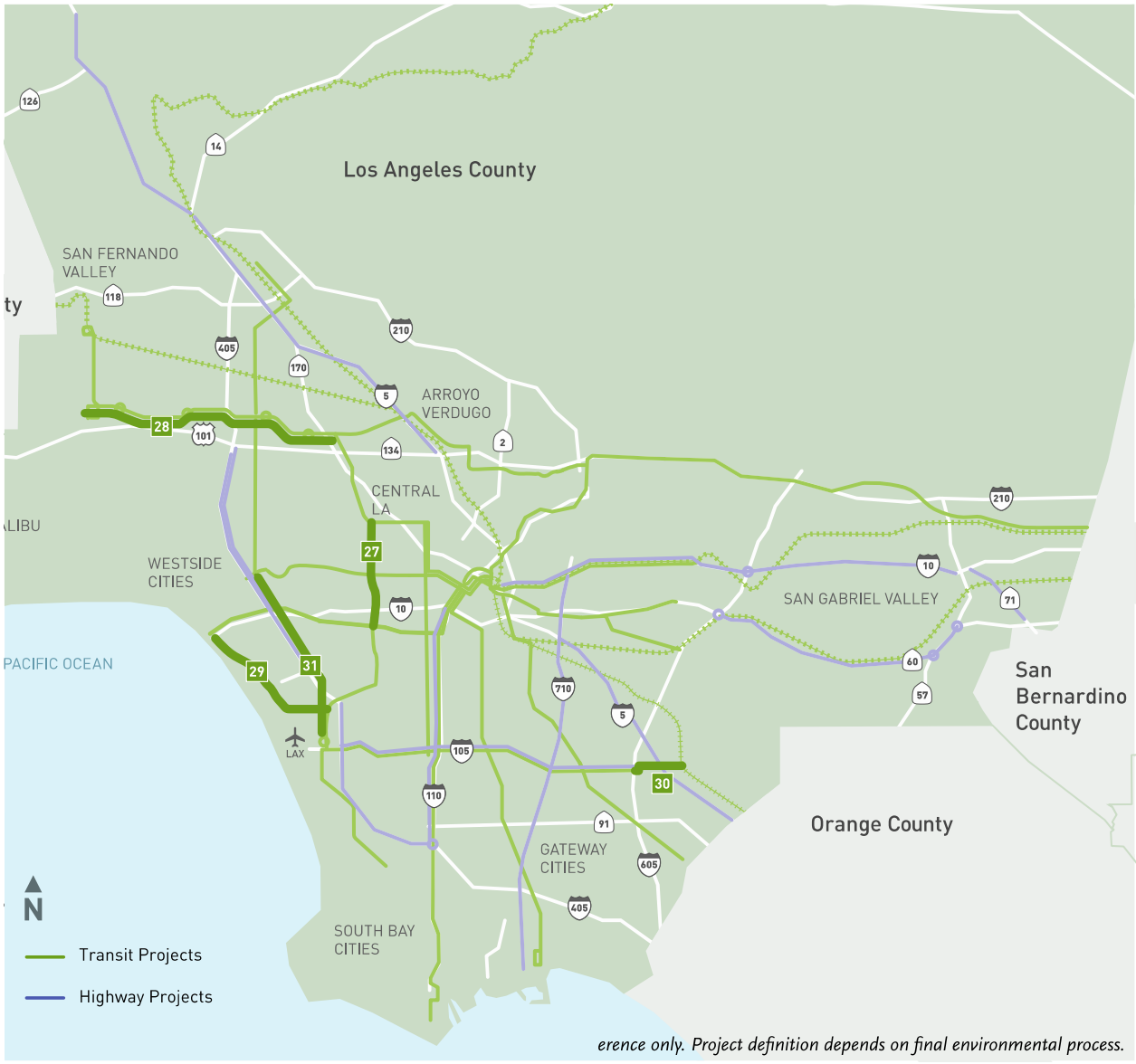

Los Angeles County
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ARROYO VERDUGO
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WESTSIDE CITIES
SAN GABRIEL VALLEY
PACIFIC OCEAN
LAX
GATEWAY CITIES
SOUTH BAY CITIES
San Bernardino County
Orange County
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Los Angeles County
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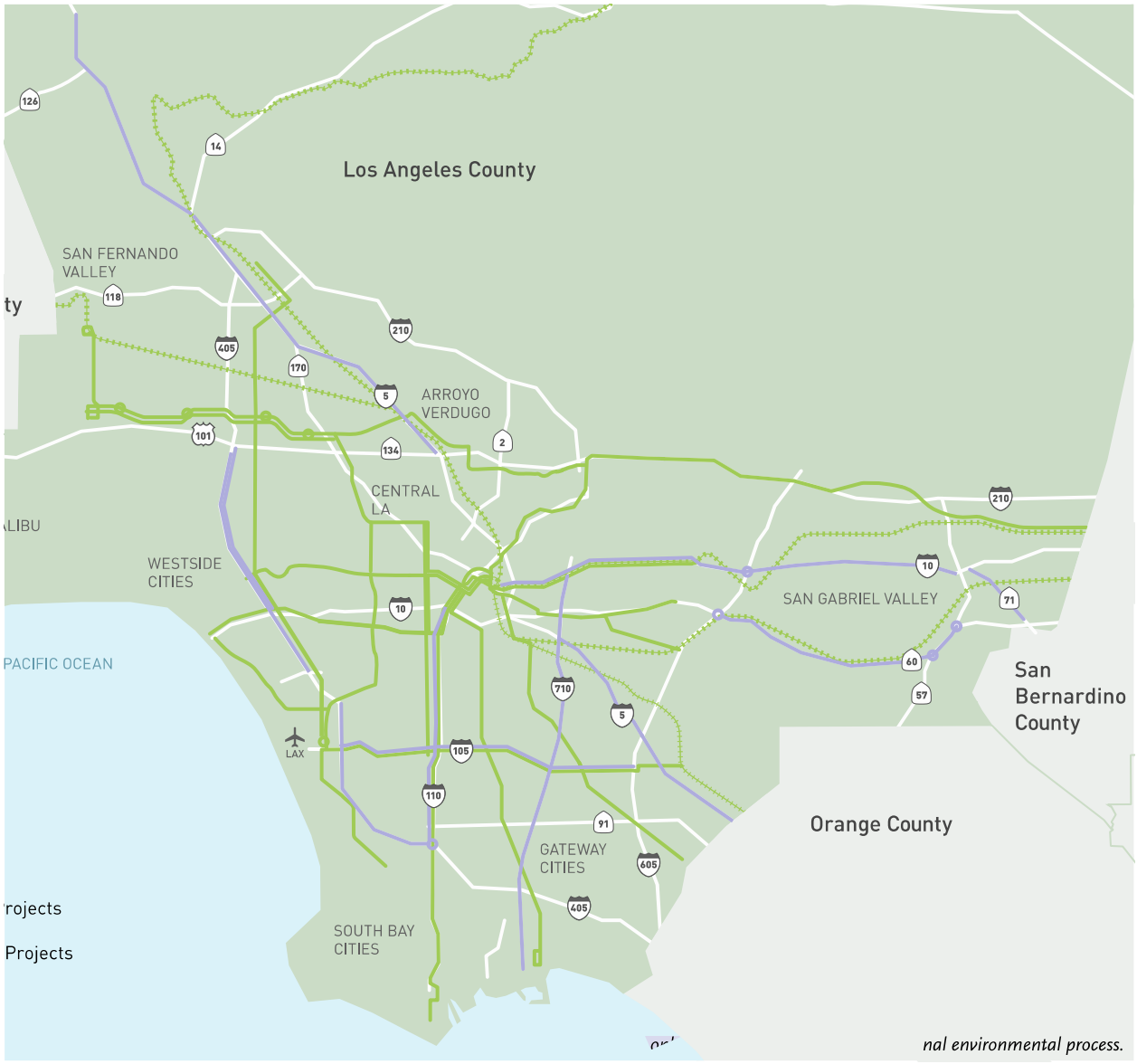

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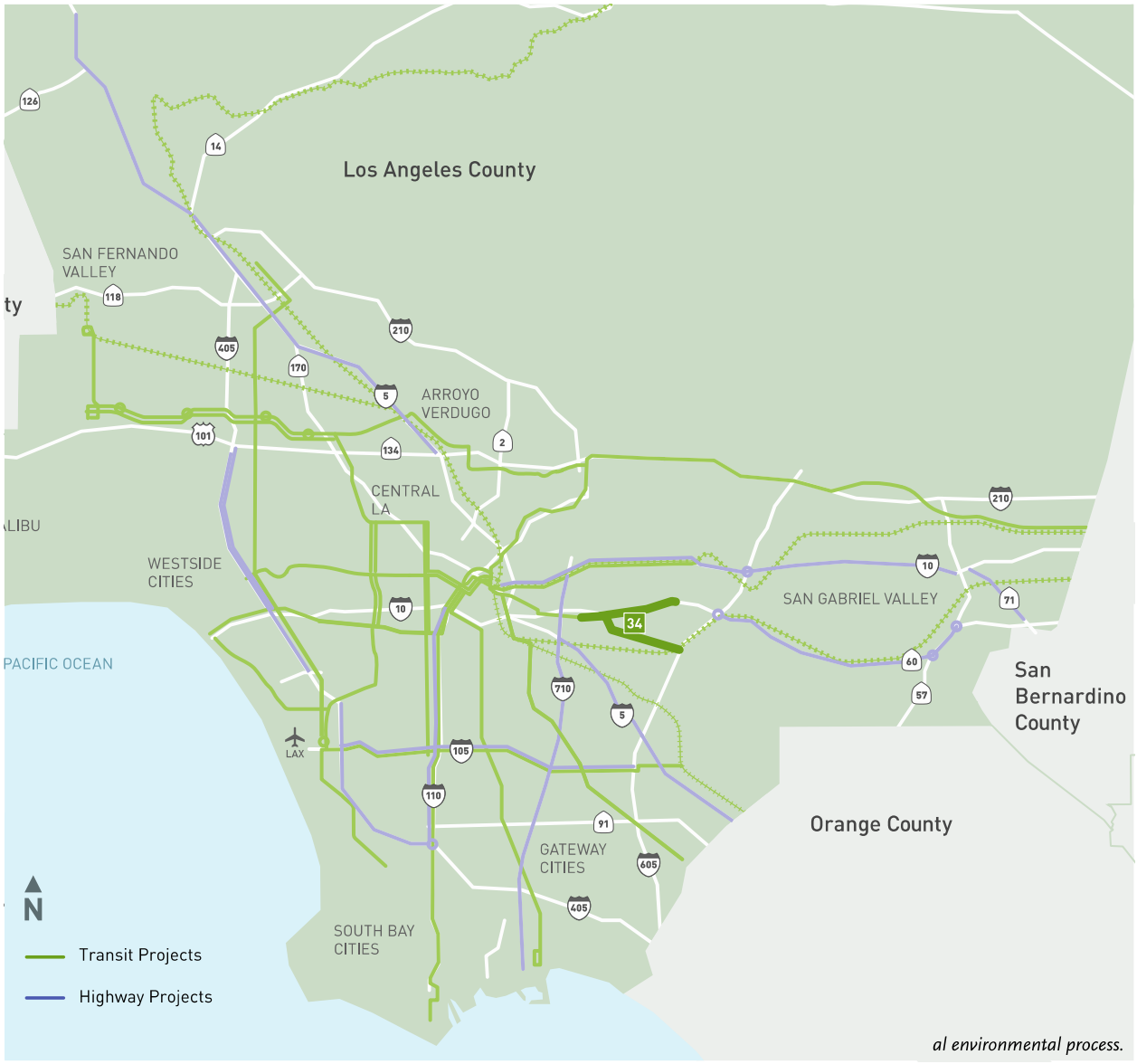

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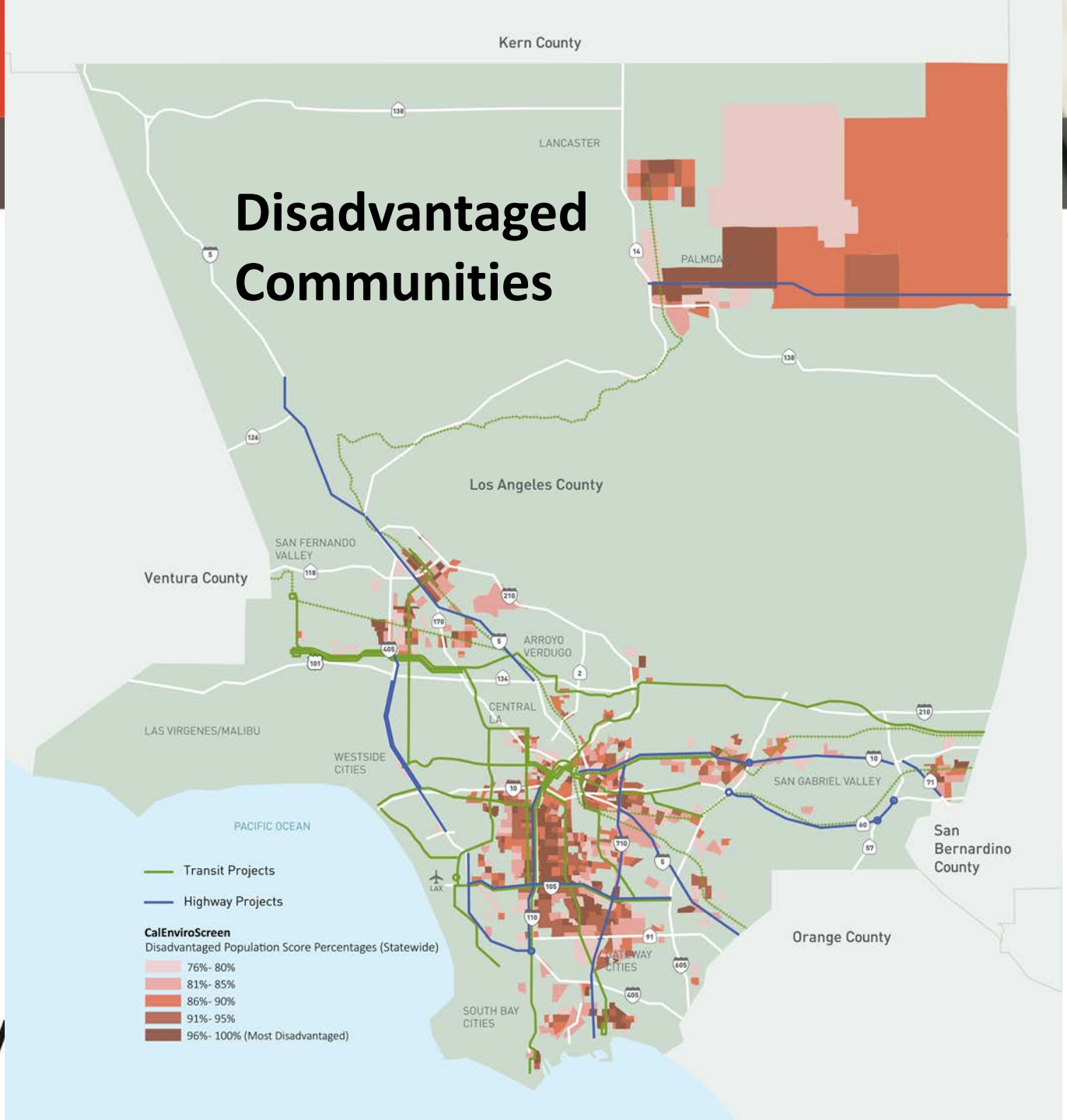

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SOUTH BAY CITIES
San Bernardino County
Orange County
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118
405
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71
60
57
710
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110
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605
Projects
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SANTA CLARITA
North Los Angeles County
North Los Angeles County
LANCASTER & PALMDALE see inset
Bike Connectivity Plan
Arroyo Verdugo
San Fernando Valley
Central Los Angeles
Las Virgenes/ Malibu
Westside Cities
San Gabriel Valley
LANCASTER/PALMDALE
North Los Angeles County
AVALON/CATALINA
Gateway Cities
Gateway Cities
South Bay
Active Transportation Strategic Plan Station Area Locations
Transit Lines
Metro Blue Line
Metro Expo Line
Metro Gold Line
Metro Green Line
Metro Red/Purple Lines
Metro Crenshaw/LAX Line
Metro Orange Line
Metro Silver Line
Metrolink Tracks
Railroad Tracks
Subregion Boundary
Bicycle Facilities
Existing
Class I
Class II
Class III
Class IV
Planned
Class I
Class II
Class III
Class IV
Water
Proposed Regional AT Network
Dedicated On-Street
Off-Street
Land Use
Industrial
Parks & Open Space
Civic
Educational
Medical
Shopping Centers

Disadvantaged Communities



Exploration and Innovation

Other Opportunities

- Seed Money for Exploratory and Innovative Projects
  - Express Train from LAX to Union Station
  - South Bay Congestion Relief from LAX to Long Beach
- Countywide BRT Projects
- Streetcar and Circulator Projects
  - Capital only

Metro

Operations and other Programs

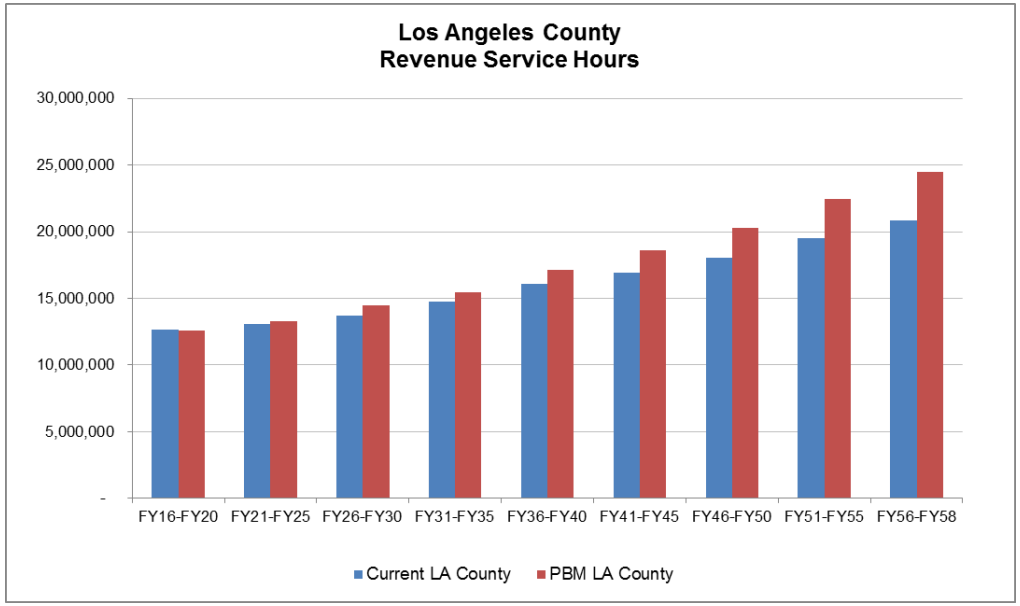
Metro

Transit Operations – 20%

For countywide transit operations (consistent with ridership patterns), Metro and Municipal Operators, allocated through the Formula Allocation Procedure (FAP). Funding will improve system safety, faster/frequent/reliable/accessible services, customer service and fund state of good repair needs

- LA County transit services will more than double, which includes bus rapid transit, Metro rail and municipal operator services
- Increased service levels will have capacity to triple transit usage and ridership
- Metro and municipal operator bus services are critical feeder services and first/last mile connections to new infrastructure expansion
- Shift travel mode to public transit and reduce single occupancy vehicles
- Take advantage of technology advancements to improve customer experience
- Prioritize enhanced services in transit dependent areas
- Improving safety on buses, bus stops, rail lines, and rail stations
- Establishing and improving Express Bus service on freeways

Transit Operations			
($ in millions)	Annual Allocation	Annual ($FY18)	Total ($YOE)
Existing Measure R (ends FY39)	20% of 1/2 cent	$170.2	$5,796.0
Potential Ballot Measure Addition			
FY18 - FY39	20% of 1/2 cent	170.2	5,796.0
FY40 - FY57	20% of 1 cent	340.4	18,127.0
		Total PBM Addition	**$23,923.0**
Total Measure R + Potential Ballot Measure (FY18 - FY57)			**$29,719.0**

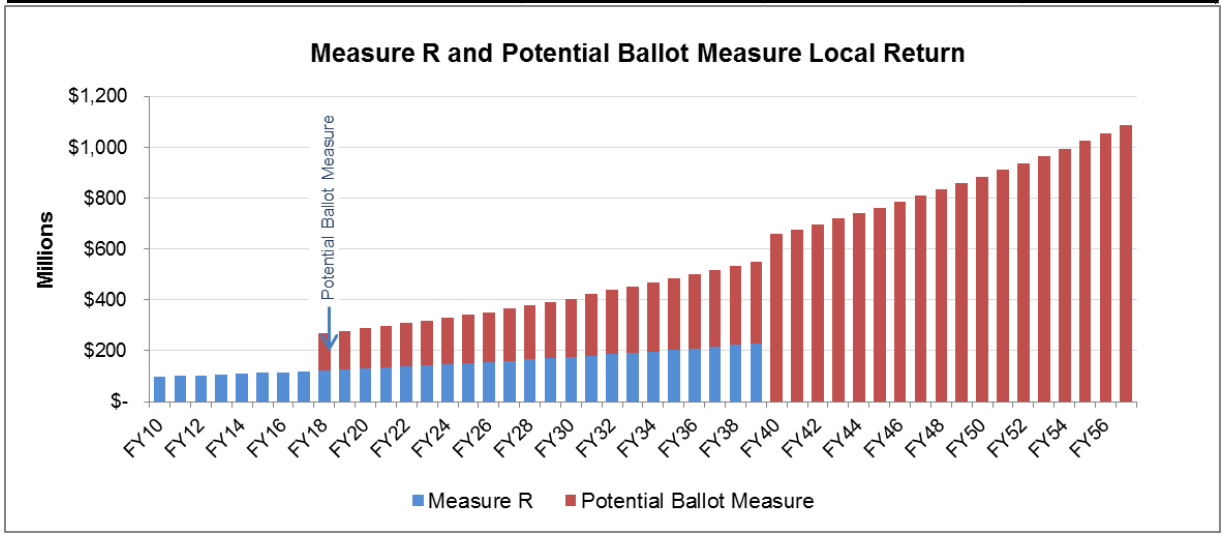


Local Return – 16%

For 88 local jurisdictions and Los Angeles County allocated by population. Funds are used for communities' transportation needs, including transit, streets & roads, "Green" streets, ATP, Transit Oriented Communities' Investments and other unmet needs.

- This will double existing Measure R Local Return funding and extend another 18 years
- Provides maximum flexibility for local jurisdictions to meet their transportation priorities and needs
- Funds will be used for repairing potholes and repaving local streets

Local Return			
($ in millions)	Annual Allocation	Annual ($FY18)	Total ($YOE)
Existing Measure R (ends FY39)	15% of 1/2 cent	$127.7	$4,347.0
Potential Ballot Measure Addition			
FY18 - FY39	16% of 1/2 cent	$136.2	4,637.0
FY40 - FY57	16% of 1 cent	272.4	14,501.0
		Total PBM Addition	**$19,138.0**
Total Measure R + Potential Ballot Measure (FY18 - FY57)			**$23,485.0**

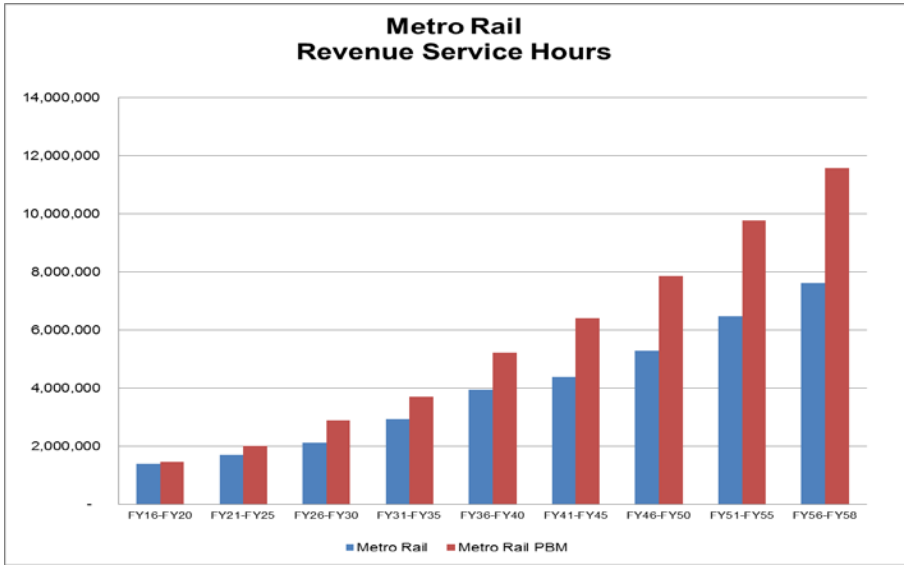


Metro Rail Operations – 5%

For Metro Rail operations, emphasizing system safety, improved customer service and faster, frequent, reliable, and accessible services. To fund growing rail operating needs and rail SGR due to the expansion of the rail system.

- Over the next 40 years, rail service has the capacity to increase up to 10 times, representing half of the county's transit services
- With over 100 more route miles, over 20 light/heavy lines, and 70 more stations, rail usage and ridership can increase up to 12 times
- Rail service increases system speed and capacity for transit, allowing for more boardings per mile and per hour, and easing congestion and traffic
- Funds can be used to supplement rail state of good repair needs

Metro Rail			
($ in millions)	Annual Allocation	Annual ($FY18)	Total ($YOE)
Existing Measure R (ends FY39)	5% of 1/2 cent	$42.6	$1,449.0
Potential Ballot Measure Addition			
FY18 - FY39	5% of 1/2 cent	42.6	1,449.0
FY40 - FY57	5% of 1 cent	85.2	4,532.0
		Total PBM Addition	**$5,981.0**
Total Measure R + Potential Ballot Measure (FY18 - FY57)			**$7,430.0**



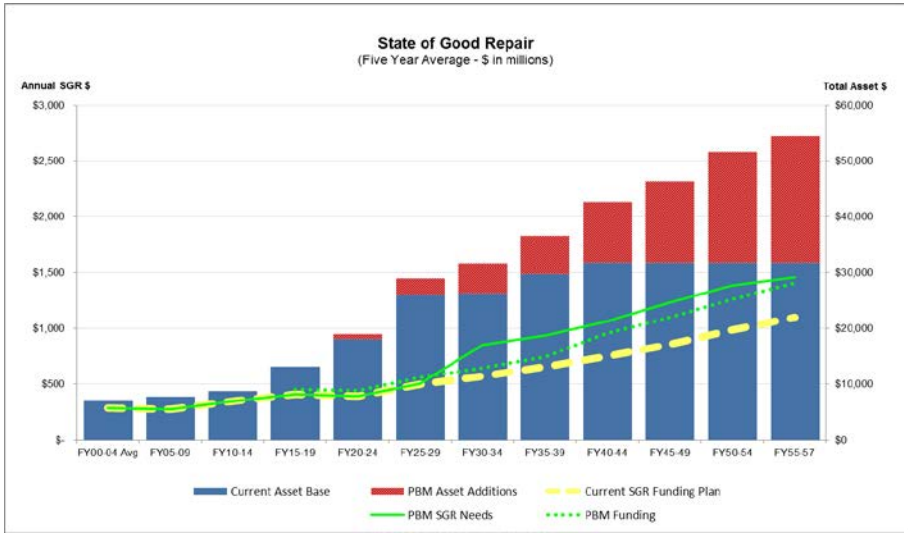
State of Good Repair, Safety Improvements and Aging Infrastructure – 2% (NEW)

A robust SGR funding program is necessary to keep the current aging infrastructure such as Blue Line and the expanding system in top form. A dedicated funding source for SGR will allow us to provide quality, reliable, on-time, and uninterrupted services for our riders. No dedicated funding for state of good repair exists today.

- Allocates $2.39B for SGR
- This dedicated funding will allow us to leverage federal/state grants and bond financing
- The investment in SGR will improve asset condition, safety and extend the useful life of our transit system
- This funding along with the Asset Management Plan (condition-based and asset age-based) will help mitigate the funding gap for SGR
- Earthquake retrofitting bridges, tunnels, and overpasses
- Improving safety on buses, bus stops, rail lines, and rail stations

Note: Create provision where Metro Board can increase SGR percentage based on the condition of assets, after 2039 when approximately 15 rail lines will be in operation.

State of Good Repair, Safety Improvements and Aging Infrastructure			
($ in millions)	Annual Allocation	Annual ($FY18)	Total ($YOE)
Existing Measure R (ends FY39)	None	-	-
Potential Ballot Measure Addition			
FY18 - FY39	2% of 1/2 cent	17.0	580.0
FY40 - FY57	2% of 1 cent	34.0	1,813.0
		Total PBM Addition	**$2,393.0**
Total Measure R + Potential Ballot Measure (FY18 - FY57)			**$2,393.0**



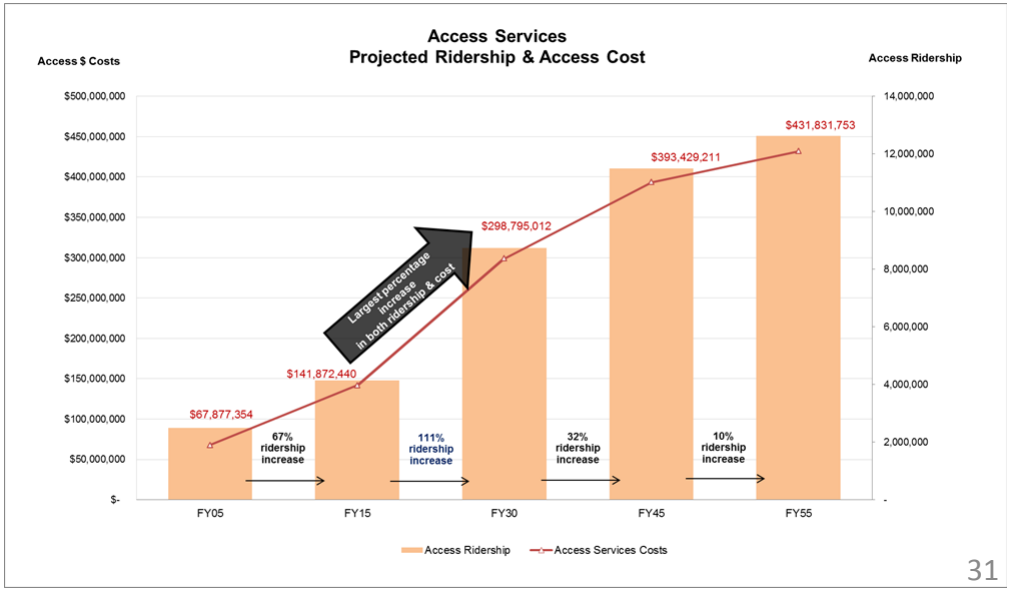
ADA Paratransit Services for the Disabled; Discounts for Seniors and Students– 2% (NEW)

To fund paratransit services mandated by the American with Disabilities Act (ADA).

Currently no dedicated funding for ADA-mandated paratransit exists.

- Secures dedicated funding of $2.39B for ADA-mandated paratransit services
- Serving people with disabilities is one of the primary challenges of transit systems
- ADA ridership is expected to more than double in the next decade
- Growth is due to aging population of baby boomers and cuts in human services transportation funding

ADA Paratransit Service for the Disabled; Discounts for Seniors and Students			
($ in millions)	Annual Allocation	Annual ($FY18)	Total ($YOE)
Existing Measure R (ends FY39)	None	-	-
Potential Ballot Measure Addition			
FY18 - FY39	2% of 1/2 cent	17.0	580.0
FY40 - FY57	2% of 1 cent	34.0	1,813.0
		Total PBM Addition	**$2,393.0**
Total Measure R + Potential Ballot Measure (FY18 - FY57)			**$2,393.0**

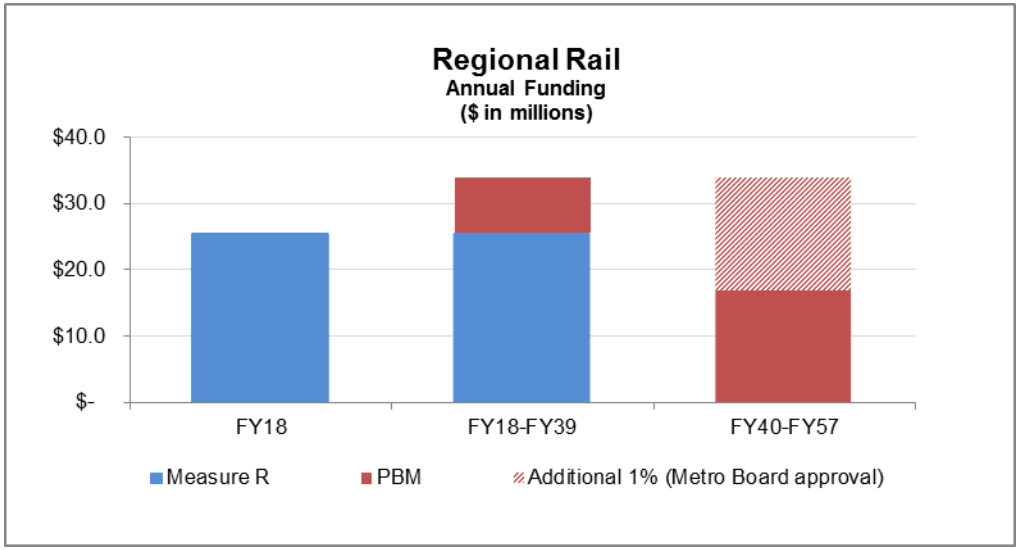


Regional Rail – 1%

Improvements for commuter rail service within LA County, includes operations, maintenance, expansion and state of good repair

- In addition to the 3% allocation from Measure R, adding $1.19B in total sales tax funding
- Improving & expanding service
- Enhances Regional Rail Service, with an emphasis on Antelope Valley services, providing transit-dependent riders connections from the North County to the LA basin
- Reduced congestion on freeways
- Every $1 of Metro's operating funds can be matched by $3 from other member agencies and fare revenues
- Regional Rail capital projects are eligible to participate in 2% of the systemwide connectivity projects, included in 32% Transit Construction slice

Regional Rail			
($ in millions)	Annual Allocation	Annual ($FY18)	Total ($YOE)
Existing Measure R (ends FY39)	3% of 1/2 cent	$25.5	$869.0
Potential Ballot Measure Addition			
FY18 - FY39	1% of 1/2 cent	8.5	290.0
FY40 - FY57	1% of 1 cent	17.0	906.0
		Total PBM Addition	**$1,196.0**
Total Measure R + Potential Ballot Measure (FY18 - FY57)			**$2,065.0**



Note: Create provision where Metro Board can increase Regional Rail percentage up to an additional 1% after 2039 based on verifiable service improvements.

Taxpayer Oversight

- Much like is the case with Propositions A and C and Measure R, an Oversight Committee will monitor the implementation of the Expenditure Plan, including schedule, budget, and use of funds
- Staff has evaluated other oversight committees in California
- Given the success of the Measure R committee, staff will propose ways to build upon the existing committee structure

Metro

Proven Acceleration Strategies

- Federal and State Funds
  - New Starts, TIFIA loans, Cap and Trade, etc.
- Local Funds
  - 3% contribution to transit projects based on benefits
  - Third-party investments
- Private Sector Funds
  - Goods movement or vehicle-miles-traveled fees
  - Express lane or other tolls
  - Private financing and innovation
- Dynamic Shovel Ready Plans and Implementation

Metro

Preparing for a Transportation Renaissance

- Managing a Massive Program
  - Creating a Program Management Plan
- Developing our Workforce
  - Getting “people ready”
  - Leadership Academy, MAX Program, trainee programs
  - Leveraging the experience being gained through our current program
- Capturing Lessons Learned
  - Learning from past experiences (cost control methods, schedule adherence, annual program evaluations, etc.)
  - Establishing best practices

Metro

Program Benefits

- Eases congestion & improves mobility
- Improves accessibility
- Enhances quality of life
- Expands rail and bus network
- Creates a more balanced, customer-focused transportation system
- Keeps fares low and improves service for seniors, students and people with disabilities
- Enhances investment at the local level for cities to provide alternative modes of transportation
- Increases transit mode share: 7% now; projected to be 20-30% with new infrastructure investments, complete build-out, and innovative marketing and technology

Metro

Public Input Process

- Public meetings
  - Nine traditional meetings, one virtual meeting
- Telephone town hall meetings
  - One for each Board member's district
- Public comments through website and social media
- Elected officials' briefings
- Key stakeholders' briefings
- Media briefings
- Community presentations

Metro

Looking Beyond 40 Years

What else could we accomplish with more years?

45-Year Plan – $6B current dollars/$23B YOE

- High Desert Corridor Construction
- Crenshaw Line Northern Extension

50-Year Plan – $11B current dollars/$28B YOE

- Gold Line Eastside Extension Phase 2
- Purple Line Extension to Bundy

o *Note: Can be any combination of projects based on Board direction*

Metro

Staff Recommendation

- The 50-year Plan
  - Secures the funding necessary to build significant transportation improvements across the county and keep our system in good working order as LA County positions itself for the future
- Request that the Board authorize the CEO to release the Draft Potential Ballot Measure Expenditure Plan for public input

Metro

Questions?

Metro

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

File #: 2016-0002, **File Type:** Contract **Agenda Number:** 14

PLANNING AND PROGRAMMING COMMITTEE
MARCH 16, 2016

SUBJECT: SOUTHERN CALIFORNIA REGIONAL INTERCONNECTOR PROJECT

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

AUTHORIZE the Chief Executive Officer (CEO) to execute:

A. Modification No. 3 to Contract No. PS2415-3172 for **Southern California Regional Interconnector Project (SCRIP) with HDR, Engineering, Inc. to provide environmental and preliminary engineering services for the expansion of SCRIP to include the Los Angeles Union Station Master Plan passenger concourse and accommodate high speed rail (HSR)**, increasing the total contract value by $17,641,953, from $30,637,404 to a not to exceed amount of $48,279,357; and

B. an **Agreement with the California State High Speed Rail Authority (CHSRA) up to a maximum amount of $15 million for SCRIP** for the accommodation of HSR.

ISSUE

In October 2015, the Board approved the expansion of SCRIP to include the Los Angeles Union Station (LAUS) Master Plan passenger concourse and accommodate a HSR system in LAUS provided that a written financial agreement or a master cooperative agreement was received by the CHSRA. On February 16, 2016, the CHSRA Board approved a motion to execute a contract with the Los Angeles County Metropolitan Transportation Authority (Metro) to share project development cost for SCRIP up to a maximum of $15 million (Refer to Attachment D).

DISCUSSION

Contract Modification No. 3 is required in order to expand SCRIP to include the passenger concourse and accommodate HSR. As staff advised the Board in October 2015, by integrating the passenger concourse and accommodating HSR, it will provide a cost savings of up to $300 million by minimizing throw-away costs if SCRIP and the passenger concourse projects were to be built separately, reducing construction schedule and impacts, and enhancing passenger connectivity to all transportation services.

In April 2014, the Board authorized staff to negotiate and execute Contact No. PS2415-3172 to HDR Engineering, Inc. for SCRIP's engineering services. In August 2014, Contract No. PS2415-3172 was fully executed for a contract price of $29,805,884. The original scope of work included run-through tracks for regional rail with a supplemental environmental impact report (EIR) and environmental impact statement (EIS) based on the original environmental work for the LAUS Run-Through Tracks in 2006. Since April 2014 through March 2016, staff is anticipated to expend up to $8,448,334 under the existing contract. Under this Board action, Contract Modification No. 3 will expand the existing scope of services to include the passenger concourse and accommodate the HSR which will be effective April 1, 2016.

On February 16, 2016, the CHSRA Board approved a motion to execute a contract with Metro to share project development cost for SCRIP (specifically related to Contract Modification No. 3) up to a maximum of $15 million as a first installment towards a full funding agreement by CHSRA. This Board action will allow the CEO to execute this agreement with the CHSRA. Staff is currently negotiating the terms of the agreement with CHSRA. CHSRA has committed to a full funding agreement for SCRIP by June 2017 and intends to contribute to the project development costs (including ROW preservation/acquisition) incrementally between now and then for the accommodation of HSR at LAUS. On a separate but parallel front, staff is continuing to work with CHSRA on an Option Agreement that will provide CHSRA with right-of-way preservation of up to two platforms and four tracks at LAUS based upon an agreed fair market value appraisal process. Staff will return to the Board for approval once the Option Agreement has been finalized.

Findings

None.

Considerations

DETERMINATION OF SAFETY IMPACT

The project is being designed in accordance with Metrolink and Metro standards, federal requirements, and state requirements and will be compliant with the Americans with Disabilities Act. There are no pedestrian crossings of the proposed tracks so no safety impacts are expected.

FINANCIAL IMPACT

The required amount of $15 million for FY 16 is included in the budget for cost center 2415 Regional Rail under SCRIP 460089. Additionally, CHSRA will be responsible to pay up to $15 million for project development work related to Contract Modification No. 3. Since this is a multi-year project, the Executive Director, Program Management and Executive Officer for Program Management will be accountable for budgeting the costs in future years.

Impact to Budget

The source of funds for environmental and preliminary engineering work is in Measure R 3% Metrolink Commuter Rail Capital Improvements. These funds are not eligible to be used for Metro bus/rail operating or capital budget expenses.

ALTERNATIVES CONSIDERED

An alternative could be not to execute Contract Modification No. 3 and not advance the Project. However, this will not increase the commuter and intercity rail capacity at LAUS causing significant delays and operational challenges.

The Board could elect to allow SCRIP without the passenger concourse and preclusion of HSR. This will likely cause a significant reduction in the available funding for the project as well as increase the throw-away costs by not incorporating the passenger concourse with SCRIP. In addition, this would not provide for seamless transportation connections at Union Station and would likely preclude HSR from LAUS.

The CHSRA could incorporate and environmentally clear SCRIP as part of the HSR corridor program (from Burbank to Anaheim). However, SCRIP will be at risk if anything was to happen to the HSR corridor program (from Burbank to Anaheim). Metro owns LAUS and should continue to take the lead role in development of the station that will affect future transit ridership, transportation modes within the station, and the overall operations of LAUS.

NEXT STEPS

Upon approval by the Board, staff will execute Modification No. 3 to Contract No. PS2415-3172 with HDR Engineering, Inc. for the expansion of SCRIP and execute the Agreement with CHSRA for SCRIP for the accommodation of HSR. Staff will return to the Board for approval once the Option Agreement has been finalized with CHSRA for the right-of-way preservation of up to two platforms and four tracks at LAUS. Staff anticipates returning to the Board by June 30, 2017 once a funding agreement for SCRIP by CHSRA has been finalized.

ATTACHMENTS

Attachment A - Procurement Summary
Attachment B - Contract Modification/Change Order Log
Attachment C - DEOD Summary
Attachment D - CHSRA Letter and Board Resolution

Prepared by: Jeanet Owens, Executive Officer, Program Management, (213) 922-6877
Bryan Pennington, Deputy Executive Director, Program Management, (213) 922-7449

Reviewed by: Richard Clark, Executive Director, Program Management, (213) 922--7557
Ivan Page, Interim Executive Director, Vendor Contract Management, (213) 922-6383
Nalini Ahuja, Executive Director, Finance & Budget (213) 922-3088



Phillip A. Washington
Chief Executive Officer

PROCUREMENT SUMMARY

SOUTHERN CALIFORNIA REGIONAL INTERCONNECTOR PROJECT (SCRIP)/ PS2415-3172

1.	**Contract Number**: PS2415-3172			
2.	**Contractor**: HDR Engineering, Inc.			
3.	**Mod. Work Description**: Modification No. 3 expands SCRIP in Phase 1 of the contract to accommodate High Speed Rail and deletes Phases 2 & 3.			
4.	**Contract Work Description**: Professional engineering services for SCRIP			
5.	**The following data is current as of**: 02/08/16			
6.	**Contract Completion Status**		**Financial Status**	
	Contract Awarded:	08/21/14	**Contract Award Amount:**	$29,805,884
	Notice to Proceed (NTP):	04/25/14 (Limited NTP) 08/21/14 (Full NTP)	**Total of Modifications Approved:**	$831,520
	Original Complete Date:	08/21/20	**Pending Modifications (including this action)**	$38,959,503
			Adjustments to Phase 1 and deletion of Phases 2 and 3	($21,317,550)
			Net Increase	**$17,641,953**
	Current Est. Complete Date:	08/21/18	**Current Contract Value (with this action):**	$48,279,357
7.	**Contract Administrator**: Ben Calmes		**Telephone Number**: (213) 922-7341	
8.	**Project Manager**: Jeanet Owens		**Telephone Number**: (213) 922-6877	

A. Procurement Background

This Board Action is to approve Contract Modification No. 3 generated as a result of a directive from the Metro Board on October 22, 2015, (Agenda Item 61) for the expansion of SCRIP. Modification No. 3 adjusts existing requirements of Phase 1 on the contract and adds to Phase 1 planning and engineering services of the Los Angeles Union Station (LAUS) Master Plan concourse and integration of future High Speed Rail (HSR). Modification No. 3 also deletes Phases 2 and 3 from the contract:

Phase 1: Environmental Recertification
Phase 2: Plans, Specifications, and Estimates
Phase 3: Bid and Construction Support

This Contract Modification was processed in accordance with Metro's Acquisition Policy. This is a cost plus fixed fee type contract. All other terms and conditions remain unchanged.

On April 24, 2014, the Board authorized staff to negotiate and execute a four-year contract, with two one-year options, Contract No. PS2415-3172 with HDR Engineering, Inc. for SCRIP engineering services. In August 2014, Contract No. PS2415-3172 was fully executed for a contract price of $29,805,884.

A total of two modifications have been issued to date. Refer to Attachment B – Contract Modification/Change Order Log.

B. Cost Analysis

The recommended not-to-exceed amount has been determined to be fair and reasonable based upon an MASD audit, an independent cost estimate, cost analysis, technical evaluation, fact finding, and negotiations. The addition of advanced preliminary engineering structural design studies addressing the structural integrity of the existing station and redline tunnel, the proposed new rail yard, new passenger concourse, and advanced preliminary engineering utility studies , and intrusive testing are the primary factors for the difference between the ICE and NTE amount.

Proposal Amount	Metro ICE	Not-To-Exceed Amount
$38,959,503	$35,360,000	$38,959,503*

*****In addition to including the LAUS Master Plan passenger concourse and accommodating HSR, the existing scope of work for Phase 1 is adjusted and revised based on work HDR has already completed; and the deletion of Phases 2 and 3. To execute the revised scope of work effective April 2016, HDR submitted a proposal for $38,959,503. The adjustments and revisions to the existing scope resulted in a reduction of $21,317,550 from the current contract value, which calculates to a net increase of $17,641,953 in contract value.

ATTACHMENT B

CONTRACT MODIFICATION/CHANGE ORDER LOG

SOUTHERN CALIFORNIA REGIONAL INTERCONNECTOR PROJECT (SCRIP)/PS2415-3172

Mod. No.	Description	Date	Amount
1	No cost administrative changes.	09/04/14	$0
2	Additional requirement to include the Los Angeles Union Station (LAUS) Master Plan concourse engineering study	09/18/14	$831,520
3	Authorize the revised Scope of Work to include LAUS Master Plan passenger concourse and accommodate HSR Adjustments to Phase 1; and deletion of Phases 2 and 3 Net Increase	PENDING	$38,959,503 ($21,317,550) **$17,641,953**
	Original Contract:	**08/21/2014**	**$29,805,884**
	Total:		**$48,279,357**

DEOD SUMMARY

SOUTHERN CALIFORNIA REGIONAL INTERCONNECTOR PROJECT (SCRIP)/PS2415-3172

A. Small Business Participation

In accordance with Federal Railroad Administration (FRA), American Recovery and Reinvestment Act (ARRA) funds, through the California High Speed Rail Authority (CHSRA), Metro incorporated CHSRA's Small Business (SB) Program into this contract.

HDR, Inc. made an overall SB goal commitment of 28.61%, which is inclusive of a 14.92% DBE, 3.04% DVBE, 9.45% SBE, and a 1.20% SB Microbusiness. HDR confirmed that the project is 7% complete. Current overall SB participation is 22.47%, which is inclusive of an 18.27% DBE, 0.10% DVBE, 3.15% SBE, and 0.95% SB Microbusiness, representing a shortfall of 6.14% in the DVBE, SBE, and SB Microbusiness commitments.

HDR provided two primary reasons for their shortfall: 1) Significant SBE participation was scoped in the 35% design phase of the project which was not initiated by Metro due to project redefinition activities, 2) The expanded technical studies associated with accommodating LAUS Passenger Concourse and High Speed Rail (HSR) services at Los Angeles Union Station required a significant amount of additional work to be performed on an expedited timeframe to meet Metro's time constraint. HDR explained that the technical studies required highly specialized skill sets not available with currently contracted SBEs.

For this pending Contract Modification, HDR committed to include fifteen additional firms, inclusive of a 12.13% DBE, 3.68% DVBE, 15.06% SBE, and 1.15% Micro Business. HDR confirmed that, including the Modification, its overall projected SB commitment is 28.67%.

SMALL BUSINESS COMMITMENT	28.61%	SMALL BUSINESS PARTICIPATION	22.47%

	DBE/DVBE/SBE/SB (Micro) Subcontractors	% Commitment	% Participation
1.	Atwell Consulting Group (DBE)	0.33%	0.03%
2.	BA Inc. (DBE)	0.79%	0.59%
3.	Earth Mechanics (DBE)	1.74%	0.44%
4.	MBI Media (DBE)	1.14%	3.02%
5.	Pacific Railway Enterprises (DBE)	4.91%	0.27%

6.	PacRim Engineering (DBE)	0.48%	0.01%
7.	Rail Surveyors & Engineers (DBE)	4.88%	13.91%
8.	V & A Inc. (DBE)	0.65%	0.00%
	Sub Total DBE*	**14.92%**	**18.27%**
9.	Abacus/Rubicon Engineering (DVBE)	0.33%	0.00%
10.	Cal Vada Surveying (DVBE)	0.34%	0.02%
11.	The REM Engineering (DVBE)	1.76%	0.02%
12.	Schwab Engineering (DVBE)	0.24%	0.01%
13.	Value Management Institute (DVBE)	0.25%	0.04%
14.	Aurora Industrial Hygiene (DVBE)	0.12%	0.01%
	Sub Total DVBE*	**3.04%**	**0.10%**
15.	WKE, Inc. (SBE)	8.01%	1.46%
16.	FPL & Associates (SBE)	1.13%	1.09%
17.	Blair, Church & Flynn (SBE)	0.31%	0.60%
	Sub Total SBE*	**9.45%**	**3.15%**
18.	AirX Utility Surveyors (SB Micro)	0.13%	0.02%
19.	Jacobus & Yuang, Inc. (SB Micro)	0.30%	0.72%
20.	Morcos Group (SB Micro)	0.48%	0.04%
21.	Acoustic Strategies Inc.	0.29%	0.17%
	Sub Total SB Micro*	**1.20%**	**0.95%**
	TOTAL	**28.61%**	**22.47%**

** Defined as Small Business under the CHSRA SB Program*

B. Living Wage and Service Contract Worker Retention Policy Applicability

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

C. Prevailing Wage

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

D. Project Labor Agreement/Construction Careers Policy

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

CALIFORNIA
High-Speed Rail Authority

ATTACHMENT D

BOARD MEMBERS

Dan Richard
CHAIR

Thomas Richards
VICE CHAIR

Lou Correa

Daniel Curtin

Bonnie Lowenthal

Lorraine Paskett

Michael Rossi

Lynn Schenk

Jeff Morales
CHIEF EXECUTIVE OFFICER

EDMUND G. BROWN JR.
GOVERNOR

February 23, 2016

Mr. Phillip A. Washington
Chief Executive Officer
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012-2952

Re: California High-Speed Rail Authority Commitment to Los Angeles Union Station

Dear Mr. Washington,

In October 2015, the Los Angeles County Metropolitan Transportation Authority (Metro) Board approved accommodating high-speed rail in Los Angeles Union Station (LAUS) as part of the implementation of the LAUS Master Plan. This important step forward was conditioned on a written commitment from the California High-Speed Rail Authority (Authority) to participate financially in the planning, development and enhancement of LAUS. This letter affirms CHSRA's commitment to being part of LAUS, and to working with Metro to advance the Master Plan, the Southern California Regional Interconnector Project (SCRIP), and related programs.

On February 16, 2016, the Authority Board unanimously approved the commitment of up to $15 million as our proportional share of the preliminary planning, design and environmental clearance needed to modernize the LAUS facility so it can accommodate High-Seed Rail on top of projected increases in regional rail and transit services.

In parallel, as part of the process of bringing HSR service to LAUS, we will advance our work with Metro to enter into an option agreement for the right to purchase an easement to use up to two platforms and four tracks at LAUS and to run trains through the area leading into the yard from the mainline along the Los Angeles River. It is anticipated that additional rights will also be required and CHSRA will continue to work with Metro to advance the appropriate discussions, agreements, payments, and ROW preservation activities required to secure HSR operating rights at LAUS using up to $32 million identified in our ARRA grant with the goal committing these funds by their deadline in 2017. Our mutually agreed-upon target for completion of the option agreement is June 30, 2016.

Integrating high-speed rail into LAUS is a priority. The Authority worked to secure Proposition 1A connectivity funds for the Regional Connector and other projects to enhance the ties between regional and interregional services and this effort further improves these connections and lays the foundation for fully integrated transit, local and regional rail, and HSR services. We are committed to working collaboratively with Metro, Metrolink, Amtrak, LOSSAN, SCAG and other partners to advance additional key improvements in the region and greatly appreciate the partnership with Metro.

770 L Street, Suite 620, Sacramento, CA 95814 • T: (916) 324-1541 • F: (916) 322-0827 • www.hsr.ca.gov

The Authority looks forward to working with Metro to plan, fund, and construct this fully integrated, sustainable, multimodal station facility.

Sincerely,

Jeff Morales

Jeff Morales
Chief Executive Officer

CALIFORNIA
High-Speed Rail Authority

Resolution #HSRA 16-03

Direct Staff to Negotiate and Execute a Contract with the Los Angeles County Metropolitan Transportation Authority (Metro) to Share Project Development Costs for the Integration of High-Speed Rail at Los Angeles Union Station

Whereas, the California High-Speed Rail Authority (Authority) is responsible for the development and implementation of intercity high-speed rail service pursuant California Public Utilities Code §185030 *et seq.*;

Whereas, the Authority may enter into contracts with private and public entities for the design, construction and operation of high-speed rail trains, including all tasks and segments thereof pursuant to California Public Utilities Code §185036;

Whereas, the California Legislature and the people of California declared in the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, Proposition 1 A, that "It is the intent of the Legislature ... and the people of California ... to initiate construction of a high-speed train system that connects the San Francisco Transbay Terminal to Los Angeles Union Station and Anaheim." (Cal. Sts. & High. Code §2704.04(a));

Whereas, Metro acquired the historic Los Angeles Union Station (LAUS) property and rights of way in 2011, and is now prepared to implement improvements to LAUS through the Southern California Regional Interconnector Project (SCRIP) and the LAUS Master Plan that will preserve rights of way at LAUS for high-speed rail use;

Whereas, the original SCRIP project incorporated new run-through tracks on the LAUS site to serve existing local, regional, and intercity rail and is the consensus #1 project on the Southern California MOU list;

Whereas, Metro is updating and integrating the SCRIP and LAUS Master Plan project plans to accommodate high-speed rail service at LAUS and a new passenger concourse; and,

Whereas, the Authority agrees to pay for its fair share of project development costs Metro will incur to update existing and in progress plans to accommodate high-speed rail at LAUS.

Therefore, it is resolved:

The Chief Executive Officer (CEO), or a qualified designee of the CEO, is hereby authorized to undertake all that is necessary to negotiate and execute a contract with Metro to share project development costs for the integration of high-speed rail at Los Angeles Union Station. Under the contract the Authority will pay a proportional share of project development costs up to a maximum of $15,000,000.00.

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

Metro

Board Report

File #: 2016-0139, **File Type:** Contract **Agenda Number:** 15

PLANNING AND PROGRAMMING COMMITTEE
MARCH 16, 2016

SUBJECT: LONE HILL TO WHITE DOUBLE TRACK ENVIRONMENTAL REVIEW AND PRELIMINARY ENGINEERING

ACTION: AWARD PROFESSIONAL SERVICES CONTRACT

RECOMMENDATION

AUTHORIZE the Chief Executive Officer (CEO) to award a firm fixed price Contract No. AE455510019565 with **Wagner Engineering and Survey Inc. (WES) for the Lone Hill to White Double Track Environmental and Preliminary Engineering Project** (Project) in the amount of $1,967,376, for a two-year term.

ISSUE

The San Bernardino Line (SBL) is the busiest line on the Metrolink commuter rail system, averaging 11,000 boardings per weekday. Currently, there are 38 weekday trips, including two express trips. Approximately 70% of the SBL is single track. Due to the mostly single track operation, there is no additional track capacity to add additional peak hour service, or to run additional express service on the SBL. In addition, the single track severely inhibits existing operations. The single track operation hinders dispatchers' ability to move trains past one another. On time performance and the ability to recover from delay suffers. Therefore, additional track capacity on the SBL is needed to meet the current and future needs of the line.

In September 2014, Metro, in conjunction with San Bernardino Associated Governments (SANBAG), completed the Metrolink San Bernardino Line Infrastructure Improvement Strategic Study (SBLIISS). The SBLIISS identified candidate projects in Los Angeles County for double tracking to add capacity and improve operational efficiency on the Metrolink San Bernardino Line. The SBLIISS specifically identified the Lone Hill to White single track corridor as a prime candidate for double tracking. This recommendation is based on the available right of way in this segment of the corridor and operational modeling.

It is the intent of Metro Regional Rail to award an Architectural and Engineering (A&E) contract to provide environmental clearance and preliminary engineering for the Project.

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DISCUSSION

The proposed Project is located between MP 26.5 and MP 30.4 on the Metro-owned San Gabriel subdivision, located in the cities of La Verne and San Dimas. This phase of the Project consists of environmental clearance and 30% preliminary engineering for a double track project. When constructed, ten at-grade crossings would also be upgraded, drainage, fencing, and signal improvements made, and utilities relocated as needed.

Approximately 1.5 miles of this project is in a residential area. These residences are mostly on the south side of the right of way. The conceptual layout of the second track shows it to be constructed north of the existing track. This design will be confirmed during the process of the study. At the commencement of this work, Metro will finalize an extensive communication campaign. During the environmental process outreach will be conducted with the residences and the businesses in the area that will include public outreach meetings. The engineering team will receive feedback at these meetings that will inform the project decision making process.

The Project will also assess the feasibility of and make recommendations regarding a possible second platform at the current temporary Pomona Fairgrounds Station. Once this preliminary engineering and environmental work is completed, the Project will be able to compete better for funding for final design and construction.

The Request for Proposals was issued under the Small Business Prime Set Aside Program and has approximately 64% SBE commitment. Due to the planning nature of the project, this project will not be led by Metrolink. Staff will be working closely with Metrolink in the initial development of this project and will review with Metrolink the practicability of Metrolink completing the detailed design and construction for the project. In addition, this project is closely related to a similar double track project that will be developed concurrently by SANBAG.

DETERMINATION OF SAFETY IMPACT

At this phase, the Project has no direct impacts to safety; however, the Project will be designed to be in accordance with Metrolink's latest design and safety standards, which includes four miles of double track plus enhancements at ten at-grade crossings.

FINANCIAL IMPACT

In October 2013, the Metro Board programmed $3 million in Measure R 3% funds to begin environmental and preliminary engineering work for a four mile double track project on the Metrolink San Bernardino Line in Los Angeles County. The total required funding from Measure R 3% for the Project is $1,967,376, of which, $400,000 is included in the FY16 budget in department 2415, Regional Rail, Project No. 460068. Since this is a multi-year contract, the cost center manager will be accountable and responsible for budgeting the cost of future fiscal year requirements.

ALTERNATIVES CONSIDERED

The Board could choose not to award the contract and decide not to advance the Lone Hill to White Double Track Project. This alternative is not recommended since the SBL is mostly single track and additional track capacity is needed in for existing operations and to operate additional peak hour service on the SBL. This SBLIISS recommended that the Project advance to the environmental and preliminary engineering phase. Additionally, once completed, the Project will better compete for additional grant funding for final design and/or construction.

NEXT STEPS

Upon approval by the Board, staff will execute the contract with Wagner Engineering and Survey, Inc., and begin the environmental clearance and preliminary engineering work for the Lone Hill to White Double Track Project.

ATTACHMENTS

Attachment A - Procurement Summary
Attachment B - DEOD Summary

Prepared by: Don Sepulveda, Executive Officer, (213) 922-7491

Reviewed by:

Ivan Page, Interim Executive Director, Vendor/Contract Mgmt, (213) 922-6383

Richard Clarke, Executive Director, Program Management (213) 922-7557



Phillip A. Washington
Chief Executive Officer

PROCUREMENT SUMMARY

LONE HILL TO WHITE DOUBLE TRACK ENVIRONMENTAL REVIEW AND PRELIMINARY ENGINEERING/ AE455510019565

1.	**Contract Number**: AE455510019565 (RFP No. AE19565)	
2.	**Recommended Vendor**: Wagner Engineering & Survey, Inc.	
3.	**Type of Procurement (check one):** ☐ **IFB** ☐ **RFP** ☒ **RFP–A&E** ☐ **Non-Competitive** ☐ **Modification** ☐ **Task Order**	
4.	**Procurement Dates**:	
	A. Issued: 09/25/15	
	B. Advertised/Publicized: 09/25/15	
	C. Pre-proposal/Pre-Bid Conference: 10/01/15	
	D. Proposals/Bids Due: 10/30/15	
	E. Pre-Qualification Completed: 03/01/16	
	F. Conflict of Interest Form Submitted to Ethics: 01/21/16	
	G. Protest Period End Date: 03/22/16	
5.	**Solicitations Picked up/Downloaded**: 53	**Bids/Proposals Received**: 5
6.	**Contract Administrator**: Ben Calmes	**Telephone Number**: (213) 922-7341
7.	**Project Manager**: Jay Fuhrman	**Telephone Number**: (213) 922-2810

A. Procurement Background

This Board Action is to approve Contract No. AE455510019565 (RFP No. AE19565) issued in support of the Lone Hill to White Double Track Environmental Review and Preliminary Engineering Project for professional Architectural and Engineering (A&E) services.

This is an A&E qualifications based Request for Proposal (RFP) issued in accordance with Metro's Acquisition Policy and Procedure Manual and the contract type is firm fixed price. This RFP was issued under the Small Business Set-Aside Program and was open to Metro Certified Small Businesses only.

Three amendments were issued during the solicitation phase of this RFP:

- Amendment No. 1, issued on October 5, 2015, provided responses to questions/requests for clarifications, pre-proposal attendee sign-in sheets, business cards, and pre-proposal Powerpoint presentation and the planholders list;
- Amendment No. 2, issued on October 9, 2015, provided responses to additional questions/requests for clarifications; and
- Amendment No. 3, issued on October 16, 2015, extended the proposal due date.

A pre-proposal conference was held on October 1, 2015, and attended by 29 participants representing 19 companies. Fifteen questions were asked and answers and were released prior to the proposal due date.

A total of 53 firms downloaded the RFP and were included in the planholders' list. A total of five proposals were received on October 30, 2015.

B. Evaluation of Proposals/Bids

A Proposal Evaluation Team (PET) consisting of staff from Metro Regional Rail, San Bernardino Association of Governments Rail Division, and the Southern California Regional Rail Authority (Metrolink), was convened and conducted a comprehensive technical evaluation of the proposals received.

The proposals were evaluated based on the following evaluation criteria and weights:

- Skill and Experience of the Team 35 percent
- Project Management Plan 25 percent
- Project Understanding 40 percent

The evaluation criteria are appropriate and consistent with criteria developed for other, similar A&E design services. Several factors were considered when developing these weights, giving the greatest importance to the project understanding and skill and experience of the team. 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 and was not used as an evaluation factor pursuant to state and federal law.

Of the five proposals received, three were determined to be within the competitive range. The firms within the competitive range are listed below in alphabetical order:

1. BA, Inc.
2. Rail Surveyors & Engineers, Inc.
3. Wagner Engineering & Survey, Inc.

Two firms were determined to be outside the competitive range and were not included for further consideration because the PET did not believe the firms' proposal demonstrated superior qualifications and understanding of the work specific to the RFP.

From November 2 through 18, 2015, the PET met and interviewed the firms. The firms' proposed project managers and key personnel had an opportunity to present their team's qualifications and respond to the PET's questions.

In general, each team's presentation addressed the requirements of the RFP, experience with complex engineering specific to similar railways in shared passenger and freight corridors, and proposed solutions. Also highlighted were staffing plans, work plans, and perceived project issues. Each team was asked questions relative to each firm's qualifications and understanding of the project.

Qualifications Summary of Recommended Firm:

Wagner Engineering & Survey, Inc. (WES) was scored as the highest and determined to be the most qualified firm. WES's experience with rail engineering in similar railway corridors and understanding of the stakeholders was superior. The PET considered the Project Management Plan and Project Understanding proposed as the most comprehensive, detailed, and realistic.

WES has over 25 years' experience successfully delivering similar rail engineering services for Metro and Metrolink and other transportation authorities. Relevant projects that WES has worked on include Metro's Crenshaw/LAX extension, Regional Connector, Raymer to Bernson Double Track Project, Brighton to Roxford Double Track Project; task orders under Metrolink's One-Call Engineering Contract, Hasson Siding (Ventura Subdivision); and grade separations for the Alameda Corridor East Construction Authority. Their performance on Metro's projects has been satisfactory.

WES's project manager has over 35 years of professional experience in civil engineering as principal-in-charge for WES and as a licensed land surveryor and registered Civil Engineer. The project manager has been involved in 95 Metro projects since 1993.

Following is a summary of the PET scores:

	FIRM	Average Score	Factor Weight	Weighted Average Score	Rank
1	**Wagner Engineering & Survey, Inc.**				
2	Skill and Experience of the Team	88.75	35.00%	31.06	
3	Project Management Plan	82.50	25.00%	20.63	
4	Project Understanding	87.50	40.00%	35.00	
5	**Total**		**100.00%**	**86.69**	**1**

	FIRM	Average Score	Factor Weight	Weighted Average Score	Rank
6	**BA, Inc.**				
7	Skill and Experience of the Team	82.50	35.00%	28.88	
8	Project Management Plan	77.50	25.00%	19.38	
9	Project Understanding	87.50	40.00%	35.00	
10	**Total**		**100.00%**	**83.26**	**2**
11	**Rail Surveyors & Engineers, Inc.**				
12	Skill and Experience of the Team	82.50	35.00%	28.88	
13	Project Management Plan	75.00	25.00%	18.75	
14	Project Understanding	82.50	40.00%	33.00	
15	**Total**		**100.00%**	**80.63**	**3**

C. Cost Analysis

The recommended price of $1,967,376 has been determined fair and reasonable based upon cost analysis, technical analysis, fact-finding, clarifications, and negotiations. The Metro ICE underestimated the hours required for drainage, track alignment, grade crossings, structures and culverts engineering in the corridor. Metro staff successfully negotiated a cost savings of $95,998 from the firm's proposed price.

Proposer Name	Proposal Amount	Metro ICE	Negotiated Amount
Wagner Engineering & Survey, Inc.	$2,063,374.30	$1,844,100	$1,967,376

D. Background on Recommended Contractor

The recommended firm, Wagner Engineering & Survey, with headquarters in Los Angeles, California, is a Metro certified Small Business Enterprise founded in 1990 that provides rail and land surveying, right-of-way engineering, civil engineering, utility investigations, aerial mapping, land use and site planning, feasibility studies, and other professional engineering services throughout southern California. WES specializes in large transportation corridor surveying including boundary surveys, American Land Title Association surveys, and topographic surveys for private developers and public agencies.

DEOD SUMMARY

LONE HILL TO WHITE DOUBLE TRACK ENVIRONMENTAL REVIEW AND PRELIMINARY ENGINEERING/ AE455510019565

A. Small Business Participation

Effective June 2, 2014, per Metro's Board-approved policy, competitive acquisitions with three or more Small Business Enterprise (SBE) certified firms within the specified North American Industry Classification System (NAICS) as identified for the project scope shall constitute a Small Business Prime/Set-Aside procurement. Accordingly, the Contract Administrator advanced the solicitation, including posting the solicitation on Metro's website, advertising, and notifying certified small businesses as identified by NAICS code(s) that this solicitation was open to **SBE Certified Small Businesses Only**.

Wagner Engineering & Survey, Inc., an SBE prime, is performing 31.41% of the work with its own workforce and made a total SBE commitment of 63.99%. The prime listed seven SBE subcontractors, and two major firms, Jacobs and ICF Jones & Stokes, Inc., as subcontractors on this project.

	SBE Firm Name	SBE % Committed
1.	Wagner Engineering & Survey, Inc. (Prime)	31.41%
2.	Arellano Associates	5.62%
3.	Pacific Railway Enterprises	5.40%
4.	NSI Engineering, Inc.	2.96%
5.	IDC Consulting Engineers	4.80%
6.	Lenax Construction Services	4.79%
7.	Diaz Yourman & Associates	6.90%
8.	Lin Consulting	2.11%
	Total Commitment	63.99%

B. Living Wage Service Contract Worker Policy

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.

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

File #: 2015-1390, **File Type:** Contract **Agenda Number:** 21

CONSTRUCTION COMMITTEE
MARCH 17, 2016

SUBJECT: PATSAOURAS BUS PLAZA STATION

ACTION: AUTHORIZATION FOR LIFE OF PROJECT BUDGET AND CONTRACT MODIFICATION AUTHORITY

RECOMMENDATION

CONSIDER:

A. INCREASING the Life of Project (LOP) and Contract Modification Authority (CMA) as follows:

1. **LOP Budget for Patsaouras Bus Plaza Station** (PBPS CP 202317) by $8,809,000, from $30,984,000 to $39,793,000; and

2. CMA for Contract No.C0970 with OHL USA, Inc. (OHL), in the amount of $6,276,800, from $1,983,200 to $8,260,000.

B. AUTHORIZING the Chief Executive Officer (CEO) to execute Contract Modification:

1. No. 9 to Contract No. C0970, with OHL in the amount of $697,185, increasing the total value of the Contract from $20,247,802 to $20,944,987; and

2. No. 10 to Contract No. C0970, with OHL in the amount of $3,694,695, increasing the total value of the Contract from $20,944,987 to $24,639,682.

ISSUE

This action is required to increase the PBPS LOP budget consistent with the current projected forecast and approve an increase in the CMA to allow staff to execute two separate Contract Modifications over $500,000 each with OHL for design related changes:

- Contract Modification No. 9 is in the amount of $697,185 to provide two lanes westbound from the PBPS for safety reasons.
- Contract Modification No. 10 is in the amount of $3,694,695 to redesign and construct structural footings for the El Monte Busway Bridge widening at Patsaouras Bus Plaza Station in order to accommodate the existing Metro Red Line service tunnels that were incorrectly

depicted by the Advanced Conceptual Engineering (ACE) drawings.

DISCUSSION

Background

As originally envisioned, the PBPS scope of work was to relocate the patron boarding island situated at the corner of Alameda Street to the east side of Patsaouras Bus Plaza for buses running on the El Monte Busway. The idea was to accomplish this by widening the existing El Monte Busway Bridge, building a new passenger station in the median, and creating either an undercrossing or overcrossing to allow passengers to cross directly into Patsaouras Bus Plaza. The proposed configurations were coordinated with the Union Station Master Plan and High Speed Rail and the proposed PBPS location was selected as the preferred alternative. Other project objectives also included:

- Build a transit station properly reflecting its surroundings.
- Allow more efficient passenger boarding and alighting.
- Direct pedestrian connection to Union Station, Metro's primary transit hub.
- Provide passenger amenities such as lighting, CCTV, information displays, shelter or landscaping.
- Provide a more convenient connection between the Silver Line and Express Lanes, rail and conventional bus transit.
- Reduce pedestrian walking distance encouraging mode shift to regional and local buses, heavy rail, light rail and commuter trains.
- Improve the overall operational efficiency of Patsaouras Bus Plaza.

LOP Budget

In September 2012, contractor bids were rejected because they exceeded our budget by a range of $7 to $11 million. In order to reduce costs on the project, Metro revised the project design and re-solicited the project. In October 2013, Metro received a low bid approximately $4 million less than the previous low bid.

Based on the bid amount, the LOP budget for the project was approved by the Board in January 2014 in the revised amount of $30,984,000. A design/build (D/B) contract was subsequently awarded to OHL USA Inc. in the amount of $19,832,000 on February 26, 2014. In addition, the Board approved the initial contingency of $2,817,000 within the LOP budget. The following table summarizes the approved LOP.

Cost Category	Amount
Design/Prof. Services	$2,598,000
Construction Contract	$19,992,000
Construction Mgmt.	$1,900,000

Special Conditions (3rd Party)	$750,000
Staff Labor	$2,927,000
Contingency	$2,817,000
Approved LOP	**$30,984,000**

PBPS Construction Contract

The PBPS most complex and high risk condition is the existing underground Metro Red Line service tunnels. The project team discovered during design development that the Metro Red Line service tunnels geometry and PBPS foundations were not correctly depicted by the ACE drawings during preliminary engineering. As a result, Metro requires complete PBPS structural foundation redesign in the area of the Metro Red Line service tunnels in order to avoid potential project conflicts. Redesigning the structural foundations is the only solution to build the project at this location. The modification is necessary to correct a plan deficiency in the engineering design drawings. As has been previously reported to the Board, staff is in the process of evaluating and assessing an errors and omissions claim with the insurer of the prime ACE design consultant for full cost recovery.

OHL had submitted three claims for a total of $8,633,533 related to the PBPS bridge foundation system including redesign, added construction costs and compensable time related impacts. Through a negotiation process, Metro determined that the claims had merit and OHL and Metro reached a proposed resolution of all of OHL's requests for PBPS bridge foundation system claims, including delay and related impacts, as Contract Modifications shown in the table below.

Claim Issue	**OHL Claim Amount**	**Metro Negotiated Amount**
Redesign	$156,923	Inc. in Construction $
Construction	$7,244,610	$3,694,695
Compensable Time	$1,232,000	$499,000
Bridge Foundation Contract Modification	**$8,633,533**	**$4,193,695**

As part of the negotiation, OHL has not only agreed to settle their compensable time extension request for 308 calendar days as shown above, they have also reduced the contractual date for substantial completion by two months by agreeing to work a six day 10-hour per day work week. Construction is anticipated to start April 2016 and be substantially completed by October 2017. And finally, OHL has agreed to absorb five pending change orders in the approximate amount of $208,000 as part of the negotiated compensable time extension of $499,000.

The PBPS design originally included two lanes eastbound and one lane westbound from the proposed bus station. However, after further engineering and design review from Metro and Caltrans staff, it was determined that a two lanes westbound lane configuration is safer due to merge speeds when Metro buses and automobiles travelling on the High Occupancy Toll (HOT) lanes converge.

These modifications are necessary to improve safety of merging bus and automobiles travelling on the HOT lanes. Metro has processed and negotiated the Contract Modification pending Board approval requested herein in the amount of $697,185.

The PBPS project currently does not have adequate contingency or Contract Modification Authority to cover these two change orders for design and engineering costs. This project requires a substantial contingency reserve balance for a project with PBPS's complexity and high risk that has not yet started active construction. Aside from these two modifications, there are two other items requiring negotiation with OHL, as shown in the table below. As discussed above, OHL and Metro have negotiated all potential change orders related to ACE design errors and omissions. Five change orders have been processed and were executed as Contract Modifications in the amount of $415,803. The remaining pending change orders were all evaluated by Metro as being with merit for an outstanding pending contract modification in the amount of $635,000.

Therefore, staff is requesting additional CMA of $8,260,000 to provide funding for the previously executed contract modifications, the two identified Contract Modifications over $500,000, pending Contract Modifications and potential contract value for the project contingency. In regards to the project contingency, it is the PBPS project team recommendation to retain the original project contingency value due to the project's continued complexity and high risk, consistent with FTA *Project and Construction Management Guidelines*. These contingency funds would be reserved to cover any unforeseen conditions and Potential Contract Modifications that may arise during construction, not identified in the table below. A summary of approved and Pending Contract Modifications is found in the Contract Modification/Change Order Log, Attachment C.

As part of completion of the project, the PBPS project team comprehensively reviewed the approved LOP budget of $30,984,000 and identified additional funds needed to complete the project and open for revenue service in Fall 2017. The extended duration of the project will also require additional funds for construction management services, staff labor, design services and 3rd Party.

In addition, as a result of the revised foundation system, Metro now has to relocate an existing LADWP vault and conduit that previously was not impacting construction. Although Metro believes that relocating this utility is the responsibility of LADWP, in order to move forward and not impact the contractor, Metro will issue a work order to LADWP in the approximate amount of $1,500,000. Metro intends to seek reimbursement of all costs to design and relocate this utility from LADWP. This cost is included under "Special Conditions (3rd Party)."

As shown in the table below, we are recommending approval of the LOP budget increase of $8,809,000, to fund the recommended Contract Modifications and provide additional funding needed to complete the PBPS project per the forecasted major cost categories as revised.

Cost Category	Additional Funds Needed
Construction Contract Modifications	$5,443,000
Design/Professional Services	51,000
Construction Management	1,485,000
Special Conditions (3rd Party)	1,767,000
Staff Labor	63,000
Additional LOP Needed	**$8,809,000**

The revised LOP budget request of $39,793,000 is not atypical of other similar Metro transit stations making complex connections. Even with the increased project budget, the revised cost is in-line with recent Metro bus and rail station improvements, such as the Rosa Parks Metro Rail Station and North Hollywood Underpass. Most importantly, the PBPS will be a significant Metro asset connecting the region to Union Station, Metro's primary transit hub. Union Station currently serves 120,000 daily passengers and is projected to nearly double by 2040, further increasing the need for the new PPBS station.

DETERMINATION OF SAFETY IMPACT

This Board action will result in a significant safety improvement to Metro bus operations and the overall safety of our patrons using both the PBPS and HOT Lanes. The two lanes westbound lane configuration greatly improves the safety factor of automobile speed and stopping distance the required bus acceleration distance.

FINANCIAL IMPACT

This Board action would increase the LOP budget by $8,809,000 and establish a revised LOP budget for the PBPS in the amount of $39,793,000. The new funding required would be programmed into the Fiscal Year (FY) 17 and FY18 budgets per Attachment B. There is no impact to the current FY16 budget.

Use of Funds	Amount
Design/Prof. Services	2,649,000
Construction Contract	25,435,000
Special Conditions (3rd Party)	2,517,000
Construction Management	3,385,000
Metro Staff Labor	2,990,000
Contingency	2,817,000
Revised LOP Budget	**$39,793,000**

The source of the funding for the revised LOP budget of $39,793,000 is comprised of:

- $9,679,000 - Federal Grant funds
- $16,590,000 - Prop C25 Highway funds
- $1,200,000 - Federal Section 5307 (CRD) funds
- $3,215,000 - Ramirez Flyover (Union Station escrow)
- $9,109,000 - Proposition C25 Debt

The FY budgets would be programmed in Cost Center 8510, Construction Procurement, under Capital Project No. 202317 (Patsaouras Plaza Busway Station), Account 53101, Acquisition of Building and Structures.

Since this a multi-year project, the cost center manager and the Executive Director, Program Management would be responsible for budgeting project costs in future fiscal years. The project budget and funding plan is included in Attachment B.

Impact to Bus and Rail Operating and Capital Budget

In June 2015, staff reported a $900 million shortfall through FY 2024 in the financial forecast for the 2014 Short Range Transportation Plan (SRTP). That shortfall level could be further exacerbated by unanticipated cost increases, revenue forecast disparities, and American's with Disability Act mandates. Through the Risk Allocation Matrix (RAM) process, staff are monitoring and managing the forecasted deficit.

The PBPS LOP increase requires the utilization of Proposition C 25% funds. Proposition C 25% Transit Related Highway Improvement funds are utilized, or are planned to be utilized, by various rail right of way, highway, and soundwall improvement projects in the 2014 SRTP and RAM processes. No other eligible funds exist that are not already accounted for in the SRTP and RAM processes. If this action is approved, the increase must be funded directly or indirectly through additional borrowing against Proposition C sources.

ALTERNATIVES CONSIDERED

The Board of Directors may choose to:

1. Terminate the project by not authorizing the proposed Contract Modification for the Patsaouras Bus Plaza Station.
2. Complete the Design portion and re-bid the Build portion of the D/B Contract No. C0970, hence switching to a Design/Bid/Build delivery method. This will require terminating the Builder, procuring a new construction contractor and keeping the existing Designer on-board for design support services during construction. This approach would be risky and could lead

to even higher construction costs.
3. Transpose the HOT Lanes direction between the LAC-USC Medical Center bus station and Alameda Street to allow direct access to the Patsaouras Bus Plaza and/or Union Station. This concept would be more expensive than the current proposed project.
4. Move the bus station to the end of the HOT Lanes and upgrade the existing Alameda Street bus stop.
5. Complete PBPS design using existing contract authority and delay construction until other funding sources and/or alternative funding scenarios are identified for the proposed LOP budget increase.

These alternatives are not recommended since they would, with the exception of Items Nos. 2 and 5, prevent staff from completing this transit improvement project as currently proposed and described in the FTA Sustainability Grant. Also, these alternatives would require FTA approval and/or concurrence. FTA has advised staff that completion of this transit improvement project is in their view a key transit element of the HOT Lanes project, and not implementing the project could jeopardize the $9,679,000 FTA Sustainable and Livable Communities Grant.

NEXT STEPS

Upon Board approval, Metro's project team will continue the PBPS project to the Build stage and work diligently with the contractor to resolve current and potential disputes and any resultant claim issues within the revised CMA budget as well as discuss schedule critical path and review potential mitigation opportunities available to the project to further reduce impacts to the project budget.

As has been previously reported to the Board, staff is in the process of evaluating and assessing an errors and omissions claim with the insurer of the prime ACE design consultant for full cost recovery.

ATTACHMENTS

A. Attachment A - Procurement Summary Patsaouras Plaza Busway Station
B. Attachment B - LOP Funding and Expenditure Plan for PBBS Project
C. Attachment C - Contract Modification/Change Order Log
D. Attachment D - DEOD Summary

Prepared by: Manuel Gurrola, Project Manager, (213) 922-8889

Reviewed by: Tim Lindholm, Executive Officer, Capital Projects, (213) 922-7297
I 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

ATTACHMENT A

PROCUREMENT SUMMARY

PATSAOURAS PLAZA BUSWAY STATION / CONTRACT C0970

1.	**Contract Number**: C0970			
2.	**Contractor**: OHL USA, Inc.			
3.	**Mod. Work Description**: (1) Reconfiguration 2 Lane West to 1 Lane West; and (2) Redesign Extra Work of Foundations for El Monte Busway Bridge Widening			
4.	**Contract Work Description**: Patsaouras Plaza Busway Station			
5.	**The following data is current as of**: October 9, 2015			
6.	**Contract Completion Status**:			
	Bids/Proposals Opened:	4	**% Completion $s**:	17%
	Contract Awarded:	2/26/2014	**% Completion time**:	58.77%
	NTP:	3/31/2014	**Original Contract Days**:	900
	Original Complete Date:	9/16/2016	**Change Order Days**:	0
	Current Est. Complete Date:	10/18/2017	**Suspended Days:**	0
			Total Revised Days:	0
7.	**Financial Status**			
	Contract Award:		**$19,832,000.00**	
	Total Contract Modifications Approved:		**8**	
	Current Contract Value:		**$20,247,802.07**	
	Contract Administrator: Deneise Glover		**Telephone Number**: 213-922-7302	
8.	**Project Manager**: Manuel Gurrola		**Telephone Number**: 213-922-8889	

A. Contract Action Summary

This Board Action is to approve Modifications No. 9 and 10 issued in support of the design and construction of the Patsaouras Plaza Busway Station. The new station will relocate the patron boarding island currently situated at the corner of North Alameda to the east side of Patsaouras Plaza and will provide a direct connection to Patsaouras Plaza and Union Station for buses running on the El Monte Busway. The project includes widening of the existing Caltrans Los Angeles River Busway Bridge and Overhead, providing new vertical and horizontal pedestrian circulation elements (Pedestrian Ramp/ Walkway, Pedestrian Overcrossing, elevators, and stairs) and closing all vehicular traffic access between the El Monte Busway and Union Station at Patsaouras Plaza.

These contract modifications have been processed and will be issued in accordance with Metro's Acquisition Policy. The contract type is Firm Fixed Price.

Patsaouras Plaza Busway Station (PPBS) was presented to and approved by the Metro Board on January 16, 2014. The PPBS project is a component of the overall Los Angeles Congestion Relief Demonstration (CRD) Project to enhance and expand transit service and create High Occupancy Toll lanes in the I-10 and I-110 freeway corridors. During preliminary engineering it was found that the PPBS would have a significant positive impact for Metro patrons and service delivery on the Silver Line system.

The contract was awarded February 26, 2014, to OHL USA, Inc., in the amount of $19,832,000.00.

Refer to Attachment C, Contract Modification/Change Order Log, for modifications to date.

B. Cost/Price Analysis

The recommended prices for the proposed modifications are determined to be fair and reasonable based upon thorough fact-finding, clarifications, independent cost estimates, cost analysis, price analysis, technical evaluation, negotiations, and subject to audit. An audit is currently being performed by MASD for Redesign Extra Work of Foundations for El Monte Busway Bridge Widening and the negotiated price subject to adjustment based on any audit findings of unallowable costs.

Item No.	Modifications	Proposal amount	Metro ICE	Negotiated or NTE amount
0009	Reconfiguration 2 Lane West to 1 Lane West	$997,762.06	$665,681.00	$697,185.00
0010	Redesign Extra Work of Foundations for El Monte Busway Bridge Widening	$5,390,472.45	$3,894,695.00	$3,694,695.00

ATTACHMENT B – LOP FUNDING AND EXPENDITURE PLAN

Use of Funds	Inception - July 2015	FY16	FY17+	FY18+	Capital Costs Total
Design Consultants	951,000	-	-	-	951,000
Construction Contract	3,381,000	3,300,000	13,750,000	5,004,000	25,435,000
Special Conditions (3rd Party)	86,000	315,000	322,000	1,794,000	2,517,000
Construction Management	1,005,000	700,000	1,200,000	480,000	3,385,000
Environmental	785,000	150,000	200,000	62,000	1,197,000
Other Professional Services	115,000	150,000	150,000	86,000	501,000
Agency Costs: Project Control, Procurement support, Safety, Communications, etc.	984,000	650,000	750,000	606,000	2,990,000
Contingency	-			2,817,000	2,817,000
Total Project Cost	7,307,000	5,265,000	16,372,000	10,849,000	39,793,000
Source of Funds	**Inception - July 2015**	**FY16**	**FY17+**	**FY18+**	**Capital Costs Total**
Federal - Bus Livability	5,807,000	3,872,000	-	-	9,679,000
Federal - Section 5307 (CRD)	1,200,000	-	-	-	1,200,000
PC 40	300,000	-	-	-	300,000
Prop C 25 (Highway)	-	1,993,000	15,197,000	-	16,590,000
Ramirez Flyover (Union Station Escrow)	-	-	1,175,000	2,040,0000	3,215,000
Proposition C25 Debt	-	-	-	8,809,000	8,809,000
Total Project Funding	**7,307,000**	**5,265,000**	**16,372,000**	**10,849,000**	**39,793,000**

ATTACHMENT C

CONTRACT MODIFICATION/CHANGE LOG
PATSAOURAS BUS PLAZA STATION - C0970

Mod. No.	Description	Status	Contract Value (A)	Mod/CO Value (B)	Board Approved CMA (C)
N/A	Initial Award		$19,832,000.00		$1,983,200.00
1	Modify Volume 1: GE Section 01310 – DB, Cost/Schedule Integration System. Appendix A: Schedule Template Guideline	Approved		No Cost	
2	Update SP-27 and Section 01200	Approved		No Cost	
3	Revised Contract Compliance Manual	Approved		No Cost	
4	Development of Supplemental Fact Sheet and PSR/PR	Approved		$93,450.42	
5	Emergency Power to Lightings Fixtures	Approved		$79,424.00	
6	Replace base contract light fixtures with LED fixtures	Approved		$8,876.65	
7	Changes to Electrical Power Source	Approved		$173,151.00	
8	Ramirez Street Realignment Study	Approved		$60,900.00	
	Subtotal – Approved Modifications			**$415,802.07**	
9	Reconfiguration 2 Lane West to 1 Lane West	Pending		$697,185.00	
10	Redesign Extra Work of Foundations for El Monte Busway Bridge Widening	Pending		$3,694,695.00	
	Subtotal Pending			**$4,391,880**	
11	Bridge Foundation Time Extension	Pending		$499,000	
12	ADA Tactile Pathway	Pending		$51,000	
13	Safety Bollards	Pending		$85,000	
	Subtotal Pending			**$635,000**	
	Subtotal – Pending Modifications			**$5,026,880.00**	
Total Contract Value (including Approved Modifications)			**$20,247,802.07**		
Total Approved Mods and Pending Modifications (including this change)				**$5,442,682.07**	

Prior CMA Authorized by the Board			**$1,983,200.00**
Approved Modifications			**$415,802.07**
Remaining CMA for Future Modifications			**$1,567,397.93**
Pending Modifications			**$5,026,880.00**
Increase CMA for this Recommended Action			**$6,276,782.07**
Remaining CMA after Board Action			**$2,817,000**

ATTACHMENT D

DEOD SUMMARY

PATSAOURAS BUS PLAZA STATION / Contract C0970

A. Small Business Participation

OHL USA, Inc. made an 18.60% Disadvantaged Business Enterprise (DBE) commitment. Current DBE participation is 2.08%. The contract is 17% complete. OHL confirmed that Design is 60% complete, and Construction has an anticipated start date of March 2016. OHL reemphasized their efforts to meet the DBE committed values pursuant to their contracting plan.

SMALL BUSINESS COMMITMENT	18.60% DBE	SMALL BUSINESS PARTICIPATION	2.08% DBE

	DBE Subcontractors	Ethnicity	% Commitment	% Current Participation[1]
1.	PBS Engineers (Design)	Subcontinent Asian	4.60%	2.08%
2.	California Testing & Inspections (Construction)	Hispanic American	0.22%	0.00%
3.	Inspections Services (Construction)	Asian Pacific American	0.15%	0.00%
4.	Excelsior Elevator Corp.[2] (Construction)	Asian Pacific American	2.69%	0.00%
5.	G&C Equipment (Construction)	African American	3.66%	0.00%
6.	Integrity Rebar Placers (Construction)	Hispanic American	7.28%	0.00%
		Total	**18.60%**	**2.08%**

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

B. Project Labor Agreement / Construction Careers Policy (PLA/CCP)

The Contractor has committed to complying with PLA/CCP requirements for this project. This project has not started construction yet. Staff will monitor and report the contractor's progress toward meeting the goals of the PLA/CCP once construction begins.

C. Living Wage Service Contract Worker Policy

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

D. Prevailing Wage Applicability

Prevailing Wage requirements are applicable to this project. DEOD will continue to monitor contractors' compliance with the State of California Department of Industrial Relations (DIR), California Labor Code, and, if federally funded, the U S Department of Labor (DOL) Davis Bacon and Related Acts (DBRA).

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

File #: 2015-1714, **File Type:** Program **Agenda Number:** 31.

SYSTEM SAFETY, SECURITY AND OPERATIONS COMMITTEE
MARCH 17, 2016

SUBJECT: ALL DOOR BOARDING PILOT EVALUATION

ACTION: REPORT ON THE RESULTS OF THE ALL DOOR BOARDING PILOT TEST ON LINE 720, AND APPROVE EXPANSION OF THE PILOT TO THE SILVER LINE.

RECOMMENDATION

CONSIDER:

A. RECEIVING AND FILING report on the **evaluation results of the All Door Boarding pilot test on the Wilshire BRT** (Line 720); and

B. APPROVING expanding the pilot program to the Silver Line (Line 910) starting Summer 2016.

ISSUE

On April 15, 2015, the Board of Directors adopted a Motion amending Item #24 of the Planning and Programming Committee. The motion directed staff to study the feasibility of All-Door Boarding (ADB) and Off Board Fare Payment on the Wilshire Boulevard BRT, as well as other applicable corridors, as part of Metro's continuing efforts to improve and enhance the transit experience and support Metro's Countywide BRT expansion. It further directed staff to assess the practical challenges and opportunities of All-Door Boarding and/or Off-Board Fare Payment. This report provides the evaluation results from a pilot test of ADB conducted on the Wilshire BRT (Line 720) between May 18, 2015 and July 10, 2015.

DISCUSSION

Background

In keeping with elements critical to the success of BRT, reducing customers' transit travel time requires improvements to three parts of their trip: wait time, in service running time and stop dwell time. The Wilshire BRT addresses wait times through high frequencies, in service running time through signal priorities and bus only lanes, but has not employed elements to address stop dwell time. The ADB pilot program tests the effectiveness of faster boarding through more efficient fare collection. The pilot intends to reduce bus stop dwell times and variability, by allowing customers with

valid TAP cards to enter at all doors.

Pilot Logistics

The ADB pilot test was conducted along Line 720 (Wilshire BRT), at the Wilshire/Vermont stop westbound during the AM peak (6:00 am-11:00 am) and the Wilshire/Westwood stop eastbound during the PM peak (2:00 pm - 7:00 pm), from May 18, 2015 to July 10, 2015, on weekdays only. Metro customer service representatives were on site to provide information on the pilot project and reminded passengers with valid TAP cards that they could board through any door. Vehicle Operations Supervisors were also present to monitor on-street operations. Prior to commencing the pilot, a comprehensive marketing and outreach effort was conducted. Staff was also available at each stop one week prior to implementation to distribute information on the pilot project and answer questions.

Scope of Evaluation

While ADB can result in true dollar cost savings and revenue impacts, the perceived benefits and drawbacks of the program should be considered equally important in the evaluation, given its influence on service quality and ridership. Therefore, the scope of evaluation of the ADB pilot consists of:

- Calculated dwell time savings and its impact on resource requirement and service reliability;
- Estimated impact to fare evasion;
- Customer perceptions of the benefits and drawbacks of implementing ADB;
- Other challenges and opportunities identified through peer agency review and observations from the ADB pilot program.

Peer agency reviews were also conducted for comparison and guidance on lessons learned. The agencies contacted were MTA in New York, MUNI in San Francisco, King County Metro in Seattle, Washington, and Translink in Vancouver, Canada. Each of these systems implemented ADB in different ways based on the needs of their system and other considerations.

Findings

Attachment B provides a detailed evaluation report. Overall, the ADB pilot demonstrated that there can be resource savings from a reduction in dwell time. In addition, reducing the range (or variability) in dwell time helps to improve the line's overall reliability and headway regularity.

Based on data collected, overall dwell time decreased because boarding is distributed among three doors instead of being limited to the front door only, reducing the overall per person time for boarding. Dwell time per passenger dropped from 4.35 seconds to 2.96 seconds, a decrease of 1.39 seconds

per passenger, or 32.0%. Dwell times can be further reduced by an additional 1.41 seconds, to 1.55 seconds, by restricting boardings to “TAP only”. In this scenario, cash payments would not be allowed on board the bus.

In addition, access to all doors means there may be a more even distribution of the passenger load, and less time would be spent boarding and sitting down on buses. As such, there can be less boarding-related safety hazards, fewer opportunities for customer injuries, and less delay before the operator departs from the stop.

The more significant benefit of ADB is the perception of better service, which heavily influences a passenger’s decision to use transit. Based on the customer survey conducted as part of the pilot, only 7% of the passengers were not in favor of the program; the overwhelming majority (82%) look forward to its implementation.

Operator and Supervisor feedback also indicates that they believe the ADB project is good for the system and they would support its implementation. Comments from the pilot test debrief sessions included:

- A noticeably shorter dwell time when there are more than ten people boarding;
- The customers being better able to see the available seating on the bus; and
- A reduction in confrontations with passengers regarding fares, which would help avoid disputes and operator assaults.

While ADB can result in real and perceived benefits, the greatest challenge to implementing ADB is the impact to fare evasion. With ADB, passengers are able to bypass the operator by boarding at the un-manned middle and rear doors. Concerns that this policy would induce more fare evasion were voiced by all peer agencies interviewed as well as Metro employees and customers prior to and during the pilot test. Unfortunately, the data collected from the fareboxes and SAVs during the pilot test were inconclusive regarding the impact of ADB on fare evasion. Regardless, public perception is that ADB will induce more customers to evade paying their fare. Metro employees stationed at the pilot locations along with operators of Line 720 also perceived fare evasion as a result of ADB, and all peer agencies interviewed agree, and have implemented a fare enforcement program as part of their ADB project.

Silver Line Pilot

Given the success of the Line 720 ADB pilot conducted from May - June 2015, staff recommends extending the pilot to the Silver Line for a period of 6 months starting in Summer 2016. The Silver Line is an ideal candidate given that dwell time benefits of ADB are much greater for lines that have high levels of boardings per stop compared to those with fewer boardings. In addition, cost efficiencies from reduced running times are much greater for lines with higher frequencies than those

with fewer trips per hour. Finally, lines with more transit priorities to help increase running time speed and reliability would benefit more from ADB as the dwell times are a greater percentage of running time compared to lines that have slower in service speeds. The Silver Line exemplifies all of these characteristics.

The pilot test conducted on Line 720 from May to July 2015 was limited to two stops, during certain time periods only. The Silver Line pilot would be expanded to include all stops all of the time by installing mobile validators (MV) at all doors of the bus allowing passengers to TAP as they enter any door on the bus. As with the Line 720 pilot, the greatest concern is fare evasion. Currently it is difficult to check the fares of all passengers on the bus because not all passengers are provided a proof of payment (e.g. cash and token passengers). Therefore, the Silver Line pilot would require that all passengers pay their fare with a valid TAP card so fare enforcement officers can “sweep” the buses and check for valid TAP cards. A Title VI/Environmental Justice fare equity analysis of this fare change is included in Attachment B.

To address the issue of Cash and Token passengers not being able to board, Ticket Vending Machines (TVM) are being installed at key stations such as Harbor/Gateway. Fareboxes will also be programmed with “Top Off” capabilities, to allow passengers to add stored value to cards on board at stops that are not near TMVs or TAP vendor outlets. In addition, passengers loading their cards remotely through the taptogo.net website or by phone will benefit by being able to use their fare within an hour of load by tapping on a mobile validator, compared to 24-48 hours at the farebox. Finally, as TAP cards replace tokens as a means of providing transportation benefits to social service program clients (who are the primary recipient of tokens) which is currently being pursued, these passengers will benefit from ADB.

DETERMINATION OF SAFETY IMPACT

Approval to expand the ADB pilot to the Silver Line will not have a safety impact to customers or employees. Indirectly, based on Operator feedback on the Line 720 ADB pilot, may reduce assaults on operators as fare enforcement, one of the major causes of conflict between passengers and Operators, would be largely transferred to law enforcement.

FINANCIAL IMPACT

The ADB pilot on the Silver Line will utilize TAP equipment currently being installed for the Silver Line. Therefore, no additional funding in the FY16 budget will be required to procure equipment for this program. In fact, the ADB pilot on the Silver Line is anticipated to save 1,500 in annual revenue service hours (RSH), or 750 RSH during the 6 month pilot period. Based on a marginal operating rate of $100 per RSH, the pilot savings results in a reduction of $75,000 in operating cost for FY17.

ALTERNATIVES CONSIDERED

The alternative to staff recommendation is to not extend the ADB pilot to the Silver Line. However, this is not recommended as passengers will not benefit from shorter dwell times, and Metro will not be able to reduce the FY17 operating budget by $75,000 while maintaining the same level of service.

NEXT STEPS

Should the Board approve the ADB pilot on the Silver Line, staff will initiate an implementation plan that will include installation of equipment, a revised Silver Line schedule reflecting the shorter dwell times, fare enforcement deployment plan, Operator and passenger outreach.

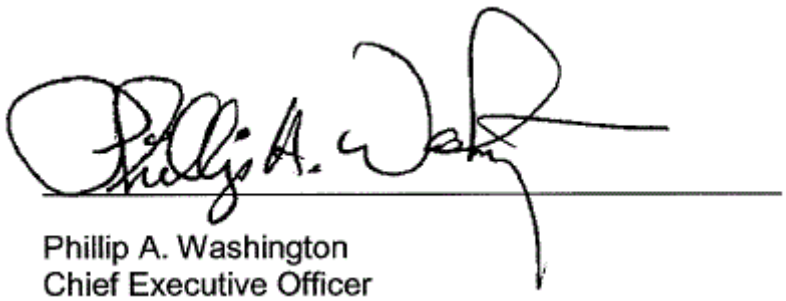
Prior to the conclusion of the pilot period, staff will provide the Board with a recommendation to terminate the program, continue it on the Silver Line only, or implement ADB on other Metro Lines. This recommendation will be based on an evaluation of actual dwell time savings, ridership impacts, fare evasion rates, and passenger and Operator feedback.

ATTACHMENTS

Attachment A - Line 720 All Door Boarding Pilot Project Evaluation
Attachment B - All Door Boarding Fare Equity Analysis - Feb 2016

Prepared by: Conan Cheung, Executive Officer, Finance, (213) 922-6949
Anika-Aduesa Smart, Budget Management Analyst IV, (213) 922-6964

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



Phillip A. Washington
Chief Executive Officer

ATTACHMENT A

Line 720 All Door Boarding Pilot Project Evaluation

Project Summary Report

Objective

On April 15, 2015, the Board of Directors adopted a Motion amending Item #24 of the Planning and Programming Committee (see Attachment 1). The motion directed staff to study the feasibility of All-Door Boarding (ADB) and Off Board Fare Payment (OBFP) on the Wilshire Boulevard BRT, as well as other applicable corridors, as part of Metro's continuing efforts to improve and enhance the transit experience and support Metro's Countywide BRT expansion. It further directed staff to assess the practical challenges and opportunities of All-Door Boarding and/or Off-Board Fare Payment.

Optimization of the Customer Transit Experience

The Federal Transit Administration (FTA) identifies a number of major elements critical to the success of BRT, such as type of running way, branding, stations, and Intelligent Transportation Systems (ITS). The incorporation of these elements achieves several key BRT objectives, including travel time savings, improved reliability, branding to attract new markets, enhanced safety and security, enhanced capacity, and accessibility.

The Rapid Line 720, Metro's busiest bus line, has an average of 39,000 boardings per weekday. The line is challenged with poor on time performance and bus bunching, as a result of heavy corridor traffic which negatively impacts bus running times. High passenger boarding activity also results in lengthy dwell times, further impacting travel time and reliability.

Initial efforts to implement BRT elements did not include dedicated bus lanes and/or right-of-way or expedited fare payment strategies. However the subsequent addition of a total of 7.7 miles of dedicated peak period bus lanes for the route, completed in August 2015, rounded out six (6) attributes of BRT elements applied to the line, as shown in Table 1.

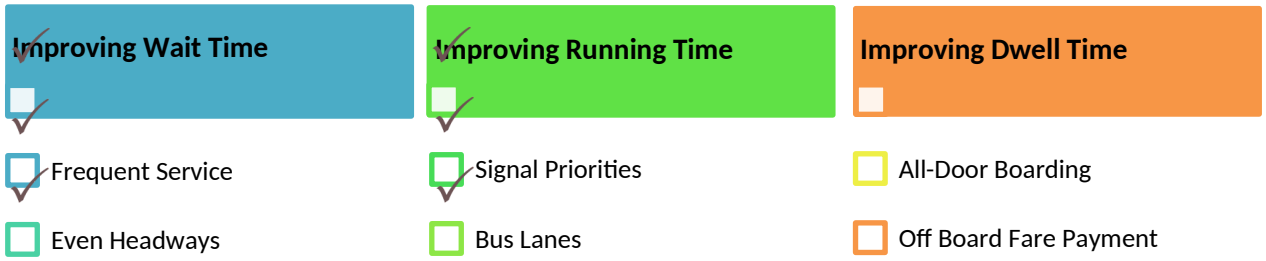
Table 1
Attributes of BRT

Element	Line 720
Running Ways	• Peak hour bus lanes along 7.7 miles of Wilshire Blvd.
Stations	• Rapid designed shelters with customer amenities
Vehicles	• Low floor articulated buses
ITS	• Bus signal priority and NextBus technology
Service and Operations Plan	• Frequent service with longer stop spacing
Branding Elements	• Branded bus color and station design
Fare Collection	N/A

While the new lanes allow buses to operate at higher speeds through the congested corridor, dwell times still continue to increase because of high levels of boarding activity at key stops; as such additional measures need to be taken to reduce transit travel times on this route.

Reducing customers' transit travel time requires improvements to three parts of their trip: wait time, in service running time and stop dwell time. Figure 1 below summarizes the aspects of travel time and the optimizing strategies used to address them.

Figure 1
Travel Time Strategies



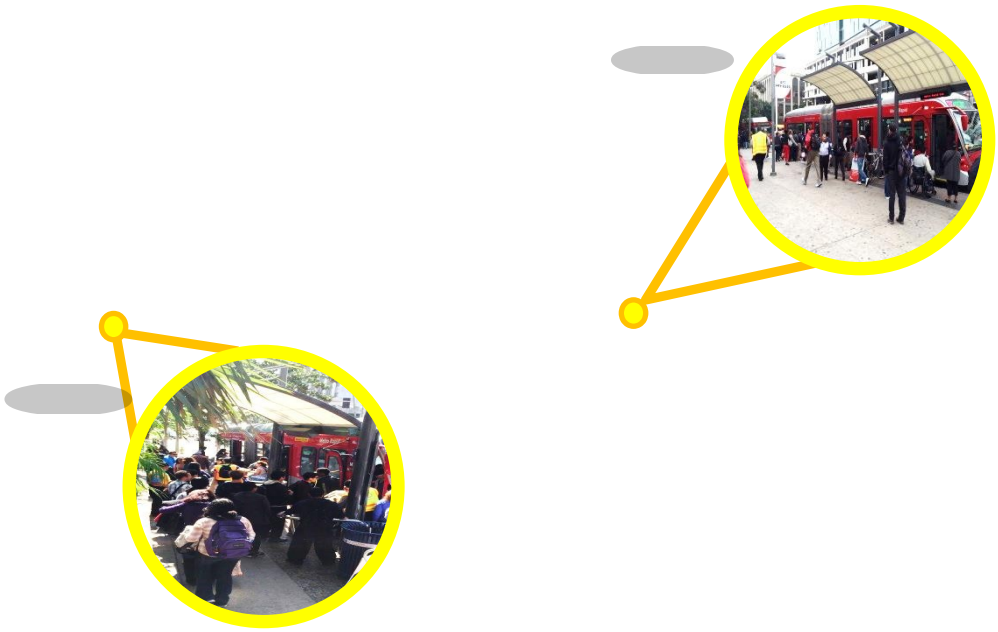
As other efforts are underway to reduce wait time and increase operations speeds as indicated above, the ADB pilot program tests the effectiveness of the remaining element of BRT, faster boarding through more efficient fare collection. It is aimed at reducing bus stop dwell times and variability, by allowing customers with valid TAP cards to enter from the middle and rear doors. Cash and transfer customers were still required to enter from the front door.

Pilot Logistics

The ADB pilot test was conducted along Line 720 (Wilshire BRT), at the Wilshire/Vermont stop westbound during the AM (6:00 am-11:00 am) and the Wilshire/Westwood stop eastbound during the PM (2:00 pm – 7:00 pm) (see Figure 2). The test was conducted from May 18, 2015 to July 10, 2015, on weekdays only.

Stand Alone TAP Validators (SAV) were placed on the sidewalk at the locations of the rear, middle, and front left doors to allow customers to "TAP and Board Any Door". Customers paying with cash, transfer, token, or needing assistance continued to enter through the front door. Metro customer service representatives were on site to provide information on the pilot project and reminded passengers with valid TAP cards that they could board through any door. Vehicle Operations Supervisors were also present to monitor on-street operations.

Figure 2: Wilshire BRT All Door Boarding Pilot Locations



Communications and Customer Engagement

An important part of the process was engaging customers, to share project objectives and solicit their opinions on the value and viability of the project. Prior to commencing the pilot, a comprehensive marketing and outreach effort was conducted, including the distribution of a number of marketing materials in various languages, and social and electronic media. Staff was also available at each stop one week prior to implementation to distribute information on the pilot project and answer questions. The pre-pilot comprehensive marketing and outreach effort included the following:

- Pull-up banners at Wilshire/Vermont
- A-frames at Wilshire/Westwood
- Take-ones
- Flyers
- Poster Boards for divisions
- Post information on metro.net
- Eblasts
- The Source/El Pasajero
- Metro Facebook
- Metro Twitter
- Metro Daily Brief

Staff also visited affected Operating Divisions to solicit input from the Bus Operators.

While ADB can result in true dollar cost savings and revenue impacts, the perceived benefits and drawbacks of the program should be considered equally important in the evaluation, given its influence on service quality and ridership. Therefore, the scope of evaluation of the ADB pilot consists of:

- Calculated dwell time savings and its impact on resource requirement and service reliability;
- Estimated impact to fare evasion;
- Customer perceptions of the benefits and drawbacks of implementing ADB;
- Other challenges and opportunities identified through peer agency review and observations from the ADB pilot program.

To support the evaluation plan, quantitative data was collected during the test period, as well as qualitative assessments through surveys, focus groups and peer agency reviews, as follows:

- Automatic Passenger Counter (APC) boarding data;
- Farebox and Stand Alone Validator (SAV) fare unit counts;
- Manual passenger counts and dwell time checks conducted by OMB staff;
- Data from the Transit Court department regarding fare evasion;
- Customer surveys conducted by OMB and TAP staff; and
- Vehicle Operations Supervisors (VOS), TAP "Blue Shirt" ambassadors and Operator debriefs.

Peer agency reviews were also conducted for comparison and guidance on lessons learned (Attachment 2). The agencies contacted were MTA in New York, MUNI in San Francisco, King County Metro in Seattle, Washington, and Translink in Vancouver, Canada. Each of these systems implemented ADB in different ways based on the needs of their system and other considerations.

Findings

The ADB pilot demonstrated that there can be resource savings from a reduction in dwell time. In addition, reducing the range (or variability) in dwell time helps to improve the line's overall reliability and headway regularity. Attachment 3 presents detailed dwell time and resource savings by line for Rapids and Silver Line.

Based on data collected, overall dwell time decreased because boarding is distributed among three doors instead of being limited to the front door only, reducing the overall per person time for boarding. Dwell time per passenger dropped from 4.35 seconds to 2.96 seconds, a decrease of 1.39 seconds per passenger, or 32%. The results also showed buses spent 6.2% less time picking up and dropping off passengers at stops (i.e. dwell time), as a percentage of their overall time in service. Prior to the pilot, dwell time represented 29% of the trip time of the segment, compared to 27% during the pilot. In addition, dwell times can be further reduced by an additional 1.41 seconds, to 1.55 seconds, by restricting boardings to "TAP only". In this scenario, cash payments would not be allowed on board the bus.

Access to all doors means there may be a more even distribution of the passenger load, and less time would be spent boarding and sitting down on buses. As such, there can be less boarding-related safety hazards, fewer opportunities for customer injuries, and less delay before the operator departs from the stop.

The more significant benefit of ADB is the perception of better service, which heavily influences a passenger's decision to use transit. Based on the customer survey conducted as part of the pilot, 89% of passengers thought that it took less time for them to board, with 66% responding with "much faster" and 23% with "somewhat faster". In addition, 75% of survey respondents thought it was easier to board the bus with only 5% thinking it was harder. Only 7% of the passengers were not in favor of the program; the overwhelming majority (82%) look forward to its implementation. Full comments and customer feedback is provided in Attachment 4.

These results support the fact that ADB can produce significant perceived time savings, especially at stops with high boarding volumes, high numbers of cash-paying passengers and on lines with significant wheelchair boardings. For example, at a stop with five boardings, the difference in dwell time between a bus using ADB and one without ADB is roughly seven seconds. However, at a stop with thirty boardings, the dwell time difference increases to 42 seconds; hence the greater time savings at the busier stop results in a greater real and perceived benefit of ADB. Focusing on the Rapids and Silver Line, the project will likely have greatest impact on six lines—704 (Santa Monica Blvd), 720 (Wilshire Blvd), 733 (Venice Blvd), 744 (Van Nuys and Reseda Blvds), 754 (Vermont Ave) and 910 (Silver Line). These lines had a combined weekday average ridership of 107,063, and record nearly 700,000 passengers weekly. There may also be improvements seen on the 757 (Western Ave), whose average weekday ridership is over 13,000.

The real and perceived benefits of ADB are expected to result in ridership increases. Attachment 5 provides detailed estimations of ridership increases for all Rapids and Silver Line. The analysis shows a modest weekday increase of 0.17% as a result of ADB. If boardings were restricted to "TAP Only", weekday ridership increase is projected to be 0.34%.

Operator and Supervisor feedback (summarized in Attachment 6) also indicates that they believe the ADB project is good for the system and they would support its implementation. Comments included:

- A noticeably shorter dwell time when there are more than ten people boarding;
- The customers being better able to see the available seating on the bus; and
- A reduction in confrontations with passengers regarding fares, which would help avoid disputes and operator assaults.

Fare Evasion

While ADB can result in resource savings and more significant perceived service quality benefits, the greatest challenge to implementing ADB is the impact to fare evasion. Traditionally, front door only boarding allows the operator to serve as a "gate-keeper", quoting the fare to each customer that boards and reminding them to pay. With ADB, passengers are able to bypass the operator by boarding at the un-manned middle and rear doors. Concerns that this policy would induce more fare evasion were voiced by all peer agencies interviewed as well as Metro employees and customers prior to and during the pilot test.

Unfortunately, the data collected from the fareboxes and SAVs during the pilot test were inconclusive regarding the impact of ADB on fare evasion. When comparing fare evasion on the Orange Line, which employs ADB and Off Board Fare Payment, and the overall bus system, the results are equally unclear.

Regardless, public perception is that ADB will induce more customers to evade paying their fare. In the customer survey conducted as part of the ADB pilot test, 52% of respondents stated that they have witnessed fare evasion at the middle and rear doors. However, 82% of these respondents still support ADB. Comments submitted indicated that some customers were frustrated at the amount of fare evasion they perceive. Others were irritated that people who may not be paying are able to board in the rear of the bus and find a vacant seat, while those paying cash at the front were not. "How do they know if I tapped?" and "What about those people who didn't TAP?" were constant questions asked by customers, primarily at Westwood where there is a greater percentage of cash paying customers.

Metro employees stationed at the pilot locations along with operators of Line 720 also perceived fare evasion as a result of ADB. Employees indicated that people are more likely to evade if they are not watched by the operator at the front door or TAP "Blue Shirt" Ambassadors at the middle and rear doors. Employees and customers both reiterated the need for a fare enforcement campaign to complement ADB, to at a minimum, dissuade current and any additional induced fare evasion. All peer agencies interviewed had similar concerns, and have implemented a fare enforcement program as part of their ADB project.

The experience of the rate and pervasiveness of fare evasion varies widely from agency to agency, however all agencies agree that there is a strong correlation between fare enforcement and the amount of fares lost. Based on the experience of King County Metro, New York MTA, and San Francisco MUNI, fare evasion was reduced by as little as 6% to as high as 50% after implementation.

Considerations for Implementation

ADB and Off Board Fare Payment are typically service characteristics found on many rail and BRT systems. At Metro, ADB and Off Board Fare Payment have been employed on the rail and Orange Line BRT only. Expanding ADB to the Silver or Rapid Lines requires consideration of the following:

- TAP Only Boardings - To achieve the maximum benefits of ADB and minimize fare evasion, boardings on ADB lines should be limited to TAP only. Not only with this policy improve dwell time savings, it would allow fare enforcement officers to check all passengers for valid TAP payment. Currently it is difficult to check all passengers on the bus because not all passengers are provided a proof of payment (e.g. cash and token passengers). However, implementing a TAP only policy would require a Title VI and Environmental Justice analysis on minority and low income riders.

- Priority Lines – The analysis indicates that the dwell time benefits of ADB are much greater for lines that have high levels of boardings per stop compared to those with fewer boardings. In addition, cost efficiencies from reduced running times are much greater for lines with higher frequencies than those with fewer trips per hour. Finally, lines with more transit priorities to help increase running time speed and reliability would benefit more from ADB as the dwell times are a greater percentage of running time compared to lines that have slower in service speeds.

Attachment 1
Motion Amending Item #24

24

Motion by Directors Bonin, Garcetti and Kuehl
Amending Item # 24 Countywide Bus Rapid Transit
Planning & Programming Committee
April 15, 2015 - REVISED

Metro recently completed a Countywide BRT and Street Design Improvement study and is now embarking on the expansion of its BRT system to address regional mobility goals. BRT systems have proven highly advantageous to passengers, providing frequent, fast, reliable, high capacity service.

Metro has already implemented a range of BRT type improvements in the County from the Rapid system to Dedicated Bus Lane projects to the Orange Line. Travel time and service reliability could be improved through the proper application of off board fare payment and/or all door boarding.

The time needed to load all passengers through the front door and require on board fare payment can significantly slow bus operations, increasing dwell time at stops and potentially impacting schedule reliability.

Moving fare payment off the bus and/or using all doors for boarding offers the potential to reduce dwell time.

Off-board fare payment can present challenges in terms of technology, enforcement and the constrained right of way common in an urban environment. Nevertheless, if Metro is to pursue a world-class system of BRT, the advantages of off-board fare payment and/or all door boarding should not be ignored and should be studied concurrently with Metro BRT studies currently underway.

I THEREFORE MOVE that the Board direct the CEO to report back at the Planning and Programming meeting with a preliminary analysis of the opportunities and challenges of implementing an off-board fare payment program and/or all door boarding to support our Countywide BRT expansion, using industry best practices in technology, station design and enforcement as a guide.

I FURTHER MOVE that the Board direct the CEO to undertake an applied study using the Wilshire Boulevard BRT corridor or other appropriate corridors as an opportunity to fully assess the practical challenges and opportunities. The study should include, but not be limited to:

A. The impact of off board fare payment and all door boarding policy on bus dwell time, passenger convenience, and fare evasion
B. Guidelines and criteria for off board fare payment and all door boarding, including options for payment systems, requirements for right of way and utilities for each option, capital cost and ongoing support for each (i.e. maintenance, revenue collection, fare enforcement, etc.)

Off-Board Fare Payment and All-Door Boarding for Bus Service: Peer Survey Results

Peer research was conducted during June and July of 2015 via phone and email correspondence and site visits. Overall, and was assembled from interviews with the peer agencies and in the case of San Francisco, review of a published report on ADB.

Summary of Peer Survey Research

Basic Characteristics

Extent of All-Door Boarding	All-door boarding is typically allowed throughout the same class of service. In the case of San Francisco, all-door boarding is permitted throughout the entire Muni system.
Extent of Off-Board Fare Payment	While NYC MTA provides fare collection machines at all Select Bus Service stops[1] (in part because of the MetroCard fare media) and KC Metro provides off-board smart card validators at select stops, Translink and SF Muni provide no off-board fare payment options.
Off-Board Fare Payment and All-Door Boarding Program	In San Francisco and Vancouver, mobile validators installed on board the vehicle allow passengers with smart cards to board and pay at any door. In Seattle, smart card holding passengers may board through the rear doors only at stops where off-board validators are present.
On-Board Fare Payment	In these three cities, cash paying customers continue to pay on board at the front door, whereas in New York City, all fare payment takes place off board.[2] Only San Francisco and Vancouver's systems allow customers with electronic smart cards to board through the rear doors and pay on-board.

Proof-of-Payment System and Fare Enforcement

Proof-of-Payment System and Receipts/Transfers	All peer agencies require proof-of-payment while on-board a vehicle with all-door boarding, and provide some form of proof-of-payment to all customers.
Fare Enforcement Regime	At all peer agencies, fare inspectors enforce the proof-of-payment system.
Estimated Fare Evasion	Estimates of fare evasion on these lines ranged from 1% to 8%. Several systems reported declines in fare evasion following all-door boarding and the introduction of fare enforcement. In the case of New York City and Seattle, the decline was almost 50%, while in San Francisco the decline was a fraction of a percent.

[1] Excluding the Staten Island S79 SBS

[2] With the exception of some transfers purchased with cash.

Technology and Costs

Fleet	Because all-door boarding is deployed on a particular class of service (with the exception of San Francisco), vehicles with all-door boarding have a distinctive bus wrap.
Technology Used	San Francisco, Seattle and Vancouver use small electronic fare card validators for off-board and on-board fare payment, whereas New York City uses ticket vending machines (TVMs) (originally retrofitted subway TVMs and parking meter coin machines).
Capital costs	Costs of the fare collection machines were not readily available from all agencies, but costs range from $7,000 to $27,000 per device.
Maintenance Costs	Agencies reported minimal maintenance costs. TCRP Synthesis 96 *Off-Board Fare Payment Using Proof-of-Payment Verification* states that these costs are not yet recorded in detail throughout the American transit industry.
Enforcement Costs	Estimates varied, with agencies reporting costs either by line, system-wide or per fare inspector.

Outreach, Operations and Outcomes

Outreach & Implementation Process	Agencies typically used a combination of marketing to customers, decals on buses, press events, and customer service employees at stations.
All-Door Boarding Hours	In most cases, all-door boarding is allowed throughout scheduled service, but Seattle limits all-door boarding to daytime hours.
Operator Training	In New York City and King County operators receive special training, while in San Francisco, operators were provided a bulletin explaining the agency's all-door boarding policy.
Outcomes	Because all-door boarding and off-board fare payment were often deployed alongside other improvements, such as transit-only lanes, agencies were unable to ascribe specific gains in ridership or speed to these policies. However, NYC MTA estimates that these two features were responsible for a 10 to 15 percent improvement in travel time. San Francisco observed shorter dwell times per passenger (3.9s to 2.5s on average) and a higher bus system speed (8.48mph to 8.56 mph).

Data Sources

Except where otherwise specified, information comes from the following sources:

- King County Metro: Interview with Karen Rosenzweig, 6/12/2015
- Translink: Interview with Marisa Espinosa, 6/30/2015
- NYCMTA: Interview with Robert Thompson, 7/2/2015
- SFMTA: All-Door Boarding Evaluation Final Report, December 2014

Off-Board Fare Payment and All-Door Boarding for Bus Service: Peer Survey Results

Table 1. Basic Characteristics

	Extent of All-Door Boarding	Extent of Off-Board Fare Payment	Off-Board Fare Payment and All-Door Boarding Program	On-Board Fare Payment
King County Metro (Seattle, WA Area)	RapidRide lines, which include a variety of BRT-like treatments.	Stops on RapidRide lines with more than 150 boardings per day.	Stand-alone fare transaction processors (smart card validators) are present at high ridership bus 'stations', and allow smart card holders to validate and board through rear doors. At RapidRide stops without validators, only customers with paper transfers may board through rear doors.	Customers paying cash and smart card users at non-station stops continue to pay on-board at the front door.
Translink – Coast Mountain Bus Company (Vancouver, BC Area)	99 B-Line and 145 Line. Translink has previously deployed ADB on other routes, and is evaluating ADB for all routes with articulated buses. Note that Translink officially uses the term "Three Door Boarding" (3DB).	Not present. Translink is considering off-board validation at select stops and a ticket vending machine for the 620 line, which is heavily used by tourists.	All-door boarding is permitted at all stops of the 99-B Line and select 145 Line stops, due to the large proportion of university students on these lines who possess electronic fare cards. Customers tap at mobile validators as they board **and** as they exit.	Customers with electronic fare cards may pay at mobile validators at each door. Customers paying cash continue to pay on-board at the front door.
New York City MTA (New York City, NY area)	Select Bus Service lines (with the exception of the S79 SBS Line)	Select Bus Service lines (with the exception of the S79 SBS Line)	Customers pay their fare at off-board ticket vending machines at SBS stops, which provide a receipt that constitutes proof-of-payment. Off-board fare payment is required. All-door boarding is permitted at SBS stops.	No on-board fare payment, with the exception of cash-paying customers buying a transfer pass.

	Extent of All-Door Boarding	Extent of Off-Board Fare Payment	Off-Board Fare Payment and All-Door Boarding Program	On-Board Fare Payment
San Francisco Municipal Transportation Agency (San Francisco, CA)	All buses and trains in network (excluding cable car lines)	Not present.	There is no off-board fare payment at Muni bus stops. All passengers with tickets and smart cards may board through the rear door after validating on-board, and customers with transfers may board through the rear doors as well.	Mobile Validators on board vehicles allow smart card holders to board and pay through any door. Customers paying cash continue to board and pay at the front door.

Table 2. Proof-of-Payment System and Fare Enforcement

	Proof-of-Payment System and Receipts/Transfers	Fare Enforcement Regime	Estimated Fare Evasion
King County Metro (Seattle, WA Area)	Customers must have proof-of-payment. Customers paying cash receive a transfer at the front door, and other passengers must have valid fare.	Twelve contracted inspectors patrol the six RapidRide lines in teams of two.	1% to 4%, depending on the RapidRide line. According to a pre-RapidRide survey, fare evasion was at 7% before dropping to 4% on one line.
Translink – Coast Mountain Bus Company (Vancouver, BC Area)	Translink created a "Fare Paid Zone" (FPZ) onboard buses with all-door boarding.	Transit police and unarmed security officers conduct random checks on board using mobile validators, though these inspections primarily happen on the rail network.[3]	Approximately 5% on lines with All-Door Boarding.
New York City MTA (New York City, NY area)	Customers must have proof-of-payment. Receipts provided by off-board ticket vending machines constitute proof-of-payment.	Team of fare enforcement officers (known as the "Eagle Team") patrol SBS lines.	6.1% on the Bx12, a 50% decrease from pre-SBS levels.[4] SBS has lower fare evasion rates than local service because of the inspections.
San Francisco Municipal Transportation Agency (San Francisco, CA)	Customers must have proof-of-payment throughout the Muni system. Customers boarding with cash receive a paper transfer at the front door, and other passengers must have valid fare.	Approximately 50 Transit Fare Inspectors (SFMTA staff) inspect both buses and the rail system.[5] Thirteen new inspectors were hired for the implementation of all-door boarding system wide.	7.9% ±.2% system wide with ADB, compared to 8.4%±.6% two years before implementation and 9.5%±.3% five years before implementation.

[3] Lindblom, Mike. "Shooting brings attention to light rail's fare inspection force." The Seattle Times. July 8, 2014
[4] TCRP 96
[5] SFOpenBook Employee Compensation

Table 3. Technology and Costs

	Fleet	Technology Used	Capital costs	Maintenance Costs	Enforcement Costs
King County Metro (Seattle, WA Area)	Three-door, articulated, low-floor buses with distinctive RapidRide bus wrap.	1 smart-card validator placed at selected bus stops.	The 131 electronic fare card readers in the RapidRide system cost KC Metro $1.05 million, or roughly $8000 per reader.[6]	Minimal. The units are cleaned during regular station maintenance, and have so far required only sporadic maintenance.	$1 million per year for all lines.
Translink – Coast Mountain Bus Company (Vancouver, BC Area)	The 99-B Line uses articulated buses. Chimes at rear doors close have improved safety, but not all buses feature these.	1 mobile validator at the front door, and 2 validators each at middle and rear doors. (Passengers are required to tap off as well as on, so two validators help expedite these processes). Validators have slight delay as a card is read.	Not available.	Not available.	Not available.

[6] RapidRide Performance Evaluation Report

	Fleet	Technology Used	Capital costs	Maintenance Costs	Enforcement Costs
New York City MTA (New York City, NY area)	Buses with distinctive SBS bus wrap. These buses continue to have fareboxes due to the need for some passengers to pay for additional transfers.	Retrofitted subway TVMs and parking meters were installed at all early SBS stops. Since that time, the agency has developed SBS-specific machines to be used for Off-Board Fare Payment.	Each MetroCard Fare Collection machine costs approx. $27,000 each (usually two are installed at each stop), and each Coin fare collection machine costs approx. $7000 each.[7] The cost of installing and powering these machines can also be considerable.	Not available.	$700,000 to $1.5 million per line, per year.
San Francisco Municipal Transportation Agency (San Francisco, CA)	Because All-Door Boarding is present throughout the Muni system, no sub-fleets are used for All-Door Boarding.	1 mobile validator is present at each door of a Muni vehicle.	Not available.	Not available.	The cost of a fare inspector, net of additional fines received, is estimated to be $47,000. The median compensation of a fare inspector in CY14 was approximately $97,000.[8]

[7] TCRP 96
[8] SFOpenBook Employee Compensation

Table 4. Outreach, Operations and Outcomes

	Outreach & Implementation Process	All-Door Boarding Hours	Operator Training	Outcomes
King County Metro (Seattle Area)	Outreach began one month in advance. Marketing to customers has focused not on making off-board fare payment "another way to pay," but rather as an opportunity to "speed up the trip." Decals indicate that customers pay at front after 7PM	6AM to 7PM. Plans to extend times limited by need for Transit Police support for Fare Inspection.	Operators who pick these lines receive a special training on the characteristics of the RapidRide program.	Generally, RapidRide ridership is higher by 40% compared to previous routes, but attributing the improvement to ADB or OBFP is not possible.
Translink – Coast Mountain Bus Company (Vancouver, BC Area)	Customer service campaign, as well as outreach through signage, decals, signs at stops, and branding. Added signage to route: "3 door boarding location". Most bus stops have a marked queue location, so it's clear where ADB is allowed.	Throughout operating hours for lines with all-door boarding.	No special operator training	Most customers see greater advantages than disadvantages with all-door boarding and proof-of-payment, according to a customer survey.

	Outreach & Implementation Process	All-Door Boarding Hours	Operator Training	Outcomes
New York City MTA (New York City, NY area)	Outreach before SBS service began included: • Community Meetings • Elected Officials Meetings Outreach following SBS implementation included: • Deployment of Customer Ambassadors for 2 week time frame for 13-15 hours per day • Branding of SBS buses, fare machines (branding of SBS helped cut down on the confusion factor) • Information decals on all doors	Throughout Select Bus Service operating hours.	All SBS operators go through special training (e.g., don't need to make people pay). Operators prefer the SBS routes as they can drive faster with little or no time points	By itself, OBFP and ADB resulted in an estimated 10-15 percent improvement in travel time. MTA observed a 10% increase in passengers within the first year of implementing SBS.

	Outreach & Implementation Process	All-Door Boarding Hours	Operator Training	Outcomes
San Francisco Municipal Transportation Agency (San Francisco, CA)	Outreach before all-door boarding implementation included: ● Informational panels on the inside of vehicles ● A press event ● Outreach to community groups ● Web videos Outreach during ADB implementation included: ● New decals on vehicles Other implementation steps included: ● Fare Inspector Staffing Increase ● Transportation Code Amendments ● A Fare Survey	Throughout service hours, but an operator may choose to limit boarding to the front door only if safety concerns arise.	The agency provided a bulletin to operators explaining the new procedures.	SFMTA observed: - shorter dwell times per boarding and alighting (from an avg. of 3.9sto 2.5s) - higher bus system speed (from an avg of 8.48mph in FY12 to 8.56mph in FY14)

Attachment 3

Dwell Time Savings Analyses

The following tables demonstrate where savings can be achieved throughout Metro's system, based on headway by route, time of day and day of week. Data was collected from the APC (Automatic Passenger Counter) program for the timed door opening and closing of each of the buses on route 720 during the Pre-Test and Test Periods (May 4-15, 2015 and May 18-29/June 8-19, 2015 respectively).

The tables first calculate the dwell time savings (in minutes, per trip, based on the ridership during that time of day:

Savings = (Ridership x Seconds Saved per Boarding/60) / No. of Trips (in minutes)

The number of buses saved is then calculated as

No. Buses = Savings / Headway Time

The green highlights on both sets of tables indicate the areas where at least 0.5 buses could be saved with ADB. To calculate overall number of buses that could be saved, results of 0.7 buses and above were considered a "full bus" and results of 0.5 and 0.6 buses were considered "half buses". The values were then tabulated to determine by time of day, and by day of week, how many buses could be saved using ADB.

Dwell Time Savings Analyses – Cash and TAP Boardings

CHANGE IN BUS REQUIREMENT - WEEKDAY

LINE	DIR	EAM	AM	MID	PM	EVE		DIR	EAM	AM	MID	PM	EVE
704	W	0.0	0.2	0.1	0.2	0.0		E	0.0	0.1	0.1	0.2	0.1
705	N	0.0	0.1	0.1	0.1	0.0		S	0.0	0.1	0.1	0.1	0.0
710	N	0.0	0.1	0.1	0.1	0.0		S	0.0	0.1	0.1	0.1	0.0
720	W	0.1	0.9	0.5	0.3	0.1		E	0.0	0.2	0.4	0.7	0.3
728	W	0.0	0.1	0.1	0.1	0.0		E	0.0	0.1	0.1	0.1	0.0
733	W	0.0	0.2	0.2	0.1	0.0		E	0.0	0.1	0.1	0.2	0.1
734	N	0.0	0.1	0.1	0.1	0.0		S	0.0	0.1	0.1	0.0	0.0
740	N	0.0	0.0	0.0	0.0	0.0		S	0.0	0.1	0.0	0.0	0.0
744	W	0.0	0.1	0.1	0.1	0.0		E	0.0	0.1	0.1	0.1	0.1
745	N	0.0	0.1	0.1	0.1	0.0		S	0.0	0.1	0.0	0.1	0.0
750	W	0.0	0.1	0.0	0.0	0.0		E	0.0	0.0	0.0	0.1	0.0
751	N	0.0	0.1	0.1	0.1	0.0		S	0.0	0.1	0.1	0.1	0.0
754	N	0.0	0.3	0.2	0.3	0.0		S	0.0	0.2	0.2	0.4	0.1
757	N	0.0	0.2	0.2	0.2	0.0		S	0.0	0.1	0.2	0.2	0.0
760	N	0.0	0.1	0.1	0.1	0.0		S	0.0	0.1	0.0	0.1	0.0
762	N	0.0	0.1	0.1	0.1	0.0		S	0.0	0.0	0.1	0.1	0.0
770	W	0.0	0.1	0.1	0.1	0.0		E	0.0	0.1	0.1	0.1	0.0
780	W	0.0	0.1	0.1	0.2	0.0		E	0.0	0.2	0.1	0.2	0.0
788	N	0.0	0.0	0.0	0.0	0.0		S	0.0	0.1	0.0	0.0	0.0
794	N	0.0	0.1	0.1	0.1	0.0		S	0.0	0.1	0.1	0.1	0.0
910	N	0.0	0.2	0.1	0.2	0.1		S	0.0	0.3	0.1	0.2	0.0

CHANGE IN BUS REQUIREMENT - SATURDAY

LINE	DIR	EAM	AM	MID	PM	EVE		DIR	EAM	AM	MID	PM	EVE
704	W		0	0	0	0		E	0	0	0	0	0
705	N							S					
710	N		0	0	0	0		S		0	0	0	0
720	W	0	0	0	0	0		E	0	0	0	0	0
728	W							E					
733	W	0	0	0	0	0		E	0	0	0	0	0
734	N							S					
740	N	0	0	0	0	0		S		0	0	0	0
744	W	0	0	0	0	0		E		0	0	0	0
745	N	0	0	0	0	0		S	0	0	0	0	0
750	W							E					
751	N							S					
754	N		0	0	0	0		S		0	0	0	0
757	N							S					
760	N	0	0	0	0	0		S	0	0	0	0	0
762	N							S					
770	W		0	0	0	0		E		0	0	0	
780	W							E					
788	N							S					
794	N							S					
910	N	0	0	0	0	0		S	0	0	0	0	0

CHANGE IN BUS REQUIREMENT - SUNDAY

LINE	DIR	EAM	AM	MID	PM	EVE		DIR	EAM	AM	MID	PM	EVE
704	W		0	0	0	0		E	0	0	0	0	0
705	N							S					
710	N							S					
720	W	0	0	0	0	0		E	0	0	0	0	0
728	W							E					
733	W	0	0	0	0	0		E	0	0	0	0	0
734	N							S					
740	N							S					
744	W	0	0	0	0	0		E		0	0	0	0
745	N		0	0	0	0		S		0	0	0	0
750	W							E					
751	N							S					
754	N		0	0	0	0		S		0	0	0	0
757	N							S					
760	N							S					
762	N							S					
770	W							E					
780	W							E					
788	N							S					
794	N							S					
910	N	0	0	0	0	0		S	0	0	0	0	0

To ensure an “apples to apples” comparison of the dwell time savings before and after the ADB pilot, the data from the Service Planning and Analysis (SPA) Department was used for the first analysis, and the savings per passenger was 1.39 seconds with the standard mix of cash and TAP passengers.

The calculation of the additional “TAP only” boardings savings (in the following tables) was calculated with data collected by OMB staff for the second and third doors only, where TAP only boarding times through the middle and rear doors were recorded and was the only such

data available to draw comparison. In this second analysis, assuming all of the same ridership would be using TAP to pay, the calculations are done with an additional 1.41 sec per passenger time savings (a total of 2.8 seconds per passenger).

Dwell Time Savings Analyses – TAP Only Boardings

CHANGE IN BUS REQUIREMENT - WEEKDAY - TAP ONLY

LINE	DIR	EAM	AM	MID	PM	EVE	DIR	EAM	AM	MID	PM	EVE
704	W	0.0	0.4	0.3	0.3	0.1	E	0.0	0.2	0.2	0.4	0.2
705	N	0.0	0.3	0.1	0.2	0.0	S	0.0	0.2	0.1	0.2	0.0
710	N	0.0	0.2	0.2	0.2	0.0	S	0.0	0.2	0.2	0.2	0.0
720	W	0.2	1.8	0.9	0.7	0.3	E	0.1	0.5	0.7	1.5	0.5
728	W	0.0	0.3	0.1	0.2	0.0	E	0.0	0.1	0.1	0.2	0.0
733	W	0.0	0.5	0.3	0.3	0.1	E	0.0	0.2	0.2	0.4	0.2
734	N	0.0	0.1	0.2	0.2	0.1	S	0.0	0.2	0.1	0.1	0.0
740	N	0.0	0.1	0.1	0.1	0.0	S	0.0	0.1	0.1	0.1	0.0
744	W	0.0	0.2	0.3	0.2	0.0	E	0.0	0.2	0.3	0.3	0.1
745	N	0.0	0.2	0.1	0.2	0.0	S	0.0	0.1	0.1	0.2	0.0
750	W	0.0	0.2	0.1	0.1	0.0	E	0.0	0.1	0.1	0.1	0.0
751	N	0.0	0.1	0.1	0.2	0.0	S	0.0	0.2	0.1	0.1	0.0
754	N	0.0	0.6	0.5	0.5	0.1	S	0.0	0.5	0.4	0.7	0.1
757	N	0.0	0.4	0.4	0.4	0.0	S	0.0	0.3	0.3	0.5	0.0
760	N	0.0	0.2	0.1	0.1	0.0	S	0.0	0.1	0.1	0.2	0.0
762	N	0.0	0.1	0.1	0.1	0.0	S	0.0	0.1	0.1	0.1	0.0
770	W	0.0	0.2	0.2	0.2	0.0	E	0.0	0.2	0.2	0.2	0.0
780	W	0.0	0.3	0.2	0.3	0.0	E	0.0	0.3	0.2	0.3	0.0
788	N	0.0	0.0	0.0	0.1	0.0	S	0.0	0.1	0.0	0.0	0.0
794	N	0.0	0.1	0.1	0.1	0.0	S	0.0	0.2	0.1	0.2	0.0
910	N	0.0	0.5	0.3	0.5	0.1	S	0.1	0.6	0.2	0.4	0.1

CHANGE IN BUS REQUIREMENT - SATURDAY - TAP ONLY

LINE	DIR	EAM	AM	MID	PM	EVE	DIR	EAM	AM	MID	PM	EVE
704	W		0	0	0	0	E	0	0	0	0	0
705	N						S					
710	N		0	0	0	0	S		0	0	0	0
720	W	0	0	0	0	0	E	0	0	0	0	0
728	W						E					
733	W	0	0	0	0	0	E	0	0	0	0	0
734	N						S					
740	N	0	0	0	0	0	S		0	0	0	0
744	W	0	0	0	0	0	E		0	0	0	0
745	N	0	0	0	0	0	S	0	0	0	0	0
750	W						E					
751	N						S					
754	N		0	0	0	0	S		0	0	0	0
757	N						S					
760	N	0	0	0	0	0	S	0	0	0	0	0
762	N						S					
770	W		0	0	0	0	E		0	0	0	
780	W						E					
788	N						S					
794	N						S					
910	N	0	0	0	0	0	S	0	0	0	0	0

CHANGE IN BUS REQUIREMENT - SUNDAY - TAP ONLY

LINE	DIR	EAM	AM	MID	PM	EVE		DIR	EAM	AM	MID	PM	EVE
704	W		0	0	0	0		E	0	0	0	0	0
705	N							S					
710	N							S					
720	W	0	0	0	0	0		E	0	0	0	0	0
728	W							E					
733	W	0	0	0	0	0		E	0	0	0	0	0
734	N							S					
740	N							S					
744	W	0	0	0	0	0		E		0	0	0	0
745	N		0	0	0	0		S		0	0	0	0
750	W							E					
751	N							S					
754	N		0	0	0	0		S		0	0	0	0
757	N							S					
760	N							S					
762	N							S					
770	W							E					
780	W							E					
788	N							S					
794	N							S					
910	N	0	0	0	0	0		S	0	0	0	0	0

It was determined that savings could only be achieved within the weekday headways.

Resource Savings

The following table shows the number of daily buses and revenue service hours (RSH) that can be saved by implementing All Door Boarding on Rapids and Silver Line for both scenarios.

TAP and Cash Boardings

	Time Periods				
	AM	MID	PM	EVE	Total
Buses/Day	1	-	1	-	
RSH/Bus	3	6	4	4	
RSH/Day	3	-	4	-	7
RSH/Year	765	-	1,020	-	1,785
Savings/Year	**$76,500**	**$0**	**$102,000**	**$0**	**$178,500**

TAP Only Boardings

	Time Periods				
	AM	MID	PM	EVE	Total
Buses/Day	5	3	5	1	
RSH/Bus	3	6	4	4	
RSH/Day	15	18	20	4	57
RSH/Year	3,825	4,590	5,100	1,020	14,535
Savings/Year	**$382,500**	**$459,000**	**$510,000**	**$102,000**	**$1,453,500**

The calculation for savings is as follows, calculated by time of day:

Annualized savings = No. of Buses x No. of Hours x Marginal Cost x No. of Weekdays,

Where the Marginal Cost = $100.00 and No. of Weekdays = 255.

Attachment 4
Customer Survey Report Summary

The customer service survey was conducted to assess the qualitative aspects of the project, to examine usage trends and customer reactions to the change, and to gain insight and measure customer perception of the service.

Key Findings:

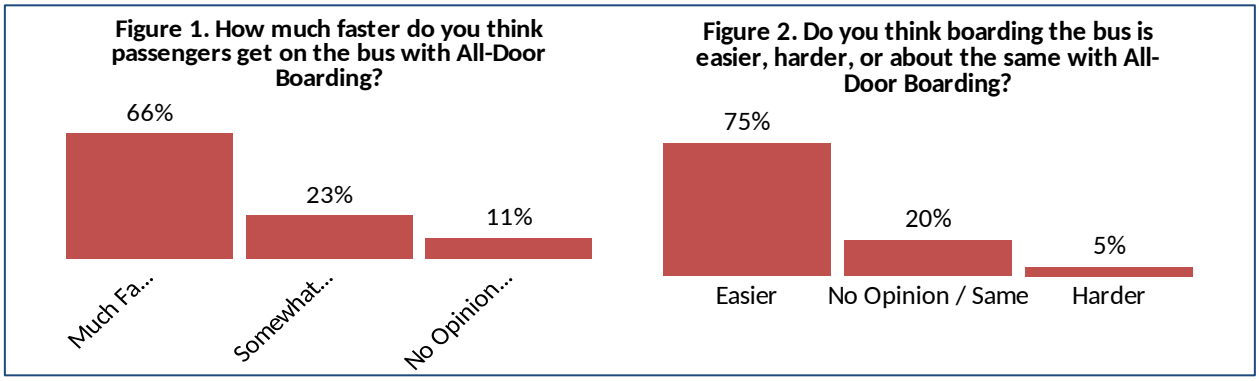
- 82 percent of customers hope to see all-door boarding return, with fewer than 7 percent opposing the continuation of all-door boarding.
- A slight majority of customers stated that they had seen some fare evasion. Those who had seen some individuals boarding without paying were five percentage points less likely to support continuing all-door boarding.
- Customers overwhelmingly thought boarding was easier and faster during the pilot test. However, there was no agreement on whether all-door boarding reduced or worsened crowding.
- Customers who paid with cash at the front door also stated that boarding the bus was easier and faster with all-door boarding. Furthermore, about 60 percent of cash-paying customers indicated that all-door boarding made them want to purchase a TAP card.
- The addition of fare enforcement and ticket vending machines to a full implementation of all-door boarding would allay most customer concerns.

A survey of 1642 customers during four days of the All-Door Boarding (ADB) pilot test shows that the vast majority of customers (82 percent) support continuing all-door boarding. Customers were concerned by a lack of nearby ticket vending machines and fare enforcement, issues which could be addressed in a full implementation of all-door boarding.

Summary of Survey Questions and Responses			
1. How often do you ride the 720 line at this time of day?	5+ days/week: 69%	3-4 days/week: 15%	
	1-2 days/week: 7%	1-3 days/month: 3%	
	Rarely/Never: 6%		
2. Have you tried boarding through the middle or back doors of the 720 line?	Yes: 75%	Unsure: 1%	No: 23%
3. Do you think boarding the bus is easier, harder, or about the same with All-Door Boarding?	Easier: 75%	Harder: 5%	No Opinion / Same: 20%
4. Do you think the bus feels less crowded, more crowded, or about the same with All-Door Boarding?	Less: 24%	More: 28%	No Opinion / Same: 49%
5. Have you seen people boarding without tapping at the middle or back doors?	No: 40%	Yes: 52%	No Opinion: 8%
6. How much faster do you think passengers get on the bus with All-Door Boarding?	Much Faster: 66%	Somewhat Faster: 23%	No Opinion/ No Change: 11%
7. Do you think Metro should continue with All-Door Boarding after the test ends?	Yes: 82%	No: 7%	Neutral / No Opinion: 11%
8. What will you use to pay when you ride the bus today?	TAP or transfer: 85%	Cash or Tokens: 15%	
9. If you paid cash, does All-Door Boarding make you want to purchase a TAP card?	Yes: 59%	No: 24%	Unsure: 17%

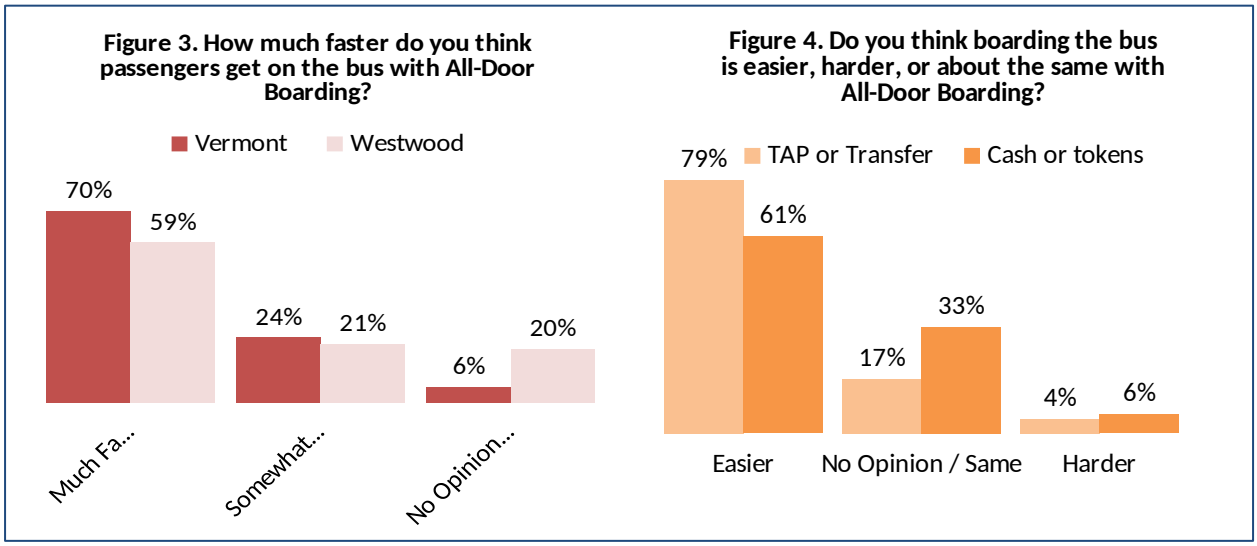
Support for All-Door Boarding Stems from Easier, Faster Boarding

The vast majority of customers found boarding faster and easier with all-door boarding (see figures 1 and 2), but thought that the ADB could be improved with nearby ticket vending machines.



Metro can expect additional support for all-door boarding at Rapid stops where more customers have TAP cards and lines to board are longer. Customers at Wilshire and Vermont, where queues to board the bus are somewhat longer and a larger proportion of customers pay with TAP cards, were more likely to say that all-door boarding made passengers board the bus "much faster" (see Figure 3). Through comments on surveys, customers frequently requested that Metro install ticket vending machines near bus stops so that TAP cards could be purchased or reloaded.

Still, even those customers paying in cash found it easier to board the bus with all-door boarding. Of those paying cash, 61 percent found boarding easier (see Figure 4) and 79 percent found boarding "Much Faster" or "Somewhat Faster". Moreover, of those who did not have a TAP card or transfer, about sixty percent said they would consider purchasing a TAP card for the opportunity to make use of all-door boarding.
Vermont customers who paid cash were more likely than those at Westwood to state that all-door



boarding would make them consider buying a TAP card. This may be because of the availability of ticket vending machines nearby at Wilshire & Vermont station.

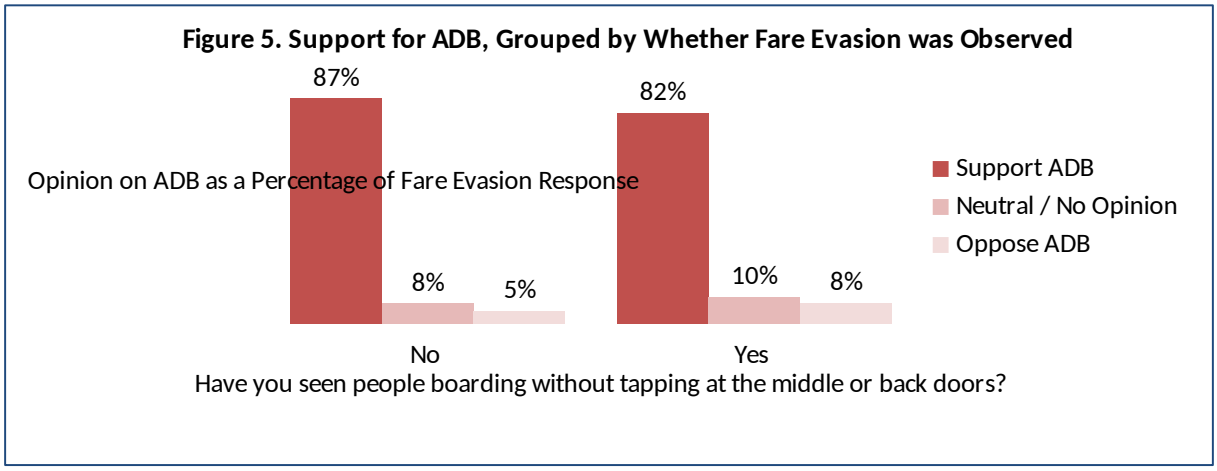
Most respondents (49 percent) felt that all-door boarding made no discernable impact on crowding, and the remaining responses were split on whether crowding had improved or worsened.

Opposition to All-Door Boarding Rooted in Concerns about Fare Evasion

A slight majority of customers, 52 percent, stated that they had seen others boarding without tapping at the middle or rear doors. This figure does not reflect an estimate of actual fare evasion, but rather the possible extent of fare evasion perceptions. For instance, it may be that several of these respondents witnessed the same individual boarding without paying, or that some individuals witnessed only one individual boarding without paying.

Opposition to all-door boarding appears to be rooted in these concerns about fare evasion, with customers opposed to all-door boarding more likely to say that they had seen some individuals boarding without paying. As a result, those who saw fare evasion were approximately five percentage points less likely to say they supported all-door boarding than those who did not, though most still supported continuing all-door boarding (see Figure 5). In general, those opposing all-door boarding were less likely to have tried boarding through the middle and rear doors and less likely to pay with a TAP card. As a result, some opposition may stem from a sense that customers paying at the front door are being treated unfairly compared to those who are able to board through the rear doors without paying. Because those opposing all-door boarding were less likely to be frequent riders, they may also be less likely to see benefits from boarding through all doors. Comments from customers opposed to all-door boarding—and even those who favor it—frequently echo these frustrations.

Figure 5. Support for ADB, Grouped by Whether Fare Evasion was Observed



Notably, the opposition to all-door boarding was not necessarily based on direct observations of fare evasion: More than 30 percent of those opposed to all-door boarding did not report seeing fare evasion take place. Nor was it a matter of customers disappointed by the outcomes of the pilot project. A plurality of customers who disliked all-door boarding still found boarding to be easier (39% for “Easier” versus 22% for “Harder”). Similarly, a slight majority of those opposed found boarding "Much Faster" or "Somewhat Faster".

Frequency of Riding and Time-of-Day Affect Perceptions of All-Door Boarding

Customers who frequently ride the 720 Line were more likely to perceive benefits from all-door boarding than infrequent customers, largely because members of the former group are more likely to have a TAP card and to have tried boarding through the middle and rear doors. In this survey, we define 'frequent' customers as those who ride the 720 line at least 3 times per week at the location where they were surveyed.[9] Although infrequent customers were less likely to have an opinion on all-door boarding, most still supported the idea of continuing all-door boarding after the end of the pilot. Peak hour and non-peak hour riders provided largely similar responses to the survey, though peak hour riders showed slightly more support for all-door boarding.[10]

[9] By this definition, “infrequent” customers may ride lines other than the 720 Line on a regular basis.
[10] Peak hour is 6 AM to 9 AM (exclusive of 9:00:00 AM) and 4 PM to 6 PM (exclusive of 6:00:00 PM). All other times are off-peak.

Attachment 5
Ridership Growth Assumptions

TAP and Cash Boardings

	WEEKDAY			SATURDAY			SUNDAY		
LINE	EXISTING	% INC	NEW	LINE	EXISTING	% INC	NEW	LINE	EXISTING	% INC	NEW
704	11,850	0.19%	11,873	704	8,908	0.29%	8,934	704	7,489	0.16%	7,501
705	6,651	0.18%	6,663	705	-	0.00%	-	705	-	0.00%	-
710	7,529	0.18%	7,543	710	4,600	0.20%	4,609	710	-	0.00%	-
720	39,489	0.16%	39,552	720	26,838	0.14%	26,876	720	20,374	0.08%	20,390
728	5,429	0.14%	5,437	728	-	0.00%	-	728	-	0.00%	-
733	12,355	0.20%	12,380	733	9,936	0.18%	9,954	733	9,097	0.04%	9,101
734	5,265	0.25%	5,278	734	-	0.00%	-	734	-	0.00%	-
740	2,901	0.13%	2,905	740	2,195	0.07%	2,197	740	-	0.00%	-
744	9,518	0.22%	9,539	744	3,831	0.14%	3,836	744	3,338	0.08%	3,341
745	5,815	0.13%	5,823	745	4,238	0.05%	4,240	745	2,519	0.01%	2,519
750	3,389	0.24%	3,397	750	-	0.00%	-	750	-	0.00%	-
751	4,689	0.13%	4,695	751	-	0.00%	-	751	-	0.00%	-
754	19,597	0.25%	19,646	754	14,398	0.36%	14,450	754	9,490	0.24%	9,513
757	13,358	0.19%	13,383	757	-	0.00%	-	757	-	0.00%	-
760	4,914	0.14%	4,921	760	2,922	0.06%	2,924	760	-	0.00%	-
762	4,218	0.16%	4,225	762	-	0.00%	-	762	-	0.00%	-
770	7,558	0.15%	7,569	770	4,123	0.08%	4,126	770	-	0.00%	-
780	8,930	0.15%	8,943	780	-	0.00%	-	780	-	0.00%	-
788	1,577	0.17%	1,580	788	-	0.00%	-	788	-	0.00%	-
794	5,187	0.13%	5,194	794	-	0.00%	-	794	-	0.00%	-
910	14,254	0.07%	14,264	910	5,891	0.05%	5,894	910	4,758	0.03%	4,759
	194,473		**194,808**		**87,880**		**88,039**		**57,065**		**57,124**
			0.17%				0.18%				0.10%

(Growth percentages adapted from the ADB TIGER Grant Proposal)

TAP Only Boardings

	WEEKDAY			SATURDAY			SUNDAY		
LINE	EXISTING	% INC	NEW	LINE	EXISTING	% INC	NEW	LINE	EXISTING	% INC	NEW
704	11,850	0.38%	11,895	704	8,908	0.58%	8,960	704	7,489	0.32%	7,513
705	6,651	0.36%	6,675	705	-	0.00%	-	705	-	0.00%	-
710	7,529	0.36%	7,556	710	4,600	0.40%	4,618	710	-	0.00%	-
720	39,489	0.32%	39,615	720	26,838	0.28%	26,913	720	20,374	0.16%	20,407
728	5,429	0.28%	5,444	728	-	0.00%	-	728	-	0.00%	-
733	12,355	0.40%	12,404	733	9,936	0.36%	9,972	733	9,097	0.08%	9,104
734	5,265	0.50%	5,291	734	-	0.00%	-	734	-	0.00%	-
740	2,901	0.26%	2,909	740	2,195	0.14%	2,198	740	-	0.00%	-
744	9,518	0.44%	9,560	744	3,831	0.28%	3,842	744	3,338	0.16%	3,343
745	5,815	0.26%	5,830	745	4,238	0.10%	4,242	745	2,519	0.02%	2,520
750	3,389	0.48%	3,405	750	-	0.00%	-	750	-	0.00%	-
751	4,689	0.26%	4,701	751	-	0.00%	-	751	-	0.00%	-
754	19,597	0.50%	19,695	754	14,398	0.72%	14,502	754	9,490	0.48%	9,536
757	13,358	0.38%	13,409	757	-	0.00%	-	757	-	0.00%	-
760	4,914	0.28%	4,928	760	2,922	0.12%	2,926	760	-	0.00%	-
762	4,218	0.32%	4,231	762	-	0.00%	-	762	-	0.00%	-
770	7,558	0.30%	7,581	770	4,123	0.16%	4,130	770	-	0.00%	-
780	8,930	0.30%	8,957	780	-	0.00%	-	780	-	0.00%	-
788	1,577	0.34%	1,582	788	-	0.00%	-	788	-	0.00%	-
794	5,187	0.26%	5,200	794	-	0.00%	-	794	-	0.00%	-
910	14,254	0.14%	14,274	910	5,891	0.10%	5,897	910	4,758	0.06%	4,761
	194,473		**195,144**		**87,880**		**88,199**		**57,065**		**57,183**
			0.34%				0.36%				0.21%

Attachment 6
Off-Board Fare Payment and All-Door Boarding: Comparison of Debriefing Results

An important component of the evaluation was to gain valuable feedback from employees supporting the pilot test. TAP "Blue Shirts", Line 720 Operators, and Vehicle Operations Supervisors were all debriefed following the conclusion of the pilot project. The feedback was provided in the following areas:

- Dwell time savings
- Fare evasion
- Customer experience
- Safety
- Other comments

The tables below summarize the comments received.

Table 1. Dwell Time

Topic	Summary	Blue Shirts	Operators	Supervisors	Customer Survey
Did you observe shorter dwell times?	Yes. Customers are boarding faster because of All-Door Boarding.	• Yes. Buses move quickly, and patrons board faster.	• Yes. Noticeably shorter, especially when a lot of people are boarding	• Yes. Customers were able to board faster, especially when 10 or more were at a stop. Less than a minute was typically spent boarding.	• 89 Percent found boarding "Much" or "Somewhat" Faster.
What could be done to encourage more customers to board through middle and rear doors?	Most customers will board through rear doors without being told, but additional advertising and announcements would be useful.	• Customers used middle and rear doors without needing to be told.	• Operators could make announcements on intercom • Information by middle and rear doors.	• Advertise All-Door Boarding on board the bus. • Signs at bus stops in more languages.	•

For ADB to be beneficial, how many passengers do you think need to be boarding the bus at one time?	All-Door Boarding is most effective when 10 or more passengers are waiting to board. Customers would like ADB in more locations.	• Vermont always has customers, so it is good for All-Door Boarding.	• Vermont always has at least 10 passengers waiting, so ADB should be there all day. • At stops with fewer passengers boarding, there's no real benefit.	• All-Door Boarding should be at all stops on 720.	• In comments, customers suggested bringing ADB to other 720 stops along the Purple Line, Universal City, or all Rapid lines.
Other comments on dwell time		• Without ADB, multiple waves of customers arrive while a bus is stopped, which slows boarding.			

Table 2. Fare Evasion Comments

Topic	Summary	Blue Shirts	Operators	Supervisors	Customer Survey
How often were passengers boarding through the rear doors without tapping?	Estimates of fare evasion vary widely between Blue Shirts and supervisors, and between the two ADB test locations.	• Half of passengers paid, others did not • When Blue Shirts were at the validators, everyone tapped • Some people won't pay even when watched by Blue Shirts.		• Average 10 per week at Vermont test stop • Average 10 per day at Westwood test stop • About 85% of customers were regulars at Westwood, and these people paid.	• Just over 50 percent reported seeing fare evasion.

Topic	Summary	Blue Shirts	Operators	Supervisors	Customer Survey
Why do you think these people tapping weren't when boarding through rear doors?	While fare evasion is committed both by passengers in a rush and those who do so deliberately, Blue Shirts and Supervisors seem to agree that most fare evaders do so purposefully.	• Patrons will do what is convenient for them and faster — that may mean exiting through the emergency exit at a subway station, boarding through the door closest to them rather than an emptier part of the vehicle, or rushing past the TAP validator to catch the bus.		• Evaders are not primarily the people who are rushing to board. Generally, they are walking onto the bus with others.	

Topic	Summary	Blue Shirts	Operators	Supervisors	Customer Survey
Customer Concerns About Fare Evasion	Customers are concerned about whether the operator knows they tapped. Additionally, customers are concerned about fare evaders benefitting from all-door boarding more than customers who are boarding and paying through the front door. Customers perceive a great deal of fare evasion, even if they do not see it directly.	• Customers who paid were concerned that the driver wouldn't know who paid and who didn't. • People who paid their fare in the front were irritated that they didn't find a seat when those who didn't pay and boarded through the middle and rear doors did find a seat.	• Customers don't tell the operators about fare evasion	• Customers complained about fare evasion every day. Primarily at Westwood, less so at Vermont. • Patrons' awareness of fare enforcement will change behaviors • "How do they know if I tapped?" and "What about those people who didn't TAP?" are constant questions from customers	• In comments, customers reported frustration at the amount of fare evasion.
Did concerns about fare evasion change over time?	Blue Shirts and Operators have different opinions on whether perceptions of fare evasion changed over time.	• Fare evasion was pretty consistent through the project, except if a Blue Shirt was right next to the validators.		• Concerns seemed to drop off over time.	•

Topic	Summary	Blue Shirts	Operators	Supervisors	Customer Survey
Did presence of a security guard at Wilshire & Westwood change fare evasion behavior?	Blue Shirts and Operators felt as though the presence of an officer (or Metro personnel generally) changed customer behavior for the better, while Supervisors did not.	• Seeing a Metro employee, especially with a vest, reminded some patrons to pay.	• Presence of sheriff's deputy changes patron's behavior.	• There will be no effect of a security guard unless guard notices someone and makes an example out of them as a warning for others. • Wilshire & Vermont needs more security than Westwood.	•
Other comments on fare evasion:			• Like Orange Line, ADB makes operations easier. • Paying customers have a harder time finding seats.	• What happens when a 40' local bus needs to be used on a Rapid Line, but the bus isn't outfitted with mobile validators? • VOs have concerns about securing TVMs on the street, especially if the TVMs will have significant amounts of cash.	•

Topic	Summary	Blue Shirts	Operators	Supervisors	Customer Survey
On fare enforcement:	Each debriefing group provided guidance on how to improve fare enforcement alongside all-door boarding implementation. Customers are eager to see more fare enforcement alongside all-door boarding.	• Some patrons pretend to tap at the stand-alone validators (SAVs) but don't actually do so. • Some fare evaders say to fare inspectors they have value but "forgot" to tap.	• ADB licenses riding for free. • Less interaction with customers helps to avoid fare disputes, which can lead to assaults on operators. • Fare gates at stations may be encouraging more fare evaders to use the bus.	• It seems as though there would be plenty of time for Deputy Sheriffs to sweep the bus for fare evaders between stops on Rapid lines. • Fare enforcement officers should have ticket printing machines so they can issue tickets immediately. • Customer skepticism at "honor system" and belief by some that all-door boarding means a free ride.	• Customers are eager to see more fare enforcement alongside all-door boarding.

Topic	Summary	Blue Shirts	Operators	Supervisors	Customer Survey
On Proof-of-Payment:	Supervisors and operators are divided over whether TAP cards should be required for Rapid lines for the sake of proof-of-payment.	• No form of proof of payment with ADB makes fare enforcement difficult.	• Support for the idea of ADB on all Rapids for TAP customers only with inspections and off-board payments.	• VOs do not appear enamored with the idea of requiring customers on Rapid buses to use TAP cards if TAP cards are not readily available at TVMs or other locations on the West Side.	• One customer expressed skepticism that all-door boarding could work without a fare paid zone outside the bus.

Table 3. Customer Experience Comments

Topic	Summary	Blue Shirts	Operators	Supervisors	Customer Survey
Were any customers confused about how All-Door Boarding works?	Customers were confused about how, when and where to tap. There were concerns that some customers might try to board the bus through the rear doors at other locations, but only scattered reports of this actually happening.	• Confusion on when to tap: some tap when they get on and when they get off as well		• A few customers avoided using the SAVs after the first week after fears of being double charged. Though this issue was fixed and some customers were told of this, many continued to board through the front. • Many people asked how or where to tap • Customers thought the pilot was also on other lines like the 20, and tried to board through the back there as well.	• One customer mentioned that customers tried to board through all-doors at other stops.
Were there any cash-paying customers frustrated that they still had to board through the front door when TAP customers could board through the front, middle and rear?	Cash-paying customers were frustrated that they could not board through the rear doors, and that seats were more likely to be taken by others with all-door boarding.	• Yes, cash-paying customers were frustrated. They asked for TVMs in convenient locations so that they could buy a TAP card or ticket and board through the rear.	• Paying customers had a harder time finding seats compared to those who boarded through the rear.	• Surprising to see customers tap and board at and then move to the front to take seats, ones that cash paying customers and seniors could also have a chance to grab sometimes.	• This appeared to be a source of frustration for customers in comments provided on surveys.

Topic	Summary	Blue Shirts	Operators	Supervisors	Customer Survey
Did the bus feel more or less crowded? Did customers sense the speed improvement?	Customers did not sense much improvement, if at all, but found it easier to decide whether to board a full bus at the stop or to wait for the next bus.	• Customers like ADB, because it seems that buses leave faster. Even if the customer doesn't arrive at their destination any faster, the perception of speed benefits Metro.		• Many customers would TAP and wait for the next bus, hoping it would be less full. • Customers had better visibility of the number of seats available on an arriving bus	• Customers were divided on whether ADB affected crowding, with most saying that it made no difference, and equal numbers saying that it made crowding worse or better.
Other comments on: fare payment	Customers wanted additional TAP purchasing options.	• Patron suggested putting validators on the doors • More cash paying customers at Westwood who had to board through front. • Confusion with transfers		• People ask about loading TAP cards at Westwood, where no TVMs are nearby. • VOs note: Customers will tap for a Rapid or Silver Line bus, but then catch a local bus if it arrives first.	• In comments, many customers mentioned wanting additional ticket vending machines near bus stops, and especially those stops with all-door boarding.

Topic	Summary	Blue Shirts	Operators	Supervisors	Customer Survey
On pilot as a whole	Customers liked all-door boarding, and were disappointed or confused to see the program end.	• Confusion about why the pilot stopped • Wanted the program to continue • Made patrons happy, moved the line along quickly	• People were still trying to come in through the back doors after the pilot ended.	• Customers (including regular ones) would like All-Door Boarding to continue, and were sad the pilot project was ending. • Customer confusion over different vehicles used, especially when local vehicles were used for the Rapid line.	• Customers were glad to see Metro testing new ideas, and generally liked the all-door boarding pilot.
On experiences of seniors and customers with a disability	Blue Shirts and Operators provided mixed feedback on how all-door boarding affecting seniors and passengers with disabilities.	• Some seniors seem to like ADB because it's easier to board and get off, and because they previously had trouble finding seats in the back. • Other seniors and persons with disabilities find that seats designated for them are taken by other patrons who won't give up their seat.	• Wheelchair users: People entering from the back are taking up spaces vacated for wheelchair users. Still have cash paying customers too, seniors in the front who need seats.		• The survey did not ask customers about their age, so no conclusions can be drawn about the experience of seniors. • A customer with a disability mentioned optimism that all-door boarding would leave more seats available at the front so that he or she would be able to sit without asking an able-bodied person to move.

Table 4. Safety Comments

Topic	Summary	Blue Shirts	Operators	Supervisors	Customer Survey
Did you see any conflicts between passengers because of All-Door Boarding? For example, did you see pushing, shoving, or verbal harassment?	While the flows of customers entering and exiting the bus would often conflict, generally there were few confrontations between passengers.	• Conflicts between patrons exiting and entering, so verbal altercations would sometimes occur • It may be that the Blue Shirts absorbed some of the comments about service and fares that would have otherwise been directed at operators. Blue Shirts did hear some disputes between customers and operators.	• Patrons were catching on to ADB with little confrontations being observed • Some confrontations with regular patrons boarding then taking accessible from seniors and people with disabilities • Customers are less likely to force their way onto a bus given the frequency of the 720 Wilshire Rapid	• Conflicts between passengers rushing in and out can arise • Some passengers on the bus would not move out of the way to let passengers exit and enter. • Some people wait in their seats until the bus comes to a full stop before exiting, which makes it difficult to exit bus	• In survey comments, customers mention that there is some pushing from behind as customers board through the rear doors.

Topic	Summary	Blue Shirts	Operators	Supervisors	Customer Survey
Did operators seem to close the middle and back doors at the appropriate times?	Operators may need additional assistance when closing doors with all-door boarding, either through better mirrors, cameras, AVA announcements, intercom announcements, door chimes, or staff helping at the stop.	• Doors were closed on patrons more so in the beginning of the pilot • Because the operator can't see the back door and patrons can't hear the operator say "Door closing" (if the operator even says this). The VOs had to help coordinate door closing. • Door chimes could help to alert patrons that the door is closing	• Can't see the back doors because it's so packed in the front. Cameras allow operators to see the area inside the doors, but not so well out of the door. • Wants automated voice to tell when the doors are closing or a buzzer sound, like the train • Microphones help the bus operators tell passengers when doors are closing, but these microphones don't always work.	• Rubber strips prevent doors closing on passengers, which reduces potential for injuries • Mirrors can be used by operators to see back doors. Need an additional mirror angled out. • Consider some sidewalk signage and a line on the sidewalk to tell bus driver to close doors when no more passengers are inside the line. • Could program AVA to announce that doors are closing • Operators were told to check outermost mirror before closing, but not all do so.	• In the customer survey, there were no comments about operators closing the middle and back doors at the wrong time. • The survey also did not ask any safety-related questions.

Topic	Summary	Blue Shirts	Operators	Supervisors	Customer Survey
Other safety comments		• Buses don't always pull up right next to the curb, which is dangerous for people with disabilities and seniors	• People already sneak onto the bus through the back doors, so allowing all-door boarding doesn't create any additional security risk for the bus or customers.	• There were issues with passengers rushing across the street and up the sidewalk to catch the bus, banging on the door to get on	• Some customers found all-door boarding safer because it minimized the chance that passengers would trip while moving to the rear of the bus (because of narrow aisles, other passengers, and bumps while the vehicle is moving).

Table 5. Operations Comments

Topic	Summary	Blue Shirts	Operators	Supervisors
How does the presence of supervisors affect All-Door Boarding operations?	Supervisors were useful for advising operators when it was safe to close the rear doors of the bus, but supervisors will be less necessary when validators are no longer on the curb and buses must berth at specific locations.		• Helpers, whether they are Blue Shirts or Supervisors, were useful for knowing when it was safe to close the bus doors. • The presence of Metro staff also helped to encourage passengers to follow the program.	• Because stopping at certain locations won't be necessary when mobile validators are on the vehicle, less supervision will be necessary. • Supervisors only managed bunching at the two locations, and the operators tried to be on their best behavior at those locations. As a result, it's hard to judge. • Still, some operators (especially those behind schedule) didn't want to wait when asked by supervisors. • If one bus was late, usually the rest would be as well, and there was less that a supervisor could do.

Topic	Summary	Blue Shirts	Operators	Supervisors
How quickly did operators adjust to All-Door Boarding?	Generally, operators appreciated the faster loading that came as a result of all-door boarding. Not all operators adjusted, however, with some refusing to open the rear doors, others bunching.	• Some operators didn't care about ADB and wouldn't open doors, but overall operators were in support of ADB because it's faster and more convenient.	• Operators adjusted quickly because it helps to load quickly and go more efficiently.	• Some Division 1 and 7 operators wouldn't read running board notes carefully, would start free running time too early, and wouldn't necessarily bring the right vehicles.
Other operations comments		• Validators should use a color scheme to catch the customer's attention. Currently, they don't stand out. • Two validators needed, one for each side of the doors		• Having longer zones will allow ADB to happen more effectively. Supervisors recommend doubling or tripling the size of the bus zone to allow two sixty-foot buses to berth at once. • Should create an indicator for buses to show them where to berth. • Should identify queuing locations for passengers.

Fare Equity Analysis
Methodology & Results

All Door Boarding
Initial Implementation and Proposed Program
January 2016

Service Planning and Scheduling
Civil Rights Programs Compliance

Contents

1. Proposal Overview.....1

2. Methodological Approach.....1

    Step By Step Methodology.....2

3. Results.....3

1. PROPOSAL OVERVIEW

Metro is proposing to increase operating speeds and reduce rider travel time through the introduction of all door boarding on the Metro Silver Line and the Metro Rapid bus network. Operator supervision of fare payment is not possible for rear door boarding passengers. Therefore, a proof of payment method must be employed in conjunction with on vehicle fare enforcement by dedicated fare inspection teams.

Three methods for proof of payment have been considered: (1) provision of added equipment at the farebox to vend a receipt to cash paying customers, (2) requiring a TAP card for fare payment, and (3) upgrading TAP software to permit adding value to a TAP card on the bus (referred to as “Topping Off”. The added equipment would add capital acquisition and ongoing maintenance expenses, and require passengers paying with cash to continue boarding through the front door. The added expense would still require fare inspections, and the added front door boardings by passengers paying with cash would reduce the travel time benefits of the program. Requiring a TAP card for fare payment would permit fare inspections without added expense beyond the cost of the inspection teams, and would permit all door boarding by all passengers. The downside of this approach is that a required TAP card would exclude passengers without a TAP card from boarding buses on lines with all door boarding. The third approach permits issuing a TAP card to passengers who would otherwise be paying their fare in cash, but would slightly reduce the benefit of all door boarding because those without TAP cards would have to board through the front door to get one although for subsequent boardings they would have one and only would need to board through the front door if they needed to add value to it.

A limitation of the third method of fare payment is that riders who are paying their fare with tokens would not be able to ride a service that permits all door boarding because the token would not be converted into value on a TAP card. This fare equity evaluation will determine whether customers who would otherwise want to pay their fare with tokens on lines permitting all door boarding are significantly more minority than other bus riders (Disparate Impact), and/or whether token using customers on these lines are significantly more likely to have poverty level household incomes than other bus riders (Disproportionate Burden).

2. METHODOLOGICAL APPROACH

A Title VI Fare Equity Evaluation is presented herein in accordance with the requirements of Federal Transit Administration Circular 4702.1B. The evaluation assesses whether or not there are adverse disparate impacts on minority passengers and/or disproportionate burdens on low income riders arising from the proposed exclusion of cash fare paying riders from lines permitting all door boarding. The analysis compares the minority and poverty characteristics of the group of Silver Line and Rapid line riders with the characteristics of all Metro bus riders.

The primary data source for this analysis was the Spring 2015 Customer Satisfaction Survey. The survey determined minority status and poverty status of participants. This is the first such survey to provide poverty status as prior surveys did not inquire about household size and grouped respondents by income ranges. While line level data varied in significance and was not usable for this evaluation, data for groups of lines was consistently more significant and used for this evaluation.

Step By Step Methodology

Data for number of minority and total riders was derived from the survey for the group of Silver and Rapid lines combined as well as all bus lines combined. Riders paying with tokens were identified and their minority populations and total populations within each group were also identified.

	All Riders		Token Only		All	Token
	Minority	Total	Minority	Total	Minority %	Minority %
Silver + Rapid	2469	3048	51	65	81.0%	78.0%
All Bus	12592	15384	364	421	81.9%	86.4%

Table 1
Minority Ridership Shares for Analysis Groups

Similarly, data for poverty and total riders was obtained from the survey for each of the analysis groups. Riders paying with tokens were also identified and the results are shown in Table 2.

	All Riders		Token Only		All	Token
	Poverty	Total	Poverty	Total	Poverty %	Poverty %
Silver + Rapid	1313	3048	36	65	43.1%	54.8%
All Bus	6948	15384	271	421	45.2%	64.3%

Table 2
Poverty Ridership Shares for Analysis Groups

Finally, the minority and poverty shares of riders for the proposed program were compared with the comparable values for the Metro bus system to determine whether significant impacts would result from either program.

3. RESULTS

The Board of Directors has adopted thresholds for determining when disparate impacts and/or disproportionate burdens result from a proposed action.

A disparate impact occurs when the absolute difference between the minority share of impacted riders and the minority share of similarly situated riders not directly impacted exceeds 5%, and/or the relative difference between the minority share of impacted riders and the minority share of similarly situated riders not directly impacted exceeds 35%.

A disproportionate burden occurs when the absolute difference between the poverty share of impacted riders and the poverty share of similarly situated riders not directly impacted exceeds 5%, and/or the relative difference between the poverty share of impacted riders and the poverty share of similarly situated riders not directly impacted exceeds 35%.

The minority comparisons for the proposed program with the bus system are shown in Table 3.

MINORITY SHARES	Silver & Rapid Lines	Bus System
Token Users	78.0%	
All Riders	81.0%	81.9%
ABSOLUTE DIFFERENCE	Silver & Rapid Lines	
Token Users	-3.8%	
All Riders	-0.8%	
RELATIVE DIFFERENCE	Silver & Rapid Lines	
Token Users	-4.7%	
All Riders	-1.0%	

Table 3
Minority Share Comparison for Analysis Groups

The poverty comparisons for the proposed program with the bus system are shown in Table 4.

POVERTY SHARES	Silver & Rapid Lines	Bus System
Token Users	54.8%	
All Riders	43.1%	45.2%
ABSOLUTE DIFFERENCE	**Silver & Rapid Lines**	
Token Users	9.7%	
All Riders	-2.1%	
RELATIVE DIFFERENCE	**Silver & Rapid Lines**	
Token Users	21.4%	
All Riders	-4.6%	

Table 4
Poverty Share Comparison for Analysis Groups

There are no differences exceeding the Board adopted thresholds for the minority shares of either token users or other riders of the services proposed to be included in the all door boarding program and all bus riders. Thus, the all door boarding program, as proposed, will not have a Disparate Impact on minority riders.

The poverty share for token users on the services proposed for inclusion in the all door boarding program differs from the poverty share of all bus riders by an amount exceeding the Board adopted absolute difference threshold. Because this group is adversely affected by the proposed program, and significantly poorer than other bus riders, this constitutes a Disproportionate Burden on poverty riders using tokens on the proposed program services. There are no significant differences between the poverty shares of non-token user riders of the proposed program services and all bus riders so poverty level non-token users are not burdened.

In summary, the proposed initial implementation of the all door boarding program will result in a Disproportionate Burden on token users on the proposed program services because they are adversely impacted (tokens will not be accepted for fare payment on these services), and significantly poorer than other bus riders. This impact will be mitigated at such time as TAP cards replace tokens as a means of providing transportation benefits to social service program clients (who are the primary recipient of tokens) which is already being pursued.

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

Metro

Board Report

File #: 2016-0247, **File Type:** Federal Legislation / State Legislation (Position) **Agenda Number:** 36

REVISED
EXECUTIVE MANAGEMENT COMMITTEE
APRIL 14, 2016

SUBJECT: STATE LEGISLATION

ACTION: ADOPT STAFF RECOMMENDED POSITIONS

RECOMMENDATION

ADOPT staff recommended position:

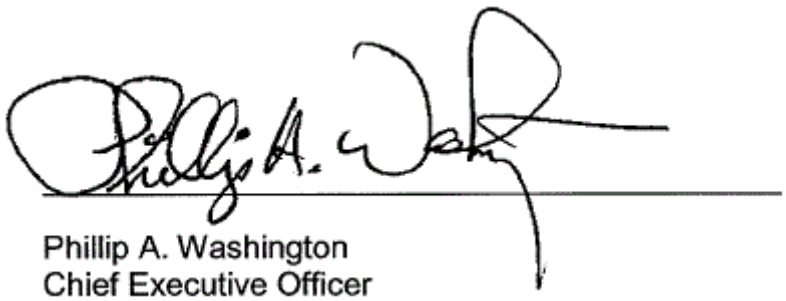
AB 1964 (Bloom) - Alternative Fuel Vehicle HOV Lane Access **WORK WITH AUTHOR**

ATTACHMENTS

Attachment A - AB 1964 (Bloom) Revised Legislative Analysis

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Phillip A. Washington
Chief Executive Officer

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REVISED ATTACHMENT A

BILL: **AB 1964**

AUTHOR: **ASSEMBLY MEMBER RICHARD BLOOM (D-SANTA MONICA)**

SUBJECT: **HIGH OCCUPANCY VEHICLE LANES: VEHICLE EXCEPTIONS**

STATUS: **ASSEMBLY TRANSPORTATION COMMITTEE HEARING SCHEDULED: APRIL 4, 2016**

ACTION: **WORK WITH AUTHOR**

RECOMMENDATION

Staff recommends that the Board adopt a WORK WITH AUTHOR position on AB 1964 (Bloom).

ISSUE

Assembly Member Richard Bloom has recently amended AB 1964, creating a new program for Alternative Fuel Vehicle exemptions for High Occupancy Vehicle Lanes that is to be implemented following the sunset of the existing programs.

AB 1964 would:

- End the authority of the Department of Motor Vehicles (DMV) to issue vehicle identifiers (green and white stickers) for specified vehicles effective January 1, 2018.
- Authorize the clean air vehicles that have been issued HOV access stickers to remain in the lanes for a limited period of time; white stickers until January 2019 and green stickers until January 2022.
- Remove the 85,000 vehicle cap on green stickers.
- Authorize the DMV to issue new vehicle identifiers in 2019 that would be valid for three years on a rolling basis.

DISCUSSION

Since 1999, the Federal government has authorized states to provide access to High Occupancy Vehicle (HOV) lanes to alternative fuel vehicle drivers who do not meet HOV occupancy requirements to encourage the use of cleaner fuel vehicles. California regulates alternative fuel vehicle access to the HOV lanes through the issuance of vehicle decals under the Clean Air Vehicle Decal program. States that participate in such programs are required to monitor and report on the performance of the HOV lanes.

Currently, under the Clean Air Vehicle decal program, there are two types of vehicles which are allowed to use the HOV lanes without meeting the minimum occupancy requirements: transitional zero emission vehicles (green stickers) and inherently low emission vehicles (white stickers) and these programs are set to expire in 2019. Under current provisions, there is a limited number of green stickers available (85,000) and that limit has been reached as of

December 2015. The white sticker program does not have a provision that limits the number of stickers that can be issued. Previous legislation, AB 266 (Blumenfield & Bloom) and SB 286 (Yee) extended the sticker programs to 2019. Allowing alternative fuel vehicles to access HOV lanes has historically caused concern among transportation agencies due to the potential for increased lane degradation.

The Federal Highway Administration's definition of lane degradation is based on traffic speeds during peak commute hours. As defined, if the HOV lane's average speeds drop below 45 miles per hour for more than 10 percent of the time during a 180-day period, the lane is considered degraded. Caltrans reports, in its September 2015 Statewide HOV Lane Degradation Study that a majority of the systems (approximately 59-63 percent) 1,326 total monitored lane-miles were degraded during the January-December 2014 study period.

The HOV Lane Degradation Study report by Caltrans identified that performance of the HOV lane system has degraded due to various reasons, statewide. The Caltrans report further cites that this degradation has yet to be attributed to the use of the HOV lanes by alternative fuel vehicles. The report compares the distribution of white and green decals state-wide and in the year 2014, LA County had over 36,000 registered vehicles that participated in the program. The data indicates that the number of vehicles that are using the lanes under these white and green sticker programs are not significant enough to impact the degradation of the system. Caltrans has also found that alternative fuel vehicles only represent 2 percent of HOV volume during peak hours.

Assemblymember Richard Bloom recently amended AB 1964, creating a new vehicle sticker program for partial zero-emission vehicles and discontinues the current program effective January 2019. Vehicles that meet California's transitional zero emission vehicle requirements (the same requirement for the existing green sticker program) would qualify for the stickers and the stickers would be valid for three years after they are issued. This would allow the program to satiate the demand for, and expand access to, the stickers while rotating use of the stickers among the vehicle purchasers. Existing law states the Green Clean Air Vehicle decals allow a partial zero-emission vehicle with a single occupant to access the HOV lanes. As of December 18, 2015, the maximum decal limit of 85,000 has been reached and the program is set to expire on January 1, 2019.

To mitigate potential impacts on our Metro ExpressLanes program and potential anticipated impacts to overall congestion in HOV Lanes the original legislation authorizing this program included a component wherein Caltrans can take action to address the degradation of HOV lanes. Caltrans could elect to remove certain segments of HOV lanes from the exemption or raise the occupancy limit of the lane. According to the committee analysis of AB 1964, Caltrans has indicated that in such circumstances Caltrans would seek to raise the occupancy limit of the lane rather than exempt a lane from this program. Exempting the lane from this program would conflict with an Executive Order to support the use of alternative fuel vehicles.

Lastly, it is expected that AB 1964 will be amended further and the bill progresses through the legislative process. Staff is recommending that the Board of Directors adopt a WORK WITH AUTHOR position on this measure. We will continue to keep the Board informed of any developments with this bill.

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 determined that there is not an immediate fiscal impact to the agency as the result of the provisions outlined in this bill. Legislation was also recently enacted that allows agencies that operate ExpressLanes to assess a reduced toll to alternative fuel vehicle owners who access the lanes. Staff finds that should our toll revenues or ability to effectively manage the ExpressLanes program be harmed as a result of the legislation, the mechanism for the reduced tolling on the alternative fueled vehicles can be implemented as a remedy.

ALTERNATIVES CONSIDERED

Metro could consider adopting a support or neutral position on this legislation; however, this would be inconsistent with our Board-approved 2016 State Legislative program.

NEXT STEPS

Should the Board decide to adopt a WORK WITH AUTHOR position on AB 1964, staff will communicate the Board's position to the author and work to ensure that the legislation is consistent with Board adopted policies. Staff will continue to keep the Board informed as this issue is addressed throughout the legislative session.

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

File #: 2016-0181, **File Type:** Informational Report **Agenda Number:** 40.

REGULAR BOARD MEETING
MARCH 24, 2016

SUBJECT: COST/BENEFIT ANALYSIS OF METRO'S SUBSIDY TO METROLINK - UPDATE 2 - METRO INVESTMENT BASIS AND THE BENEFITS OF COMMUTER RAIL OPERATIONS IN LOS ANGELES COUNTY

ACTION: RECEIVE AND FILE

RECOMMENDATION

RECEIVE AND FILE report on the formula basis of determining **Metro's annual contribution to Metrolink operations** and the estimated benefits of those operations to Los Angeles County and its residents.

ISSUE

The purpose of this report is to provide the Committee an overview of the governance structure of the Southern California Regional Rail Authority (SCRRA), information on the calculation of Metro's investment in commuter rail operations in Los Angeles County, and an estimated summary of the benefits of that investment.

DISCUSSION

Summary of Governance Structure

Under the Joint Exercise of Powers Agreement (JPA) (Attachment A), the SCRRA was created by the Member Agencies to act on their behalf to design, construct, operate and maintain a regional commuter rail system in Southern California.

The JPA, with only 9 pages of narrative text, has limited specifics governing the interactions among the Member Agencies and with the SCRRA itself. However, two elements of the JPA are very specific and clear:

- The proportionate assignment of voting rights of the Member Agencies on the SCRRA Board of Directors; and
- The lack of authority of the SCRRA to commit any Member Agency to a financial obligation that the Member Agency does not support and approve.

Member Voting Rights

The number of votes assigned to each member agency is as follows:

Member Agency	Number of Votes on the Metrolink Board	% of the Board*
Los Angeles County Metropolitan Transportation Authority	4	36
Orange County Transportation Authority	2	18
Riverside County Transportation Commission	2	18
San Bernardino Associated Governments	2	18
Ventura County Transportation Commission	1	9
Total	11	

*To avoid extended decimal rounding, actual % values add to 99%

A quorum of the Board consists of two factors:

1) Representatives of a minimum of 3 counties;
and
2) A minimum of 6 combined votes.

For example, as shown above, though Metro and Orange County together comprise 6 votes, as only two counties, the minimum number of county representatives is not met to constitute a quorum. Further, Riverside, San Bernardino and Ventura representatives could be present, and while the three county minimum is met, the minimum required number of votes would not be available.

These values were determined at the agency's formation based on an original negotiation among the Member Agencies prior to the construction or operation of the system.

Under the current JPA, any change to this governance structure could be initiated by any Member Agency. However, the outcome of any such proposal is subject to negotiations and agreement by and among the Member Agencies.

The JPA states:

"**15.0 AMENDMENTS TO THE AGREEMENT**

This AGREEMENT may be amended at any time by the unanimous agreement of the voting MEMBER AGENCIES."

Previous Amendment

To date, the JPA has undergone one administrative amendment. In 1996, approximately 50% of the SCRRA's administrative and management staff were Metro employees, formerly of the LACTC. The amendment action formalized the transfer of these employees and positions from Metro to the SCRRA.

Financial Authority

The JPA makes very clear that prior to any commitment of funds by the SCRRA, each individual Member Agency shall approve their share of any proposed financial request.

It states in four individual sections the separation of financial authority between the Member Agencies and the SCRRA.

Referencing the SCRRA:

> *The SCRRA has the authority to **"recommend"** funding shares of the members for capital and operations.* (Sections 3.12, 3.13, emphasis added)

Referencing the Member Agencies:

> *"Each MEMBER AGENCY's Share of Capital and Operating Fund allocations, and Annual AUTHORITY Budget shall be approved by each MEMBER AGENCY."* (Section 4.4)
>
> *"Decisions dealing with capital and operating fund allocations, as well as annual approval of each MEMBER AGENCY'S share of the AUTHORITY'S annual budget, shall be approved by the MEMBER AGENCIES themselves."* (Section 8)
>
> *"..and any cost sharing formula adopted by the voting MEMBER AGENCIES."* (Section 9)

Though the JPA is silent on the actual formulas or variables used to allocate costs and revenues, as clearly articulated in the language above, it is the Member Agencies themselves that approve the various formula distributions and resulting member subsidy contributions through a negotiation and agreement among the partnership.

Adopted Budget Policy of the SCRRA

In addition to the clauses in the JPA outlined above, the published and SCRRA Board approved budget policy further codifies the financial relationship between the Member Agencies and the SCRRA:

> *In approving the proposed budget and any (SCRRA) Board-initiated amendments, the Board authorizes SCRRA to expend funds under the direction of the Chief Executive Officer consistent with:*
>
> - *Total amount appropriated for Train Operations and Maintenance of Way*
> - *Total amount appropriated for each capital rehabilitation and new capital project*
> - ***Individual Member Agency funding commitments***
> - *Total number of authorized positions*
>
> ***Metrolink published FY16 Budget; Page 19; Section 3.1.1 Budget Authorization (Emphasis Added)***

As illustrated, the JPA and other approved policies make clear that the SCRRA, its Board of Directors, and staff of the agency have no authority to obligate a Member Agency to any financial commitment an individual member does not support or is willing to approve. As such, any vote of the SCRRA Board that attempts to create a commitment is advisory in nature and is non-binding on the Member Agencies.

A recent example is the Metro Board's deferral of SCRRA's requested FY16 Rehabilitation and Renovation funding in the amount of $20 million.

Though proposed by Metrolink and approved by SCRRA's Board, Metro retained and exercised its authority to not adopt or approve the request. This deferral was initiated by Metro's Board in order to assure itself that previously approved yet unobligated and unspent funding was being directed towards the highest priority projects of the agency. Metro staff continues to work with our colleagues at the SCRRA to address this situation and only the Metro Board itself possesses the authority to appropriate and commit Metro funds to the SCRRA.

Metro's Investment in the Regional Commuter Rail System

As a result of its structure as a partnership, and as envisioned in the JPA, the SCRRA uses a series of formulas to ensure every financial transaction of the organization, be it expense or revenue, can ultimately be attributed to a, or multiple, member(s) through a Member Agency approved and agreed upon distribution.

Expenditures are divided into two primary modes - Capital Expenditures, including State of Good Repair (Rehabilitation), and Operating Costs including Maintenance of Way (MOW). Each of the modes have specific cost allocation methodologies in order to capture the required contribution(s) of the Member(s).

Assignment of Capital Obligations

The assignment of capital obligations uses two primary methods. The first is based primarily on an asset ownership and location basis.

For example, the Member Agency owner of a fixed asset, generally Rights-of-Way (ROW), is responsible for the State of Good Repair expenditures related to that asset.

Specific Capital Expansion projects that add physical capacity or betterments to the infrastructure within its jurisdiction have also generally been the responsibility of the requesting Member Agency. Examples of these types of projects include double-track projects and station and grade crossing enhancements.

The second allocation method applies to shared facilities or systemwide assets such as IT or Communications systems infrastructure, revenue vehicles, or maintenance facilities, etc., is the application of the "All-Share" formula. This formula is a combined weighted average (1/3, 1/3, 1/3) of Route Miles, Stations, and Boardings within each county. Metro's share of this formula is 47.5%.

However, the current values All-Share formula have not been updated for over 17 years and are outdated and stale. This specific formula is currently subject to an ongoing review, and staff expects that once the update is completed, Metro's share should decline between 2% and 3%. On an annual basis, this change would result in reducing Metro's Rehabilitation and Capital costs between $500 thousand and $1 million depending on the mix of selected projects.

The table below illustrates the distribution of the Proposed SCRRA FY16 Budget capital projects divided into the categories listed above.

SCRRA FY16 Proposed Capital Budget*			
($000)	**Total**	**Metro $**	**Metro %**
Rehabilitation Projects – Location Basis	59,556	15,128	25.4%
New Capital Projects - Location Basis	33,070	33,070	100.0%
Subtotal - Location Basis	92,626	48,198	52.0%
Rehabilitation Projects – Systemwide	92,631	33,203	35.8%
New Capital Projects – Systemwide	162,654	17,127	10.5%
Subtotal – Systemwide Capital	255,285	50,330	19.7%
Total Proposed FY16 Capital Program	347,911	98,528	28.3%

(*The SCRRA's proposed FY16 request for New Rehabilitation program funding ($20M) was deferred by Metro's Board. Figures are for illustration.)

Assignment of Operating Costs and Revenues

The SCRRA groups Operating Expenses and Revenues, including Train Operations and Maintenance of Way (MOW), into a functional based structure to assign costs and revenues and present information to the Member Agencies.

As detailed below and in the attached information, the single largest component of the various formula options to assign those costs and revenues is based on location - miles of service operated within a county or ROW owned by a member agency. In any given year, between 80% and 90% of expenses and revenues are distributed through some form of mileage based allocation.

Staff is concerned that the use of mileage as such a large component of the allocation of costs may not represent the most balanced and equitable measure of the benefits that accrue to each Member Agency and supporting county.

On a systemwide basis, approximately 55% of all train miles are operated in Los Angeles County, and the county's route miles are approximately 48% of the system. However, according to Metrolink's data, approximately 38% of the riders are from Los Angeles County and 44% of the stations are in Los Angeles County.

Staff believes additional weight should be considered for other potential variables. One potential example could be accessibility to an Operating Line. For example, on the Orange County Line, of the 14 stations on the line segment, only 3 are located in Los Angeles County, including LAUS, a total 21%. However on a mileage basis, approximately 30% of the operating Train Miles of the Orange

County Line are within Los Angeles County.

Within the current budget, a 1% change in Metro's aggregate cost allocation equals approximately $1.25 million.

Expenses

As discussed above, identified individual functional groupings include items such as Train and Engine Crews; Maintenance of Equipment; Marketing; Fuel; Staff Costs; Facilities Maintenance, etc. (For a listing of the detailed functional listing of activities please see *Attachment B - Exhibit 3.7 - FY2015-16 Annual Operating Budget Distributions to Member Agencies)*

Each function is then allocated to Member Agencies based on an agreed distribution formula. However, the current Train Operations budget requires approximately 25 to 27 separate formulas and leads to significant confusion and difficulty in managing the daily operations of the agency. MOW expenses are further subject to their own additional allocations. (For a listing of various actual formula allocations and the associated variables as included in the FY16 Budget, please see *Attachment C - SCRRA Budget Line Item Allocations and Attachment D - FY2015-16 Formulae Used to Allocate Expenses by Member Agency)*

The two largest mileage components are Train Miles Operated within a county and Route Miles located within a county.

> Train miles represent the number of miles operated either 1) within a Member Agency's county of jurisdiction on all lines or 2) miles operated on a particular line segment. For example, the number of miles operated in Los Angeles County, or the number of miles operated on the Inland Empire-Orange County Line. A Train Mile equals one train traveling one mile.
>
> A route mile represents a one mile length of an operating line segment without regard to the number of tracks, direction of operation, or levels of service.

Functions	Total FY16 (Mil)	Metro's Share (Mil)	Metro % as Share of Function
Train Operations Expenses	198.1	101.6	51.3%
MOW Expenses	42.4	23.8	56.0%
Total Allocated Expenses	240.5	125.3	52.1%

The completion of the allocation of costs provides a level of gross investment for each member agency.

Revenues

Similar to expenses, revenues are subject to their own independent series of allocations. The SCRRA receives revenues from Fares from passengers, Dispatching and Maintenance revenues from the freight railroads and Amtrak, and other minor miscellaneous revenues

Fare Revenues are further subject to a dual allocation process. Revenues are first recorded on an Operating Line the ticket was purchased for, and then allocated to the Member Agencies participating on that segment on the basis train miles operated in each county.

For example, a ticket from El Monte to Los Angeles Union station is recorded on the San Bernardino line. That revenue is then split between LA Metro and SanBag, approximately 60%/40% respectively, the miles in Los Angeles County versus the miles in San Bernardino County.

Listed below are selected illustrations of the Fare Revenue distribution methodology.

Selected Examples of Fare Revenue Distributions (FY16 Metrolink Budget):

Operating Line	FY16 Fare Revenue (000)	% Miles in LA County	% Miles in San B. County	% Miles in Orange County	Allocated Revenues LA Metro	Allocated Revenues SanBag	Allocated Revenues OCTA
San Bernardino Line	21,052	59.82%	40.18%	0.0%	12,593	8,459	0
Antelope Valley Line	10,643	100.0%	0.0%	0.0%	10,643	0	0
Orange County Line	19,124	30.50%	0.0%	69.5%	5,833	0	13,291

As shown above, Fare Revenues are not earned on a systemwide basis in support of the entire operations. They are earned by specific Operating Lines based on the Origin and Destination of the ticket and credited to the Member Agencies on the basis of Train Miles on the line operated within each county.

MOW and Dispatching revenues from the freights and Amtrak are credited to the owner of the Right of Way where the billed operations occur and are based on rates specified in the various operating and purchase and sales agreements.

Functions	Total FY16 (Mil)	Metro's Share (Mil)	Metro % as Share of Function
Fare Revenues	84.4	42.9	50.8%
MOW Revenues	14.3	9.3	64.8%
Other Revenues	2.7	1.4	50.9%
Total Revenues	101.5	53.5	52.8%

Member Agency Subsidies

It is only after the independent allocation of expenses and revenues discussed above that a Member Agency subsidy is determined.

In Metro's case, the operating subsidy for FY16 is:

Functions	Total FY16 (Mil)	Metro's Share (Mil)	Metro % as Share of Function
Total Allocated Expenses	240.5	125.3	52.1%
Total Allocated Revenues	101.5	53.5	52.8%
Net Subsidy	139.1	71.8	51.6%

As shown in the table(s) above, the impacts of various formula applications result in Metro receiving a different percentage of each cost and revenue component.

Findings Related to Expense and Revenue Allocations

With one variable, Train Miles, playing such a large role in the allocation of expenses, staff is concerned that the distribution of costs among members may not align with the benefits of Metrolink realized by each member.

These differing allocations and interdependent formula impacts make it very difficult for Member Agencies to predict the long run potential cost and subsidy requirements of additional services. As a result, the costs impacts on a particular Member Agency resulting from service expansion or contraction are completely dependent on the actions of the other Members of the partnership.

Staff is seeking to work with our partner agencies to address the allocation of expenses and revenues to:

1. Ensure an equitable measure of benefits is reflected in the cost allocations to Member Agencies; and
2. Provide for a predictable rate of future change that allows individual Member Agencies to plan for the future

Summary of Estimated Benefits of Commuter Rail Operations

Metrolink operations within Los Angeles County provide a number of directly measurable and additional indirect benefits to the residents and visitors to the county including State and Federal formula funds, Congestion Relief and Environmental benefits, and economic returns to major destinations.

State and Federal Formula Funds

Direct benefits to Los Angeles County of Metrolink Operations include the allocation of State and Federal formula funds to the county:

Federal Funds (FY's 10 to 15):	$268.9 million
State STA Funds (FY's 10 to 15):	$ 26.1 million

Total Direct Formula Funds: $295.0 million

Additionally, our partner agencies collectively received an additional $278.2 million in federal formula funds during the period.

Congestion Relief Benefits

According to Metrolink's passenger survey, approximately 82% of all Metrolink riders have an automobile available to make the trip. The use of Metrolink by these riders removes between 25,000 and 30,000 vehicle trips per day on the region's freeway system.

It is estimated that Metrolink Operations divert between ½ and 1 lane of vehicle traffic on parallel freeways during the peak period in the peak direction of travel. With current freeway levels of service (LOS) in Los Angeles County at or exceeding capacity during the peak period, the relatively minor addition of single-occupant vehicles may have significant impacts on congestion in and around Los Angeles County.

Environmental Benefits

Metrolink helps save over 22 million gallons of fuel each year, reducing carbon dioxide emissions by over 178,000 metric tons of carbon dioxide.

Metrolink is the first commuter rail system in the country to procure Tier 4 locomotives. Once operational, these Tier 4 locomotives are expected to reduce particulate matter and nitrogen oxide emissions by more than 85 percent compared to current Tier 0 locomotive engines, with 31 to 57 percent more horsepower, allowing for greater operational flexibility, capacity and reliability.

Other Benefits

Metrolink is among the first in the nation to develop and implement an operational Positive Train Control (PTC) system, the life-saving system that is designed to prevent train accidents.

Metrolink was an early leader in the development and implementation of quiet zones in a metropolitan environment, reducing the impact of train operations on surrounding communities.

With LAUS as the single largest destination within the system, with 68%, or 29,000, of all trips beginning or ending at the station, approximately 15,000 individuals per day make their way into Downtown Los Angeles which results in approximately 9,900 trips per day on Metro Rail and expands the labor market for Los Angeles County jobs.

As discussed in the previous committee meeting, Metrolink's Antelope Valley Line is increasingly serving as a vital link for transit dependent individuals with an estimated 34% of the riders on the line not having access to an automobile to otherwise complete their planned journey.

Finally, between 500 and 600 Metro employees use the Metrolink commuter rail system on a monthly basis to provide their daily commute.

Summary of Findings

- LA Metro is the largest partner within the Metrolink commuter rail operating system.
- Metrolink is providing a key service to Transit Dependent individuals on the Antelope Valley Line and increasingly on the San Bernardino Line.
- Metrolink's overall cost performance is in line with the commuter rail industry.
- Metrolink provides measurable financial and environmental benefits to Los Angeles County and Southern California.
- Metrolink's lack of revenue growth is exerting significant pressure on member agencies local resources.
- The basis for determining each member's level of investment is complicated, somewhat unpredictable, creates uncertainty, and may not allocate costs in a manner consistent with the benefits provided.
- Metrolink does not have the authority to create a financial obligation on behalf of any Member Agency without prior approval.
- A significant amount of the SCRRA's budget (80%-90%) is allocated on some form of mileage based allocation
- Changes in the relative weighted percentage of miles and an increased emphasis on variables measuring benefits could result in a more balanced formula from Metro's perspective.

FINANCIAL IMPACT

There is no Financial or Budget Impact should the Committee choose to Receive and File this report.

ALTERNATIVES CONSIDERED

None. This report implements a Board directed initiative.

NEXT STEPS

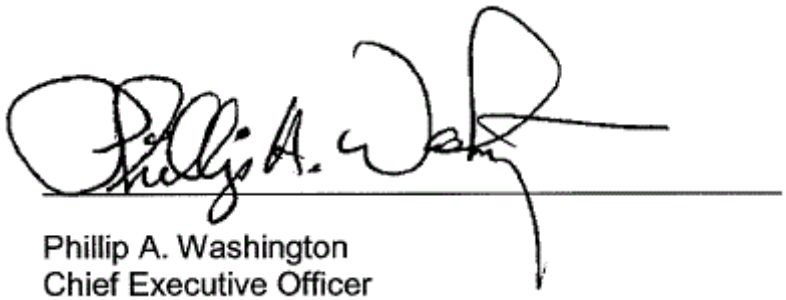
- In light of the findings of the Cost/Benefit Analysis, staff will seek an independent review of the cost and revenue allocation formulas to determine how they can more closely align Metro's contribution to commuter rail operations with the benefits received by LA County.
- Work with our Member Agency partners to review and potentially revise the allocation and formula structures.
- Provide the Committee additional information as requested.
- Continue to provide ongoing updates to the Finance, Budget, & Audit Committee and the Board as appropriate.

ATTACHMENTS

Attachment A - *Joint Exercise of Powers Agreement (JPA)*
Attachment B - *Exhibit 3.7 - FY2015-16 Annual Operating Budget Distributions to Member Agencies*
Attachment C - *Line Item Allocation Variables*
Attachment D - *FY2015-16 Formulae Used to Allocate Expenses by Member Agency*

Prepared by: Drew Phillips, Director, Budget, (213) 922-2109

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



Phillip A. Washington
Chief Executive Officer

JOINT EXERCISE OF POWERS AGREEMENT TO ESTABLISH THE SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY

(As Amended)

INTRODUCTION

This AGREEMENT is made and entered into in the State of California by and among the following public agencies that are parties to this AGREEMENT:

(a) LOS ANGELES COUNTY TRANSPORTATION COMMISSION (LACTC)
(b) ORANGE COUNTY TRANSPORTATION AUTHORITY (OCTA)
(c) RIVERSIDE COUNTY TRANSPORTATION COMMISSION (RCTC)
(d) SAN BERNARDINO ASSOCIATED GOVERNMENT (SANBAG)
(e) VENTURA COUNTY TRANSPORTATION COMMISSION (VCTC)

RECITALS

WHEREAS, the parties to this Joint Exercise of Powers Agreement recognize the need under state law (Public Utilities Code Section 130255) for the creation of a joint powers agency to plan, design, construct and administer the operation of regional passenger rail lines serving the counties of Los Angeles, Orange, Riverside, San Bernardino and Ventura; and

WHEREAS, each party to this AGREEMENT is authorized to contract with each other for the joint exercise of any common power under Article 1, Chapter 5, Division 7, Title I of the Government Code of the State of California;

NOW THEREFORE, in consideration of the recitals and the rights, duties and covenants set forth herein, the parties to this AGREEMENT agree to the following:

1.0 CREATION OF AGENCY

There is hereby created an organization to be known as the Southern California Regional Rail Authority (AUTHORITY) which shall be a public entity separate and apart from any MEMBER AGENCY. The AUTHORITY shall be governed by the terms of this Joint Exercise of Powers Agreement and any bylaws passed and adopted by its GOVERNING BOARD.

The Executive Director of the AUTHORITY shall cause to be filed a notice of this AGREEMENT with the office of the Secretary of State within 30 days of its effective date, as required by Section 6503.5 of the Joint Powers Act.

2.0 PURPOSES

It is the purpose of the AUTHORITY to advance the planning, design and construction, and then to administer the operation, of regional passenger rail lines serving the counties of San Bernardino, Los Angeles, Ventura, Orange and Riverside.

3.0 POWERS OF THE AUTHORITY

As may be necessary for the accomplishment of the purposes of the AGREEMENT, the AUTHORITY shall have the power in its own name to undertake the following:

3.1 To exercise in the manner provided by this AGREEMENT the powers common to each of the voting members and necessary to the accomplishment of the purposes of this AGREEMENT. Powers common to each of the members shall include any powers granted to all members by legislative amendment subsequent to the date of this AGREEMENT.

3.2 To make and enter into contracts.

3.3 To employ agents and employees.

3.4 To contract for the services deemed necessary to meet the purposes of the agency.

3.5 To acquire, including the lease, purchase or lease purchase, hold and dispose of real and personal property necessary to carry out the purposes of this AGREEMENT.

3.6 To construct, manage, and maintain facilities, and services.

3.7 To sue and be sued in its own name.

3.8 To incur debts, liabilities and obligations. However, the debts, liabilities and obligations of the AUTHORITY shall not constitute any debt, liability, or obligation of any of the agencies who are parties to this AGREEMENT.

3.9 To apply for and accept grants for financial aid pursuant to any applicable state or federal statutes.

3.10 The AUTHORITY is subject to the statutory restrictions upon the manner of exercising the powers of the Orange County Transportation Authority.

3.11 To recommend all station sites and designs, and approve service levels to all stations.

3.12 To recommend funding shares for capital costs incurred in project implementation to its MEMBER AGENCIES based primarily on outcome of SB 1402 (Public Utilities Code Sections 130450 et seq.) study results.

3.13 To recommend funding shares for operating subsidies to its MEMBER AGENCIES based on the most recent information needed to make this decision.

3.14 To approve all marketing, fare structure, and operations policies;

3.15 To apply for and accept any Clean Air and Transportation Improvement Act of 1990, as amended (Act) funds or other funds available and appropriately sought by the AUTHORITY.

3.16 To select the commuter rail operator and administer the resulting operations and maintenance contracts.

4.0 ROLE OF MEMBER AGENCIES

While the AUTHORITY will oversee the implementation of the commuter rail projects, the support of the MEMBER AGENCIES is required. This support will involve the following types of actions:

4.1 Staff Support shall be provided by the MEMBER AGENCIES to assist in related studies, helping local cities build their stations, managing special design/construction work wanted solely by one MEMBER AGENCY and obtaining necessary permits and other local approvals.

4.2 Contract and Special Financial Support shall be provided by the MEMBER AGENCIES to assure that the AUTHORITY's actions are implemented quickly and efficiently, the project is managed properly on a local level, and required payments are handled quickly.

4.3 Policy Support shall be provided by the MEMBER AGENCIES to either approve, or respond quickly to, any recommendations made as to funding shares, operational decisions, fare structures, and other policy areas.

4.4 Each MEMBER AGENCY's Share of Capital and Operating Fund allocations, and Annual AUTHORITY Budget shall be approved by each MEMBER AGENCY.

5.0 GOVERNING BOARD OF THE AUTHORITY

5.1 Voting Members of the GOVERNING BOARD

All powers of the AUTHORITY shall be exercised by up to an eleven (11) member GOVERNING BOARD. The GOVERNING BOARD shall be selected and composed of members with voting powers as follows:

5.1.1 Four votes for the Los Angeles County Transportation Commission;

5.1.2 Two votes for the Orange County Transportation Authority;

5.1.3 Two votes for the Riverside County Transportation Commission;

5.1.4 Two votes for the San Bernardino Associated Governments;

5.1.5 One vote for the Ventura County Transportation Commission.

5.2 Selection of Voting Members

Members of the AUTHORITY GOVERNING BOARD shall be selected from members of the governing boards of the MEMBER AGENCIES or alternates appointed by the governing board of each MEMBER AGENCY.

Each MEMBER AGENCY shall have the ability to cast up to the number of votes allocated to it and shall determine who and how many will represent it.

5.3 Ex Officio Members of the GOVERNING BOARD

The San Diego Association of Governments (SANDAG), the Governor of the State of California*, and the Southern California Association of Governments (SCAG)** may appoint non-voting ex officio representatives to the GOVERNING BOARD. Other public agency members may be designated as ex officio, non-voting representatives.

5.4 Reimbursement of Expense

The expense reimbursement policies adopted by the LACTC shall be utilized for determining the reimbursement of expenses incurred on behalf of the AUTHORITY unless a different policy is subsequently adopted by the GOVERNING BOARD. The Treasurer of the AUTHORITY, as defined herein, shall administer reimbursements pursuant to that policy.

5.5 Meetings of the GOVERNING BOARD

The GOVERNING BOARD shall provide for its regular meetings provided that it shall hold at least one regular meeting in each quarter of each year and such further meetings as may be reasonable depending upon the pressure of business. The dates upon which and the hour and place at which any regular meeting shall be held shall be fixed by resolution and a copy of such resolution shall be filed with each MEMBER AGENCY.

5.6 Ralph M. Brown Act

All meetings of the GOVERNING BOARD, including without limitation, regular adjourned, regular and special meetings, shall be called, noticed, held and conducted in accordance with the provisions of the Ralph M. Brown Act (commencing with Section 54950 of the Government Code of the State of California).

* Appointed by Governor (preferably from Caltrans)
** Southern California Association of Governments (Director or above)

5.7 Minutes

The Secretary of the GOVERNING BOARD shall cause minutes of regular, adjourned regular and special meetings to be kept, and shall, after each meeting, cause a copy of the minutes to be forwarded to each member of the AUTHORITY.

5.8 Quorum and Voting

Three counties representing a minimum of six (6) votes, present at a GOVERNING BOARD meeting shall constitute a quorum for the transaction of business, except that a lesser number may adjourn for lack of a quorum. A minimum of six (6) votes of the GOVERNING BOARD is required to take action.

5.9 Officers of the GOVERNING BOARD

The GOVERNING BOARD shall elect from its members a Chairman and Vice Chairman at its first meeting and thereafter at the first meeting held in each succeeding calendar year, the AUTHORITY shall elect or re-elect its Chairman and Vice Chairman. In the event that the Chairman or Vice Chairman so elected ceases to be a member of the AUTHORITY, the resulting vacancy shall be filled at the next meeting of the AUTHORITY held after each vacancy occurs. In the absence or inability of the Chairman to act, the Vice Chairman shall act as Chairman. The Chairman, or in his absence the Vice Chairman, shall preside at and conduct all meetings of the AUTHORITY.

6.0 ADMINISTRATIVE STAFF OF THE AUTHORITY

6.1 It is the mutual interest of the parties that the LACTC shall serve as the Staff of the AUTHORITY. LACTC shall be designated as the Administrative Staff of the AUTHORITY until July 1, 1996.

6.1.1 Employees of the LACTC or its successor shall not be deemed to be employees of the AUTHORITY.

6.1.2 All materials and data prepared by the staff of the AUTHORITY shall be the sole property of the AUTHORITY. The AUTHORITY shall not be limited in its use of such materials or data.

6.1.3 The Administrative Staff shall be responsible for coordinating all AUTHORITY activities. The MEMBER AGENCIES shall contribute staff support as necessary to carry out the purposes and powers of the AUTHORITY.

6.1.4 Subject to the restrictions contained in Sections 6505.5 and 6505.6 of the California Government Code and any amendments or applicable regulations later enacted, the GOVERNING BOARD may appoint one of its officers to the positions of Treasurer or Auditor, or to both of these positions. Unless and until the GOVERNING BOARD makes a different designation or appointment, the Los Angeles County Metropolitan Transportation Authority's Deputy Executive Director - Finance and Administration shall serve as Auditor-Controller and Treasurer and shall comply with all duties imposed under Article 1, Chapter 5, Division 7, Title 1 of the California Government Code commencing with Section 6500.

7.0 LIABILITY OF AGENCY, OFFICERS AND EMPLOYEES

The debts, liabilities, and obligations of the AUTHORITY shall not be the debts, liabilities and obligations of the MEMBER AGENCIES. The GOVERNING BOARD members of the AUTHORITY, and officers, employees, and staff of the AUTHORITY shall use ordinary care and reasonable diligence in the exercise of their powers and in the performance of their duties pursuant to this AGREEMENT. They shall not be liable for any mistakes of judgment or any other action made, taken or omitted by them in good faith, nor for any action with reasonable care, nor for loss incurred through investment of joint powers agency funds, or failure to invest. No GOVERNING BOARD member, officer or employee shall be responsible for any action taken or omitted by any other director, officer or employee. No director, officer or employee shall be required to give a bond or other security to guarantee the faithful performance of his or her duties pursuant to this AGREEMENT. The AUTHORITY shall indemnify and hold harmless the individual GOVERNING BOARD members, officers and employees for any action taken lawfully and in good faith pursuant to this AGREEMENT. Nothing in this section shall be construed to limit any defenses available to the AUTHORITY, its officers, employees, staff, governing body members, or MEMBER AGENCIES under any law, including the Government Tort Claims Act found in the California Government Code, Section 830, et seq.

8.0 ANNUAL BUDGET

The GOVERNING BOARD shall approve a preliminary administrative budget and a capital improvement program for the succeeding fiscal year no later than May 1 of each year. The Board shall adopt a final budget no later than
June 30 of each year. No funding or financial obligation are created against any MEMBER AGENCY solely as a consequence of executing this AGREEMENT. The fiscal year shall be July 1 of each year and including the following June 30. The budget shall include separate components for administrative, operations, and capital costs anticipated to be incurred by the AUTHORITY during the fiscal year. Decisions dealing with capital and operating fund allocations, as well as annual approval of each MEMBER AGENCY'S share of the AUTHORITY'S annual budget, shall be approved by the MEMBER AGENCIES themselves.

9.0 FUNDING FOR THE AUTHORITY

In addition to any funds derived from grants provided for in this AGREEMENT, the voting MEMBER AGENCIES shall contribute the funds necessary to carry out the purposes and powers of the AUTHORITY, consistent with the AUTHORITY'S adopted budget and any cost sharing formula adopted by the voting MEMBER AGENCIES.

10.0 BYLAWS

The GOVERNING BOARD may adopt from time to time bylaws as may be required for the conduct of its meetings and the orderly operation of the AUTHORITY.

11.0 RELATIONSHIP OF INTERCITY RAIL SERVICE TO THE AUTHORITY

11.1 The LOSSAN Rail Corridor Agency presently handles all matters related to intercity passenger services. The member agencies of LOSSAN which are MEMBER AGENCIES or eligible to be ex officio representatives to the AUTHORITY are LACTC, OCTA, SANDAG and Caltrans.

11.2 Until funds are allocated pursuant to the Act, LOSSAN, along with any ex officio members who may be a part of, or appointed to, the LOSSAN intercity rail committee shall act as the intercity rail committee of the AUTHORITY for the Los Angeles/San Diego portion of the AUTHORITY'S intercity rail service.

11.3 Until funds are allocated pursuant to the Act, a committee made up of the VCTC and LACTC, along with any ex officio representatives who may be appointed to that committee including but not limited to represen-tatives from Santa Barbara County, shall act as the intercity rail committee of the AUTHORITY for the Los Angeles/Santa Barbara portion of the AUTHORITY'S intercity rail service.

11.4 Each of the above-named interim committees shall meet immediately prior to any meeting of the AUTHORITY GOVERNING BOARD.

12.0 DURATION OF AGREEMENT

This AGREEMENT shall continue in full force and effect until such time as a majority of the MEMBER AGENCIES determine it is in the public interest to dissolve the AUTHORITY. This does not preclude MEMBER AGENCIES from exercising their prerogative to terminate their membership in the AUTHORITY. Any MEMBER AGENCY wishing to terminate its membership in the AUTHORITY shall give one (1) year's written notice to the AUTHORITY concurrent with the beginning of the AUTHORITY'S fiscal year. Termination shall become effective at the end of such fiscal year.

The rights and obligations of any MEMBER AGENCY terminating its membership in the AUTHORITY with respect to debts of the AUTHORITY, operating rights, return of assets or money in possession of the AUTHORITY to the terminating agency shall be determined by negotiation between the AUTHORITY and the terminating agency. In the

event that the AUTHORITY and the terminating agency are unable to satisfactorily resolve any dispute between them regarding said rights and duties, such dispute shall be submitted for arbitration pursuant to Section 17 below.

13.0 DISPOSITION OF ASSETS UPON TERMINATION BY ALL MEMBER AGENCIES

Upon termination of this AGREEMENT by mutual consent of all MEMBER AGENCIES, any money or assets in possession of the AUTHORITY after the payment of all liabilities, costs, expenses, and charges validly incurred under this AGREEMENT shall be returned to the MEMBER AGENCIES in proportion to their contributions determined as of the time of termination.

14.0 AUDIT

The AUTHORITY shall provide for the accountability of all funds and shall provide for an annual independent audit.

15.0 AMENDMENTS TO THE AGREEMENT

This AGREEMENT may be amended at any time by the unanimous agreement of the voting MEMBER AGENCIES.

16.0 PERIODIC REVIEW OF THE AUTHORITY

As determined by the GOVERNING BOARD, the AUTHORITY shall periodically review the circumstance and issues associated with the need for continuing the existence of the AUTHORITY.

17.0 ARBITRATION

In the event of a dispute between the AUTHORITY and its MEMBER AGENCIES, or any one MEMBER AGENCY, which cannot be satisfactorily resolved by those parties, said dispute shall be submitted to arbitration by a panel of three arbitrators pursuant to the rules of the American Arbitration Association. The panel of arbitrators shall consist of one arbitrator appointed by the governing body of the AUTHORITY and one arbitrator appointed by the MEMBER AGENCIES with whom the dispute exists and the third member shall be appointed by mutual consent of the other two arbitrators. The Arbitration panel shall resolve the dispute in accordance with the terms of this AGREEMENT.

In the event that a MEMBER AGENCY wishes to withdraw from the AUTHORITY, the Arbitration Panel shall consider in such arbitration foremost the importance of retaining the AUTHORITY's ability to achieve those purposes set forth in Section 2.0 (Purposes) of this AGREEMENT following the withdrawal of the terminating agency as weighed against the long-term interest of the terminating agency to manage its own affairs. Costs of arbitration shall be paid by the party against whose favor the arbitration, or any subsequent legal action arising out of the arbitration, is found.

18.0 SUCCESSOR STATUTES

All statutes cited herein shall be deemed to include amendments and/or successor statutes to the cited statutes as they presently exist.

19.0 CONSTRUCTION: NUMBER, GENDER AND CAPTIONS

This AGREEMENT has been executed in the State of California and shall be construed according to the law of said State. Numbers and gender as used herein shall be construed to include that number and/or gender which is appropriate in the context of the text in which either is included. Captions are included herein for the purposes of ease of reading and identification. Neither gender, number nor captions used herein shall be construed to alter the plain meaning of the text in which any or all of them appear.

20.0 AGREEMENT COMPLETE

This AGREEMENT constitutes the full and complete agreement of the parties.

IN WITNESS WHEREOF, the parties hereto have executed this AGREEMENT by authorized officials on the dates indicated below.

21.0 PROVISION

The AGREEMENT may be executed in one or more counterparts and may include multiple signature papers, all of which shall be deemed to be one instrument. Copies of this AGREEMENT will be used in lieu of the original.

JOINT EXERCISE OF POWERS AGREEMENT TO ESTABLISH THE SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY
(As Amended)

LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY (LACMTA) AS SUCCESSOR IN TRUST TO THE LOS ANGELES COUNTY TRANSPORTATION COMMISSION

BY: _____ DCEO _____ 11/29/00

Julian Burke **Date**
Chief Executive Officer

JOINT EXERCISE OF POWERS AGREEMENT TO ESTABLISH THE SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY
(As Amended)

ORANGE COUNTY TRANSPORTATION AUTHORITY

BY: Steven Wylie _____ 10/18/00 _____
Steven Wylie **Date**
Acting Chief Executive Officer

JOINT EXERCISE OF POWERS AGREEMENT
TO ESTABLISH THE SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY
(As Amended)

RIVERSIDE COUNTY TRANSPORTATION COMMISSION (RCTC)

BY: _____ 10/17/00
Eric Haley **Date**
Executive Director

JOINT EXERCISE OF POWERS AGREEMENT TO ESTABLISH THE SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY
(As Amended)

SAN BERNARDINO ASSOCIATED GOVERNMENTS (SANBAG)

BY: Norman R. King _____ 10/18/00

Norman King
Executive Director

Date

JOINT EXERCISE OF POWERS AGREEMENT TO ESTABLISH THE SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY
(As Amended)

VENTURA COUNTY TRANSPORTATION COMMISSION (VCTC)

BY: Ginger Gherardi
Ginger Gherardi
Executive Director

11/7/97
Date

3.7.7 Exhibit 3.7 - *FY2015-16 Annual Operating Budget Distributions to Member Agencies*

	Proposed FY 15-16 Budget	Metro	OCTA	RCTC	SANBAG	VCTC
EXPENSES	**228,968**	**119,017**	**50,380**	**21,647**	**25,471**	**12,452**
REVENUES	**101,458**	**53,535**	**24,286**	**7,655**	**12,624**	**3,357**
NET LOCAL SUBSIDY	**127,510**	**65,482**	**26,093**	**13,992**	**12,848**	**9,095**
OPERATIONS						
Revenues						
Farebox Revenue	84,446	42,879	20,737	7,019	11,312	2,499
Dispatching	2,663	1,355	905	11	57	335
Other Revenues	-	-	-	-	-	-
MOW Revenues	14,348	9,301	2,644	625	1,255	524
Operation Revenue Subtotal	101,458	53,535	24,286	7,655	12,624	3,357
Member Agency Revenues	109,431	55,855	21,836	12,650	10,695	8,396
Total Revenues	**210,889**	**109,390**	**46,122**	**20,305**	**23,319**	**11,753**
Operations & Services						
Train Operations	43,979	23,949	10,098	3,609	4,702	1,621
Equipment Maintenance	29,352	14,805	6,801	2,888	3,437	1,421
Contingency (Train Ops)	-	-	-	-	-	-
Fuel	22,952	11,934	5,803	2,035	2,436	743
Non-Scheduled Rolling Stock Repairs	232	124	55	17	28	9
Operating Facilities Maintenance	1,182	629	278	88	141	46
Other Operating Train Services	567	271	98	85	57	57
Rolling Stock Lease	640	304	127	71	92	46
Security - Sheriff	5,482	3,073	1,192	477	587	153
Security - Guards	2,010	961	347	300	201	201
Supplemental Additional Security	690	350	169	57	92	20
Public Safety Program	260	124	45	39	26	26
Passenger Relations	1,885	964	456	153	257	55
Holiday Trains	-	-	-	-	-	-
TVM Maintenance/Revenue Collection	6,703	2,769	1,506	1,069	971	389
Marketing	1,020	535	232	81	142	30
Media & External Communications	426	204	74	64	43	43
Utilities/Leases	2,677	1,279	463	399	267	268
Transfers to Other Operators	7,411	4,132	1,639	462	918	261
Amtrak Transfers	1,400	446	885	-	-	69
Station Maintenance	1,464	872	211	123	188	70
Rail Agreements	4,831	1,797	1,293	1,064	335	341
Subtotal Operations & Services	**135,163**	**69,523**	**31,771**	**13,080**	**14,920**	**5,869**
Maintenance-of-Way						
MoW - Line Segments	41,160	23,054	8,186	2,396	4,903	2,622
MoW - Extraordinary Maintenance	1,228	707	298	13	131	79
Subtotal Maintenance-of-Way	**42,388**	**23,760**	**8,484**	**2,409**	**5,034**	**2,701**
Administration & Services						
Staff						
Ops Salaries & Fringe Benefits	11,586	5,537	2,012	1,723	1,159	1,156
Ops Non-Labor Expenses	4,760	2,449	919	557	509	326
Indirect Administrative Expenses	13,621	6,510	2,354	2,032	1,361	1,364
Ops Professional Services	2,870	1,372	496	428	287	287
Subtotal Administration & Services	**32,837**	**15,868**	**5,781**	**4,740**	**3,315**	**3,134**
Contingency (Non-Train Ops)	**501**	**239**	**87**	**75**	**50**	**50**
Total Expenses Including MoW	**210,889**	**109,390**	**46,122**	**20,305**	**23,319**	**11,753**
RISK MANAGEMENT						
Revenues						
Member Agency Revenues	18,079	9,627	4,257	1,343	2,152	700
PL/PD Revenues	-	-	-	-	-	-
Total Revenues	**18,079**	**9,627**	**4,257**	**1,343**	**2,152**	**700**
Insurance						
Liability/Property/Auto	12,880	6,859	3,033	956	1,533	498
Claims / SI	4,000	2,130	942	297	476	155
Claims Administration	1,198	638	282	89	143	46
Subtotal Insurance	**18,079**	**9,627**	**4,257**	**1,343**	**2,152**	**700**
Total Insurance / SIR Expenses	**18,079**	**9,627**	**4,257**	**1,343**	**2,152**	**700**

SCRRA OPERATING BUDGET
LINE ITEM ALLOCATIONS

Budget Item	Current Allocation
Train Mile Allocation	
Train Operations	Train Miles- Current
Fuel	Train Miles- Current
Operating Contingency	Train Miles- Current
Direct to Line Segments/Territories	
Rail Agreements	Direct To Lines/Then to Members
MoW - Line Segments	Train Miles of Service on Territory
MoW - Extra-Ordinary Maintenance	Train Miles of Service on Territory
Holiday Trains	Direct To Lines/Then to Members
Amtrak Transfers	Direct To Lines/Then to Members
Route Miles Dispatched	
Dispatching	Route Miles Dispatched
Ridership/Revenue Distributions	
Transfers to Other Operators	Ridership/Revenue Distribution
Supplemental Additional Security	Ridership/Revenue Distribution
Base Allocation	
Equipment Maintenance	75% Train Miles - Lagged/25% Undup Stations
Operating Contingency (Bombardier)	Train Miles - Lagged
Non-Scheduled Rolling Stock Repairs	Train Miles - Lagged
Operating Facilities Maintenance	Train Miles - Lagged
Other Operating Train Services	Unduplicated Route Miles (Excl SD Co)
Security - Sheriff	Train Miles - Lagged
Security - Guards	Unduplicated Route Miles (Excl SD Co)
Public Safety Program	Unduplicated Route Miles (Excl SD Co)
Utilities/Leases	Unduplicated Route Miles (Excl SD Co)
Passenger Relations - Call Boxes	Unduplicated Stations
Contingency (Non-Train Operating)	Unduplicated Route Miles (Excl SD Co)
TVM Maintenance/Revenue Collection	TVMs
Station Maintenance - Non-Union Station	Unduplicated Stations
Station Maintenance - Union Station	Revenue Moves thru LAUS
Passenger Service Representatives	Unduplicated Route Miles (Excl SD Co)
Passenger Relations - Call Center/Other	Ridership Distribution - Lagged
Marketing/Market Research	Ridership Distribution - Lagged
Media & External Communications	Unduplicated Route Miles (Excl SD Co)
Liability/Property/Auto	Train Miles - Lagged
Claims	Train Miles - Lagged
Claims Administration	Train Miles - Lagged
Salaries & Fringe Benefits	Unduplicated Route Miles (Excl SD Co)
Non-Labor Costs	Unduplicated Route Miles (Excl SD Co)
Allocated Overhead	Unduplicated Route Miles (Excl SD Co)
Services	Unduplicated Route Miles (Excl SD Co)
Revenues	
Operating Revenues	
Farebox Revenue	Credited to originating line segment then to Members by Train Miles on segment
Dispatching Revenue	Direct to Members by Agreed Percentages
Other Operating Revenue except PL/PD	
Marketing Revenues	Ridership Lagged
TVM Maintenance & Revenue Collection - Amtrak	TVMs in each county
Equipment Lease Proceeds	All-Share
Storm Damage - Bus Bridges and Miscellaneous	Unduplicated Route Miles
Other Operating Revenue - PL/PD Revenues	Train Miles - Lagged
Maintenance-of-Way	Direct ot Members owners of the Right-of-Way
Other Revenue	
Interest Income	% of Cash (Beginning Balance plus Receipts) by Member to Total SCRRA Cash Balance (Calculated on a Quarterly Basis)
Supplemental Security Carryforward	Follow fare revenues

9.10.1 *Exhibit 9.1*

FY2015-16 Formulae Used to Allocate Expenses by Member Agency

Allocation	MTA	OCTA	RCTC	SANBAG	VCTC
Train Miles Lagged (FY14)	53.25%	23.55%	7.43%	11.91%	3.87%
FY16 Budget Train Miles	54.69%	21.08%	8.86%	11.31%	4.06%
Revenue Moves Thru LAUS	64.17%	12.68%	6.36%	13.11%	3.68%
Unduplicated Stations (Incl Buena Park)	44.07%	20.34%	15.25%	11.86%	8.47%
TVMs (Excl TOMs & Flower St)	41.30%	22.46%	15.94%	14.49%	5.80%
Ridership Lagged (FY14)	52.47%	22.77%	7.97%	13.89%	2.90%
Current Ridership w/o IEOC (Transfer Payments)	57.59%	19.20%	5.17%	14.29%	3.74%
FY16 Fare Revenue	50.78%	24.56%	8.31%	13.40%	2.96%
75% Train Miles Lagged/25% Unduplicated Stations	50.95%	22.75%	9.38%	11.90%	5.02%
S.B. Line Trn Miles - (60%-40%)	59.82%	0.00%	0.00%	40.18%	0.00%
SB Weekend	59.82%	0.00%	0.00%	40.18%	0.00%
S.B. Incremental (100% SANBAG)				100.00%	
Ven Line Trn Miles	61.41%	0.00%	0.00%	0.00%	38.59%
A.V. Line Trn Miles (combine wk and we)	100.00%	0.00%	0.00%	0.00%	0.00%
Riv Line Trn Miles	60.54%	0.00%	23.13%	16.33%	0.00%
O.C. Line Trn Miles (combine wk and we)	30.50%	69.50%	0.00%	0.00%	0.00%
O.C. Line Trn Miles - Incremental (100% OCTA)		100.00%			
OC MSEP		100.00%			
IEOC Line Trn Miles	0.00%	62.44%	32.04%	5.52%	0.00%
IEOC Weekday Incremental Trn Miles	0.00%	63.87%	35.78%	0.35%	0.00%
IEOC Line: San Bernardino-Oceanside		69.23%	24.18%	6.59%	
IEOC Line: Riverside-Oceanside		77.00%	23.00%		
91 Line Trn Miles	29.69%	27.86%	42.17%	0.28%	0.00%
Route Miles Dispatched	64.25%	19.28%	0.24%	10.19%	6.05%
All-Share (MoW)	47.50%	19.80%	11.10%	14.40%	7.20%
All-Share (MoW) w/o IEOC/MSEP	47.50%	19.80%	11.10%	14.40%	7.20%
Route Miles Owned (MoW Storm Damage)	57.55%	24.27%	1.07%	10.69%	6.41%
Undup Route Miles (Excl S.D.)	47.79%	17.28%	14.92%	9.99%	10.02%
MTA Train Miles	100.00%				
OCTA Train Miles		100.00%			
RCTC Train Miles			100.00%		
SANBAG Train Miles				100.00%	
VCTC Train Miles					100.00%